APPENDIX A

REVISED AIR QUALITY, GREENHOUSE GAS, AND HEALTH RISK ASSESSMENT IMPACT ANALYSIS

REVISED AIR QUALITY, GREENHOUSE GAS EMISSIONS, AND HEALTH RISK ASSESSMENT IMPACT ANALYSIS

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

CITY OF LOS ANGELES

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PROJECT NO. 13001

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CCAA	California Clean Air Act
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFCs	chlorofluorocarbons
Cf_4	tetrafluoromethane
cfs	Cubic feet per second
C_2F_6	hexafluoroethane
C_2H_6	ethane
CH_4	Methane
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
CPUC	California Public Utilities Commission
DPM	Diesel particulate matter
EPA	Environmental Protection Agency
ºF	Fahrenheit
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse gas
GWP	Global warming potential
HAP	Hazardous Air Pollutants
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change
LACDPW	Los Angeles County Department of Public Works
LACFCD	Los Angeles County Flood Control District

LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds
MATES	Multiple Air Toxics Exposure Study
MSAT	Mobile Source Air Toxics
$MTCO_2e$	Metric tons of carbon dioxide equivalent
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NO_x	Nitrogen oxides
NO_2	Nitrogen dioxide
O_3	Ozone
OPR	Office of Planning and Research
Pb	Lead
Pfc	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PPM	Parts per million
PPB	Parts per billion
RCP	Reinforced Concrete Pipe
ROG	Reactive Organic Gases
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SCS	Sustainable communities strategy
SF_6	Sulfur Hexafluoride
SIP	State Implementation Plan
SO_x	Sulfur oxides
TAC	Toxic air contaminants
TOG	Total Organic Gases
UNFCCC	United Nations' Framework Convention on Climate Change
VOC	Volatile organic compounds

1.0 INTRODUCTION

1.1 Purpose of Analysis and Study Objectives

This Air Quality, Greenhouse Gas (GHG) Emissions, and Health Risk Assessment (HRA) Impact Analysis has been completed to determine the air quality, GHG emissions, and toxic air contaminant (TAC) impacts associated with the proposed Pacoima Spreading Grounds Improvement Project (proposed project). The following is provided in this report:

- A description of the proposed project;
- A description of the atmospheric setting;
- A description of the criteria pollutants and greenhouse gases (GHGs);
- A description of the air quality regulatory framework;
- A description of the air quality and GHG emissions thresholds including the California Environmental Quality Act (CEQA) significance thresholds;
- An analysis of the short-term construction related and long-term operational air quality and GHG emissions impacts;
- An analysis of the cancer risk and non-cancer acute and chronic health risk from diesel emissions created during construction of the proposed project;
- An analysis of the conformity of the proposed project with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP); and
- An analysis of the conformity of the proposed project with all applicable GHG emissions reduction plans and policies.

1.2 Site Location and Study Area

The project site is located in the northern portion of the City of Los Angeles (City) and on the west side of the Pacoima Diversion Channel. The project site is approximately 169 acres in area, bisected by Arleta Avenue and Devonshire Street and is hydraulically connected by pipes underneath these roads. The project site is bordered by Filmore Street to the southeast, Woodman Avenue to the west, San Jose Street to the north, and Arleta Avenue to the northeast and is bisected by Devonshire Street. The project local study area is shown on page 8 in Figure 1.

1.3 Proposed Project Description

The principle objective of the proposed project is to increase groundwater recharge of the San Fernando Groundwater Basin by increasing the facility's storage capacity and restoring its percolation rate through excavation and removal of underlying clay layers. The proposed project would include improvements to the intake structure as well as expansion and reconfiguration of the spreading basins. The proposed site plan is shown on page 9 in Figure 2.

Intake Structure Improvements

The existing intake structure will be improved by replacing the current intake canal with four 54-inch diameter RCPs. The pipes will extend from the headworks to the culverts that convey water to the spreading basins. After the pipes are installed, the intake channel will be backfilled with approximately 27,850 cubic yards of sediment removed from the spreading basins. Due to the variability of uncontrolled flows in Pacoima Diversion Channel, careful operation of the radial gate is currently required to regulate flows into

the intake canal. When flows in excess of 600 cubic feet per second (cfs) enter the intake canal, water can potentially overtop the intake canal, resulting in localized flooding. Replacing the intake canal with pipes will restrict the intake to the design flow rate of 600 cfs and eliminate the potential for overtopping the intake canal.

Recharge Basin Reconfiguration and Sediment Removal

The recharge basins will be reconfigured and deepened to allow for greater percolation and capacity. Approximately 1.6 million cubic yards of sediment will be excavated in order to completely remove the underlying clay layers; however, only 1.37 million cubic yards of sediment will be exported from the site. The remainder of the sediment will be used to backfill the existing intake channel or be returned to the spreading basins to bring the basin inverts up to their finished elevation.

The proposed project includes transportation and placement of excavated material at facilities prepared and designated to accept such material. A total of up to 2,800 tons per day will be exported to three sediment disposal sites have been identified for consideration, either individually or in combination: Boulevard Pit, Sheldon Pit, and the Cal-Mat Pit. All three of these sites are located in the Sun Valley area of Los Angeles. In addition up to 2,200 tons per day, consisting of all organic material, concrete demolition, and some sediment will be transported Sunshine Canyon Landfill that is located northwest of the Pacoima Spreading Grounds.

The haul routes from the Pacoima Spreading Grounds site to the sediment disposal sites and to Sunshine Canyon Landfill have been identified that are detailed below:

- **Modified Haul Route A to Boulevard Pit.** Loaded trucks would travel northeast on Paxton Street to access the I-5 Southbound Freeway, taking the Sheldon Street exit and turning (right) onto Laurel Canyon Boulevard and then turn east (right) on Branford Street to access the Boulevard Pit (5.4 miles). The trucks would return from Boulevard Pit by traveling east on Branford Street and turning (left) on to Glen Oaks Boulevard to north on Osborne Street, to east on Foothill Boulevard, to I-210 westbound, to SR-118 westbound, and finally exiting at San Fernando Boulevard to return to the Pacoima Spreading Grounds on Paxton Avenue (8.4 miles). The round trip would be 13.8 miles.

- **Modified Haul Route A to Sheldon and Cal-Mat Pits**. Loaded trucks would travel northeast on Paxton Street to access the I-5 Southbound Freeway, taking the Penrose Street exit and turning (right) onto San Fernando Road and then turn east (right) on Tuxford Street and then turn west (left) onto Glenoaks Boulevard to access both the Sheldon Pit and Cal-Mat Pit (average of 7.5 miles). The trucks would return by traveling west on Glen Oaks Boulevard to north on Osborne Street, to east on Foothill Boulevard, to I-210 westbound, to SR-118 westbound, and finally exiting at San Fernando Boulevard to return to the Pacoima Spreading Grounds on Paxton Avenue (average of 8.4 miles). The average round trip would be 15.9 miles.

- **Haul Route B to Boulevard, Sheldon and Cal-Mat Pits**. Loaded trucks would travel northeast on Paxton Street to access San Fernando Road. Heading south on San Fernando Road, the trucks either turn northeast (left) on Branford Street and then turn right on Glenoaks Boulevard to access the Sheldon Pit or Cal-Mat Pit (5.3 miles), or turn southwest (right) on Branford Street to access the Boulevard Pit (3.8 miles). The trucks would return be retracing the same route. The average round trip would be 9.6 miles if all three Pits are used or 10.6 miles if only Sheldon and Cal-mat pits are used.

- **Haul Route C to Sunshine Canyon Landfill.** Loaded trucks would travel west on Devnoshire Street to access the I-405 Northbound Freeway and I-5 Northbound Freeway, exiting the I-5 Freeway at Roxford Street, then head southwest on Roxford Street, northwest on Sepulveda Boulevard, northwest on San Fernando Road, and then turn left onto Sunshine Canyon Road to access the Sunshine Canyon Landfill (6.9 miles). The trucks would return retracing the same route. The average round trip would be 13.8 miles.

As detailed in Table 10-1 of the *Traffic Impact Study Pacoima Spreading Grounds Improvement Project* (Traffic Study), prepared by Linscott Law & Greenspan, July, 2017, 35 percent of the haul trucks would use Route A, 26 percent of the haul trucks would use Route B and 39 percent of the haul trucks would use Route C.

Project Schedule

The proposed project is expected to occur over an approximately 20-month period, starting in 2018 and would be completed in 2020. Excavation activities will take place year-round, and the spreading grounds will not be operated for the duration of the proposed project's construction. Activities will take place five days a week between the hours of 9:00 a.m. and 5:30 p.m. on Monday through Friday, with a 30 minute lunch break, for a total workday of 8 hours.

1.4 Sensitive Receptors in Project Vicinity

The project site is located in a residential community and is surrounded on all sides by residential as well as park and worship uses. As detailed in the site plan shown in Figure 2, the proposed improvements would disturb most but not all of the property, as there are areas around the perimeter of the spreading basins that would not be disturbed. The nearby off-site sensitive receptors to each portion of the proposed project are detailed below and the distances are based on the distance from the proposed disturbed areas on the project site to the nearest structure for homes and the church or use area for parks.

West Settling Basin

The proposed West Settling Basin is located on the northern side of the project site and is bounded by Arleta Avenue to the northeast. The nearby sensitive receptors consist of: single-family homes located on the south side of San Jose Street and as near as 40 feet north of the proposed improvements; and single-family homes located on the northeast side of Arleta Avenue and as near as 130 feet northeast of the proposed improvements to the West Settling Basin.

East Settling Basin

The proposed East Settling Basin is located on the eastern side of the project site and is bounded by Arleta Avenue to the northeast and Devonshire Street to the south. The nearby sensitive receptors consist of: Devonshire Arleta Park that is located as near as 220 feet east of the proposed improvements; and single-family homes located on the east side of Pacoima Diversion Channel and as near as 280 feet east of the proposed improvements to the East Settling Basin.

Basin 1

The proposed Basin 1 is located on the eastern corner of the project site and is bounded by Devonshire Street to the north, Pacoima Diversion Channel to the east and Filmore Street to the southeast. The nearby sensitive receptors consist of: Devonshire Arleta Park that is located as near as 220 feet northeast of the proposed improvements; single-family homes located on the east side of Pacoima Diversion Channel and as near as 170 feet east of the proposed improvements; and single- and multi-family homes located on the southeast side of Filmore Street and as near as 125 feet southeast of the proposed improvements to Basin 1.

Basin 2

The proposed Basin 2 is located on the southeastern side of the project site and is bounded by Devonshire Street to the north and Filmore Street to the southeast. The nearby sensitive receptors consist of single-family homes located on the southeast side of Filmore Street and as near as 120 feet southeast of the proposed improvements to Basin 2.

Basin 3

The proposed Basin 3 is located on the northern side of the project site and is bounded by West Settling Basin to the east and the SCE Easement to the west. The nearby sensitive receptors consist of: single-family homes located on the south side of San Jose Street and as near as 70 feet north of the proposed improvements; and single-family homes on the east side of Hiawatha Street and as near as 70 feet west of the proposed improvements to Basin 3.

Basin 4

The proposed Basin 4 is located on the northwestern corner of the project site and is bounded by the SCE Easement to the east and Devonshire Street to the south. The nearby sensitive receptors consist of: single-family homes located on the south side of Hiawatha Street and as near as 50 feet north of the proposed improvements; and single-family homes on the east side of Blackhawk Street and as near as 60 feet west of the proposed improvements to Basin 4.

Basin 5

The proposed Basin 5 is located on the western side of the project site and is bounded by Devonshire Street to the north and Devonwood Park to the west. The nearby sensitive receptors consist of: Devonwood Park located as near as 30 feet west of the proposed improvements; and single-family homes located on the north side of Devonshire Street and as near as 135 feet north of the proposed improvements to Basin 5.

Basin 6

The proposed Basin 6 is located on the southwest corner of the project site and is bounded by and Devonwood Park to the north, Woodman Avenue to the southwest and Filmore Street to the southeast. The nearby sensitive receptors consist of: Devonwood Park located as near as 40 feet north of the proposed improvements; the New Apostolic Church located on the east side of Woodman Avenue and as near as 30 feet west of the proposed improvements; and single-family homes located on the east side of Woodman Avenue and as near as 30 feet west of the proposed improvements to Basin 6.

Diversion Channel Intake

The proposed diversion channel intake improvements is located in the northeast corner of the project site and is bounded by the Pacoima Diversion Channel to the east and Arleta Avenue to the southwest. The nearby sensitive receptors consist of single-family homes located on the east side of Minnehaha Street and as near as 40 feet west of the proposed improvements to the diversion channel intake.

Haul Routes

The roadways with nearby sensitive receptors to each of the four proposed haul routes described above are detailed below.

- **Modified Haul Route A to Boulevard Pit.** There are sensitive receptors located on the roadways of Arleta Avenue, Paxton Street, Laurel Canyon Road, Branford Street, Glenoaks Boulevard, Osborne Street, and Foothill Boulevard. Modified Haul Route A to Boulevard Pit would also travel on Devonshire Street, San Fernando Road, however there are no sensitive receptors located along the affected road segments.

- **Modified Haul Route A to Sheldon Pit and Cal-Mat Pit.** There are sensitive receptors located on the roadways of Arleta Avenue, Paxton Street, Glenoaks Boulevard, Osborne Street, and Foothill Boulevard. Modified Haul Route A to Sheldon and Cal-Mat Pits would also travel on Devonshire Street, Penrose Street, Tuxford Street, Wentworth Street, and San Fernando Road, however there are no sensitive receptors located along the affected road segments.

- **Haul Route B.** There are sensitive receptors located on the roadways of Arleta Avenue, Paxton Street and San Fernando Road. Haul Route B would also travel on Devonshire Street, Branford Street, Wentworth Street, and San Fernando Road, however there are no sensitive receptors located along the affected road segments.

- **Haul Route C.** There are sensitive receptors located on the roadways of Devonshire Street, Roxford Street, and San Fernando Road. Haul Route C would also travel on Sepulveda Boulevard, however there are no sensitive receptors located along the affected road segments.

The nearby sensitive receptors on Paxton Street consist of: single- and multi-family homes that are located as near as 20 feet from the travel lanes; Ritchie Valens Park that is located as near as 15 feet from the travel lanes; and Telfair Elementary School that is located as near as 25 feet from the travel lanes of Paxton Street.

The nearby sensitive receptors on Laurel Canyon Boulevard consist of: multi-family and mobile homes as near as 25 feet from the travel lanes; and Fernangeles Recreation Center located as near as 15 feet from the travel lanes of Laurel Canyon Boulevard.

The nearby sensitive receptors on Branford Street consist of single- and multi-family homes as near as 25 feet from the travel lanes of Branford Street.

The nearby sensitive receptors on Glenoaks Boulevard consist of mobile homes as near as 20 feet from the travel lanes of Glen Oaks Boulevard.

The nearby sensitive receptors to Osborne Street consist of multi-family homes as near as 15 feet from the travel lanes of Osborne Street.

The nearby sensitive receptors to Foothill Boulevard consist of multi-family homes as near as 25 feet from the travel lanes of Foothill Boulevard.

The nearby sensitive receptors on San Fernando Road consist of: single- and multi-family homes as near as 110 feet from the travel lanes; and Pacifica Hospital of the Valley that is located as near as 180 feet from the travel lanes of San Fernando Road. For the portion of San Fernando Road near Sunshine Canyon Landfill the nearby sensitive receptors consist of single-family homes as near as 90 feet from the travel lanes.

1.5 Standard Air Quality and GHG Regulatory Conditions

The proposed project will be required to comply with the following regulatory conditions from the SCAQMD and State of California (State).

South Coast Air Quality Management District Rules

The following lists the SCAQMD rules that are applicable to all earth moving projects in the South Coast Air Basin.

Rule 402 - Nuisance

Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Compliance with Rule 402 will reduce local air quality and odor impacts to nearby sensitive receptors. It should be noted that the SCAQMD receives and investigates odor complaints from nearby residents and if six or more odor events are reported in a year the SCAQMD will consider the odor impact a nuisance and has the authority to require the offender to implement measures to reduce the odor impacts.

Rule 403- Fugitive Dust

Rule 403 governs emissions of fugitive dust during construction activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20 percent opacity, if the dust is from the operation of a motorized vehicle. Compliance with this rule is achieved through application of standard Best Available Control Measures, which include but are not limited to the measures below. The proposed project has the potential to be classified a "Large Operation" as it may contain 50 or more acres of disturbed surface area and the daily earth-moving or throughput volume may exceed 5,000 cubic yards. Compliance with the following rules would reduce local air quality impacts to nearby sensitive receptors.

- Submit a Large Operation Notification to the SCAQMD and maintain daily records of the specific dust control actions taken.
- Install and maintain project signage on the various visible places around the project site that provides a contact person and phone number to for persons to call when they see dust leaving the project site. The signage shall also have a phone number for the SCAQMD compliance office.
- Utilize either a pad of washed gravel 50 feet long, 100 feet of paved surface, a wheel shaker, or a wheel washing device to remove material from vehicle tires and undercarriages before leaving project site.
- Do not allow any track out of material to extend more than 25 feet onto a public roadway and remove all track out at the end of each workday.
- Water all exposed areas on active sites at least three times per day and pre-water all areas prior to clearing and soil moving activities.
- Pre-water all material to be exported prior to loading, and either cover all loads or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.
- Restrict traffic speeds on all unpaved roads to 15 miles per hour or less.
- Maintain a soil moisture content at a minimum of 12 percent that shall be measured a minimum of two times during the first three hours and two times each subsequent four hour periods each day.
- Water all dirt roads at least once per every two hours of active operations or apply a chemical stabilizer in sufficient quantity and frequency to maintain a stabilized surface.

State of California Rules

The following lists the State of California rules that are applicable to all earth moving projects in the State.

CARB Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, the California Air Resources Board (CARB) adopted a regulation to reduce diesel particulate matter (DPM) and NOx emissions from in-use off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NOx emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirement making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less). Currently, no commercial company in California may add any equipment to their fleet that has a Tier 0 engine and medium and large fleets are restricted from adding Tier 1 engines. By January 1, 2016 small fleet will also be restricted from adding Tier 1 engines to their fleets and by January 1, 2018 medium and large fleets will be restricted from adding Tier 2 engines to their fleets. It should be noted that commercial fleets may continue to use their existing Tier 0 and 1 equipment, if they can demonstrate that the average emissions from their entire fleet emissions meet the NOx emissions targets.

CARB Resolution 08-43 for On-Road Diesel Truck Fleets

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4 Final) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. By January 1, 2014, 50 percent of a truck fleet is required to have installed Best Available Control Technology (BACT) for NOx emissions and 100 percent of a truck fleet installed BACT for PM10 emissions. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California. All on-road diesel trucks operating on the project site will be required to comply with Resolution 08-43.

1.6 Summary of Analysis Results

The following is a summary of the proposed project's impacts with regard to the State CEQA Guidelines air quality and GHG emissions checklist questions.

Conflict with or obstruct implementation of the applicable air quality plan?

Potentially significant impact. Implementation of Mitigation Measures 1 and 2 would reduce the impact to less than significant levels.

Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially significant impact. Implementation of Mitigation Measures 1 and 2 would reduce the impact to less than significant levels.

Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?

Potentially significant impact. Implementation of Mitigation Measures 1 and 2 would reduce the impact to less than significant levels.

Expose sensitive receptors to substantial pollutant concentrations?

Potentially significant impact. Implementation of Mitigation Measures 1 and 2 would reduce the impact to less than significant levels.

Create objectionable odors affecting a substantial number of people?

Less than significant impact.

Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact.

Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Less than significant impact.

1.7 Mitigation Measures Required for the Proposed Project

This analysis found that implementation of the State and SCAQMD air quality and GHG emissions reductions regulations detailed in Section 1.5 above and through implementation of the following mitigation, all criteria pollutants, toxic air contaminants, odors, and GHG emissions from the proposed project would be reduced to less than significant levels.

Mitigation Measure 1

The project applicant shall require that all off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 Final emissions standards and shall be registered with CARB and labelled detailing that the equipment meets Tier 4 emissions standards.

Mitigation Measure 2

Prior to the start of haul truck operations, the project applicant shall pave, install the All Terrain Road™ Composite Mat System, or a similar product to the All Terrain Road™ that is no less effective than a paved road at controlling fugitive dust emissions on the top of the central levee spanning the spreading grounds in a northeast-southwest direction. The paving or Composite Mat System shall be of sufficient length to cover the greater of either: (1) a minimum of 25 percent of the total off-road path length being utilized by the haul trucks within the spreading grounds; or (2) a minimum of 660 linear feet (1/8 mile) of the paving or Composite Mat System. The paving or Composite Mat System shall be routinely inspected and maintained, as often as needed to ensure the integrity of the surface and eliminate fugitive dust emissions from the off-road segments with this treatment. The haul truck drivers shall be directed to drive on the paving or Composite Mat System exclusively unless there is no feasible alternative.

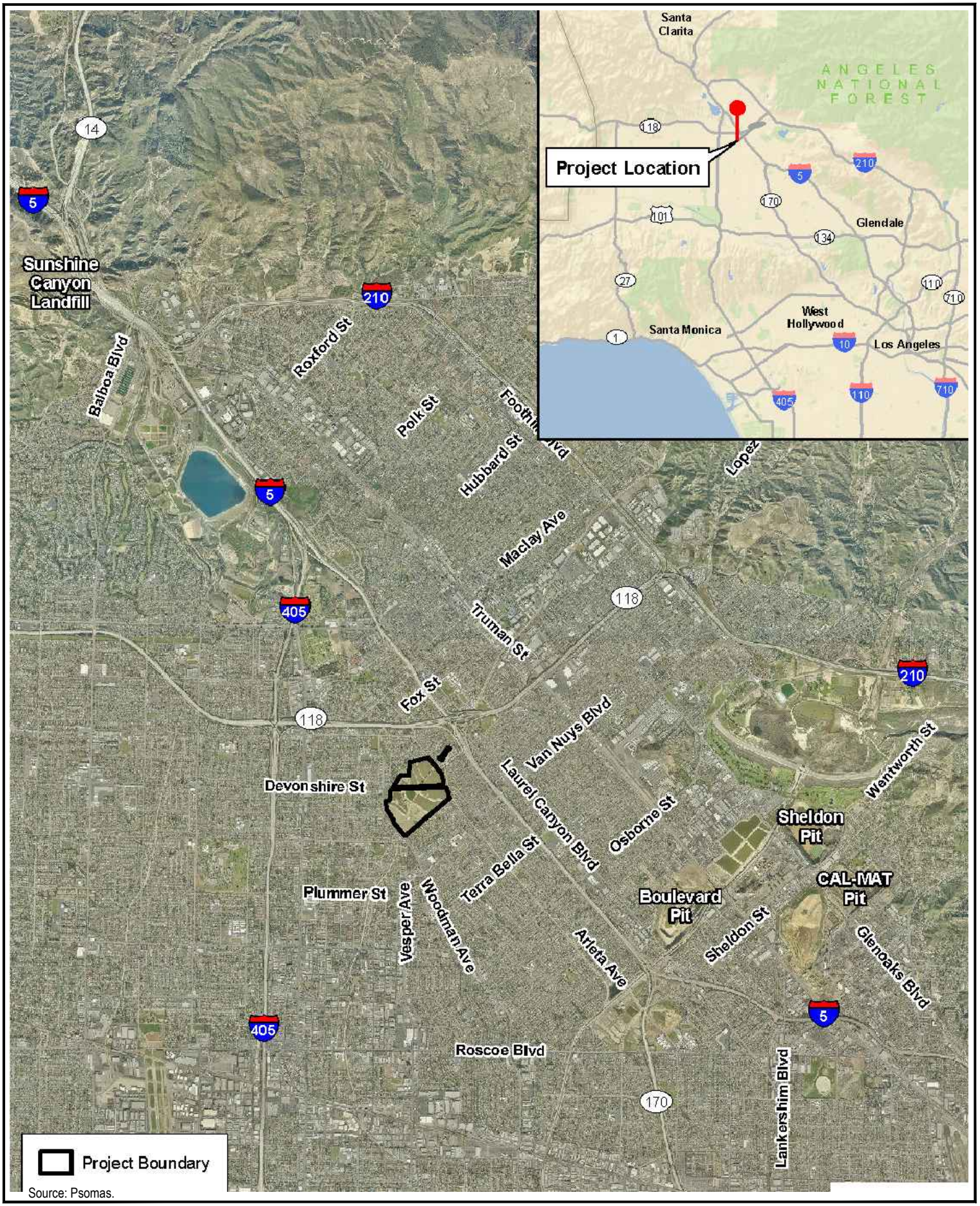
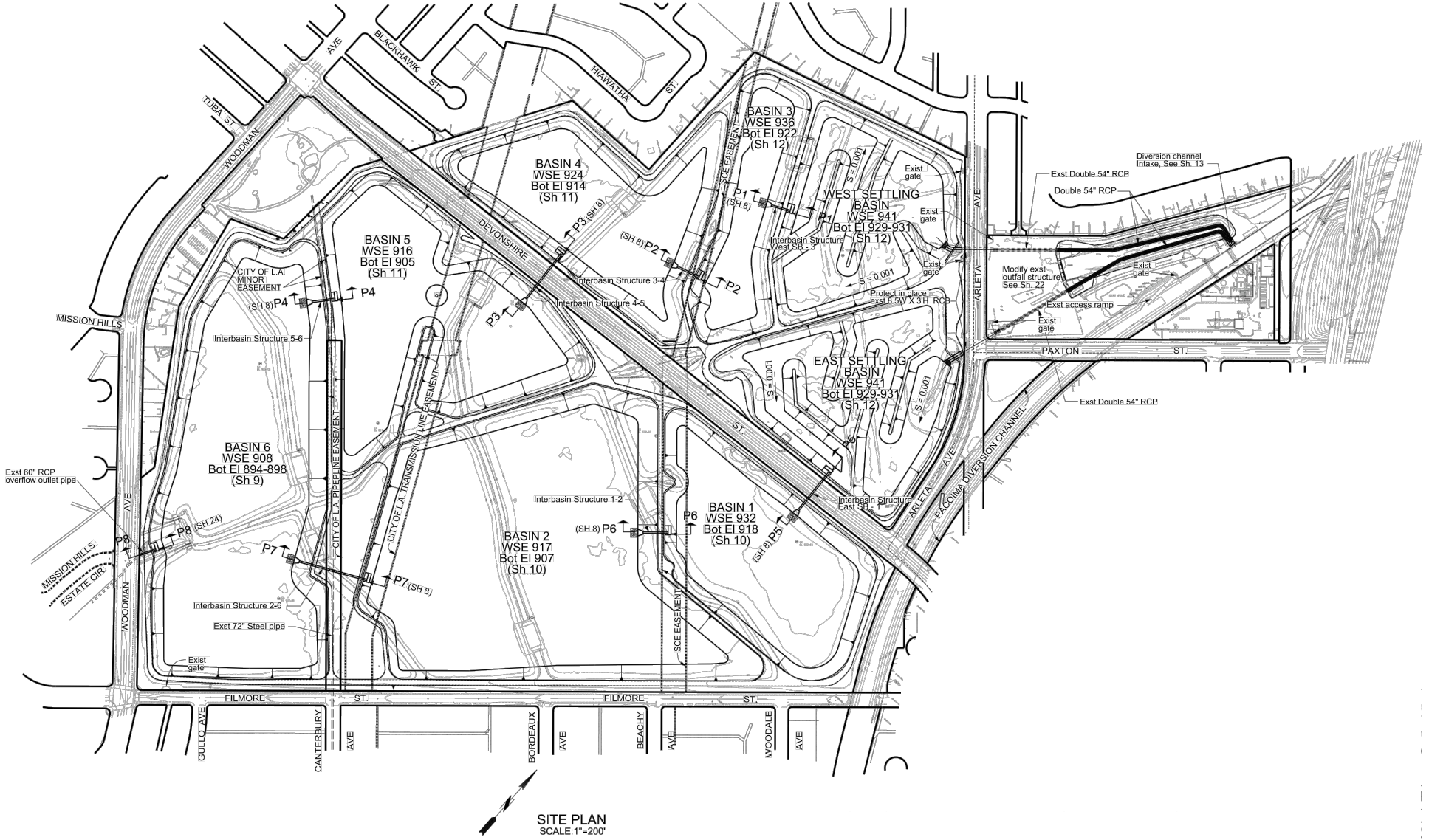


Figure 1
Project Local Study Area



SOURCE: County of Los Angeles Department of Public Works.

2.0 POLLUTANTS

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section.

2.1 Criteria Pollutants

The criteria pollutants consist of: ozone, nitrogen oxides, carbon monoxide, sulfur oxides, lead, and particulate matter. These pollutants can be harmful to human health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants.

Nitrogen Oxides

Nitrogen Oxides (NOx) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NOx are colorless and odorless, concentrations of nitrogen dioxide (NO_2) can often be seen as a reddish-brown layer over many urban areas. NOx form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NO_x are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NOx reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO_2, which cause respiratory problems. NO_x and the pollutants formed from NO_x can be transported over long distances, following the patterns of prevailing winds. Therefore controlling NOx is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

Ozone

Ozone is not usually emitted directly into the air but in the vicinity of ground-level is created by a chemical reaction between NOx and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NOx and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NOx and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NOx and VOC emissions.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes approximately 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm

air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Oxides

Sulfur Oxide (SOx) gases are formed when fuel containing sulfur, such as coal and oil is burned, as well as from the refining of gasoline. SOx dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

Lead

Lead is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Particulate Matter

Particle matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. PM is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM10) are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM2.5) have been designated as a subset of PM10 due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

2.2 Toxic Air Contaminants

Toxic air contaminants (TACs) is a term that is defined under the California Clean Air Act and consists of the same substances that are defined as Hazardous Air Pollutants (HAPs) in the Federal Clean Air Act. There are over 700 hundred different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different toxic air contaminants. The most important of these TACs, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to TACs can

result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

Diesel Particulate Matter

According to *The California Almanac of Emissions and Air Quality 2013 Edition*, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). DPM is a subset of PM2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of DPM as a TAC in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in DPM by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. The various pollutants within DPM that also cause acute and chronic health impacts are detailed below in Table A. Table A was developed through crosschecking all diesel emissions pollutants provided in *2010 California Toxic Inventory in Tons per Year,* prepared by CARB, November 2013 to the list of acute and chronic reference exposure levels provided at: http://oehha.ca.gov/air/allrels.html.

Table A – Diesel Emission Pollutants that Cause Acute and Chronic Health Impacts

TAC	Acute (A) or Chronic (C)	Diesel Weight Fraction[1]	Target Organ Systems
Acetaldehyde	A and C	0.0735	Eyes, respiratory system (sensory irritation)
Acrolein	A and C	0.003	Eyes, respiratory system
Arsenic	A and C	0.000002	Reproductive/developmental, cardiovascular system, nervous system
Benzene	A and C	0.02	Hematologic system, immune system, reproductive/developmental
Cadmium	C		kidney, respiratory system
Chlorine	A and C	0.00003	Eyes, respiratory system
Chromium (hexavalent)	C		Respiratory system, hematologic system
Copper	A	0.00006	Respiratory system
Ethyl benzene	C		Liver, kidney, developmental
Formaldehyde	A and C	0.1471	Eyes, immune system, respiratory
Hexane	C		Nervous system
Manganese	C		Nervous system
Mercury	A and C	0.000006	Reproductive/developmental
Methanol	A and C	0.0408	Nervous system, developmental
Methyl Ethyl Ketone	A	0.0148	Eyes, respiratory system
Naphthalene	C		Respiratory system
Nickel	A and C	0.000008	Immune system, respiratory system
Propylene	C		Respiratory System
Selenium	C		Liver, cardiovascular system, nervous system
Styrene	A and C	0.0006	Eyes, respiratory system, reproductive/development
Toluene	A and C	0.0147	Nervous system, eyes, respiratory system, reproduction/developmental
Vanadium	A	0.001	Eyes, respiratory system
Xylene	A and C	0.0104	Eyes, nervous and respiratory systems

Notes:
[1] Diesel related TAC composition is based on the CARB speciation profile 6099 for PM and 818 for VOC.
Sources: CARB, 2013 and OEHHA, 2014.

Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of DPM as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

Asbestos

Asbestos is listed as a TAC by CARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. The nearest likely locations of naturally occurring asbestos, as identified in the *General Location Guide for Ultramafic Rocks in California*, prepared by the California Division of Mines and Geology, is located approximately 70 miles northwest of the project site in Santa Barbara County. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

2.3 Greenhouse Gases

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

Water Vapor

Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive

feedback loop." The extent to which this positive feedback loop will continue is unknown as there is also dynamics that put the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up).

Carbon Dioxide

The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid 1700s, each of these activities has increased in scale and distribution. CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC) indicates that concentrations were 379 ppm in 2005, an increase of more than 30 percent. Left unchecked, the IPCC projects that concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources. This could result in an average global temperature rise of at least two degrees Celsius or 3.6 degrees Fahrenheit.

Methane

CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs)). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide

Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. N_2O is also commonly used as an aerosol spray propellant (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and race cars).

Chlorofluorocarbons

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons

HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured

atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

Sulfur Hexafluoride

Sulfur Hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Aerosols

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning due to the incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

2.4 Global Warming Potential

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to the reference gas, CO_2. The GHGs listed by the IPCC and the CEQA Guidelines are discussed in this section in order of abundance in the atmosphere. Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic (human-made) sources. To simplify reporting and analysis, GHGs are commonly defined in terms of their GWP. The IPCCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of CO_2e. The GWP of CO_2 is by definition, 1. The GWP values used in this analysis are based on the IPCC Second Assessment Report (SAR) and United Nations Framework Convention on Climate Change (UNFCCC) reporting guidelines, and are detailed on the following page in Table B. The SAR GWPs are used in CARB's California inventory and AB32 Scoping Plan estimates. The SAR GWPs are used in CARB's California inventory and AB32 Scoping Plan estimates.

Table B – Global Warming Potentials, Atmospheric Lifetimes and Abundances of GHGs

Gas	Atmospheric Lifetime (years)[1]	Global Warming Potential (100 Year Horizon)[2]	Atmospheric Abundance
Carbon Dioxide (CO_2)	50-200	1	379 ppm
Methane (CH_4)	9-15	25	1,774 ppb
Nitrous Oxide (N_2O)	114	298	319 ppb
HFC-23	270	14,800	18 ppt
HFC-134a	14	1,430	35 ppt
HFC-152a	1.4	124	3.9 ppt
PFC: Tetrafluoromethane (CF_4)	50,000	7,390	74 ppt
PFC: Hexafluoroethane (C_2F_6)	10,000	12,200	2.9 ppt
Sulfur Hexafluoride (SF_6)	3,200	22,800	5.6 ppt

Notes:
[1] Defined as the half-life of the gas.
[2] Compared to the same quantity of CO_2 emissions and is based on the Intergovernmental Panel On Climate Change (IPCC) 2007 standard, which is utilized in CalEEMod (Version 2016.3.1),that is used in this report (CalEEMod user guide: Appendix A).
Definitions: ppm = parts per million; ppb = parts per billion; ppt = parts per trillion
Source: IPCC 2007, EPA 2015

3.0 AIR QUALITY MANAGEMENT

3.1 Regulatory Setting

The air quality at the project site is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

International

In 1988, the United Nations established the Intergovernmental Panel on Climate Change (IPCC) to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. The parties of the UNFCCC adopted the Kyoto Protocol, which set binding GHG reduction targets for 37 industrialized countries, the objective of reducing their collective GHG emissions by five percent below 1990 levels by 2012. The Kyoto Protocol has been ratified by 182 countries, but has not been ratified by the United States. It should be noted that Japan and Canada opted out of the Kyoto Protocol and the remaining developed countries that ratified the Kyoto Protocol have not met their Kyoto targets. The Kyoto Protocol expired in 2012 and the amendment for the second commitment period from 2013 to 2020 has not yet entered into legal force. The Parties to the Kyoto Protocol negotiated the Paris Agreement in December 2015, agreeing to set a goal of limiting global warming to less than 2 degrees Celsius compared with pre-industrial levels. The Paris Agreement has been adopted by 195 nations with 147 ratifying it, including the United States by President Obama, who ratified it by Executive Order on September 3, 2016. On June 1, 2017, President Trump announced that the United States is withdrawing from the Paris Agreement, however the Paris Agreement is still legally binding by the other remaining nations.

Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere—CFCs, halons, carbon tetrachloride, and methyl chloroform—were to be phased out, with the first three by the year 2000 and methyl chloroform by 2005.

Federal – United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. NAAQS pollutants were identified using medical evidence and are shown on the following page in Table C.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

Table C – State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm / 1-hour 0.07 ppm / 8-hour	0.070 ppm, / 8-hour	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm / 1-hour 9.0 ppm / 8-hour	35.0 ppm / 1-hour 9.0 ppm / 8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm / 1-hour 0.030 ppm / annual	100 ppb / 1-hour 0.053 ppm / annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm / 1-hour 0.04 ppm / 24-hour	75 ppb / 1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM_{10})	50 µg/m^3 / 24-hour 20 µg/m^3 / annual	150 µg/m^3 / 24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in elderly.
Fine Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m^3 / annual	35 µg/m^3 / 24-hour 12 µg/m^3 / annual	
Sulfates	25 µg/m^3 / 24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; and (f) Property damage.
Lead	1.5 µg/m^3 / 30-day	0.15 µg/m^3 /3-month rolling	(a) Learning disabilities; and (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf .

The CARB defines attainment as the category given to an area with no violations in the past three years. As indicated below in Table D, the Air Basin has been designated by EPA for the national standards as a non-attainment area for ozone (O_3) and suspended particulates (PM10 and PM2.5) and partial non-

attainment for lead. Currently, the Air Basin is in attainment with the national ambient air quality standards for carbon monoxide (CO), sulfur dioxide (SO_2), and nitrogen dioxide (NO_2).

Table D – South Coast Air Basin Attainment Status

Criteria Pollutant	Standard	Averaging Time	Designation[a)]	Attainment Date[b)]
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 Originally 11/15/2010 (not attained)[c)]
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone[d)]	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Designations Pending	~2037
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	1-Hour (20 ppm) 8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO_2[e)]	NAAQS	1-Hour (0.10 ppm)	Unclassifiable/ Attainment	N/A (attained)
	NAAQS	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-Hour (0.18 ppm) Annual (0.030 ppm)	Attainment	---
SO_2[f)]	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Unclassifiable/ Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (attained)
PM10	NAAQS	1987 24-hour (150 µg/m^3)	Attainment (Maintenance)[g)]	7/26/2013 (attained)
	CAAQS	24-hour (50 µg/m^3) Annual (20 µg/m^3)	Nonattainment	N/A
PM2.5[h)]	NAAQS	2006 24-Hour (35 µg/m^3)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m^3)	Nonattainment	4/5/2015
	NAAQS	2012 Annual (12.0 µg/m^3)	Nonattainment (Serious)	12/31/2025
	CAAQS	Annual (12.0 µg/m^3)	Nonattainment	N/A
Lead	NAAQS	3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial)	12/31/2015

Source: SCAQMD, February 2016

Notes:

a) U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable

b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration

c) 1-hour O_3 standard (0.12 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements

d) 1997 8-hour O_3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O_3 standard is still subject to anti-backsliding requirements

e) New NO_2 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO2 standard retained

f) The 1971 annual and 24-hour SO_2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO_2 1-hour standard. Area designations are still pending, with Basin

expected to be designated Unclassifiable /Attainment.
g) Annual PM10 standard was revoked, effective December 18, 2006; 24-hour PM10 NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM10 maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013.
h) Attainment deadline for the 2006 24-Hour PM2.5 NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after effective date of designations for Serious nonattainment areas). Annual PM2.5 standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 $\mu g/m^3$. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025.
i) Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect to remain in attainment based on current monitoring data.

In 2015, one or more stations in the Air Basin exceeded the most current federal standards on a total of 146 days (40 percent of the year), including: 8-hour ozone (113 days over 2015 ozone NAAQS), 24-hour PM2.5 (30 days, including near-road sites; 25 days for ambient sites only), PM10 (2 days), and NO_2 (1 day). Despite substantial improvement in air quality over the past few decades, some air monitoring stations in the Air Basin still exceed the NAAQS for ozone more frequently than any other area in the United States. Seven of the top 10 stations in the nation most frequently exceeding the 2015 8-hour ozone NAAQS in 2015 were located within the Air Basin, including stations in San Bernardino, Riverside, and Los Angeles Counties.

PM2.5 levels in the Air Basin have improved significantly in recent years. By 2013 and again in 2014 and 2015, there were no stations measuring PM2.5 in the Air Basin that violated the former 1997 annual PM2.5 NAAQS (15.0 $\mu g/m^3$) for the 3-year design value period. On July 25, 2016 the EPA finalized a determination that the Basin attained the 1997 annual (15.0 $\mu g/m^3$) and 24-hour PM2.5 (65 $\mu g/m^3$) NAAQS, effective August 24, 2016. Of the 17 federal PM2.5 monitors at ambient stations in the Air Basin for the 2013-2015 period, five stations had design values over the current 2012 annual PM2.5 NAAQS (12.0 $\mu g/m^3$), including: Mira Loma (Air Basin maximum at 14.1 $\mu g/m^3$), Rubidoux, Fontana, Ontario, Central Los Angeles, and Compton. For the 24-hour PM2.5 NAAQS (35.0 $\mu g/m^3$) there were 14 stations in the Air Basin in 2015 that had one or more daily exceedances of the standard, with a combined total of 25 days over that standard in the Air Basin. While it was previously anticipated that the Air Basin's 24-hour PM2.5 NAAQS would be attained by 2015, this did not occur based on the data for 2013 through 2015. The higher number of days exceeding the 24-hour PM2.5 NAAQS over what was expected is largely attributed to the severe drought conditions over this period that allowed for more stagnant conditions in the Air Basin with multi-day buildups of higher PM2.5 concentrations. This was caused by the lack of storm-related dispersion and rain-out of PM and its precursors.

The South Coast Air Basin is currently in attainment for the federal standards for SO_2, CO, and NO_2. While the concentration level of the new 1-hour NO_2 federal standard (100 ppb) was exceeded in the South Coast Air Basin for one day in 2015 (Long Beach-Hudson Station), the NAAQS NO_2 design value has not been exceeded. Therefore, the South Coast Air Basin remains in attainment of the NO_2 NAAQS.

The EPA designated the Los Angeles County portion of the South Coast Air Basin as nonattainment for the recently revised (2008) federal lead standard (0.15 $\mu g/m^3$, rolling 3-month average), due to the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in Vernon and the City of Industry exceeding the new standard in the 2007-2009 period of data used. For the most recent 2009-2011 data period, only one of these stations (Vernon) still exceeded the lead standard. The *2012 Lead State Implementation Plan Los Angeles County*, prepared by SCAQMD and adopted on May 4, 2012, provides measures to meet attainment of lead by December 31, 2015. Current monitoring data shows that lead is now below the standards at all monitoring stations, however it will take three years of meeting the standards before Los Angeles County can request to be re-designated by the EPA.

In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate greenhouse gases, but the EPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO2 and other greenhouse gases as pollutants under the federal Clean Air Act (CAA).

In response to the FY2008 Consolidations Appropriations Act (H.R. 2764; Public Law 110-161), EPA proposed a rule on March 10, 2009 that requires mandatory reporting of GHG emissions from large sources in the United States. On September 22, 2009, the Final Mandatory Reporting of GHG Rule was signed and published in the Federal Register on October 30, 2009. The rule became effective on December 29, 2009. This rule requires suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to EPA.

On December 7, 2009, the EPA Administrator signed two distinct findings under section 202(a) of the Clean Air Act. One is an endangerment finding that finds concentrations of the six GHGs in the atmosphere threaten the public health and welfare of current and future generations. The other is a cause or contribute finding, that finds emissions from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare. These actions will not themselves impose any requirements on industry or other entities, however, since 2009 the EPA has been providing GHG emission standards for vehicles and other stationary sources of GHG emissions that are regulated by the EPA. On September 13, 2013 the EPA Administrator signed 40 CFR Part 60, that limits emissions from new sources to 1,100 pounds of CO_2 per MWh for fossil fuel-fired utility boilers and 1,000 pounds of CO_2 per MWh for large natural gas-fired combustion units.

On August 3, 2015, the EPA announced the Clean Power Plan, emissions guidelines for U.S. states to follow in developing plans to reduce GHG emissions from existing fossil fuel-fired power plants (Federal Register Vol. 80, No. 205, October 23 2015). On February 9, 2016 the Supreme Court stayed implementation of the Clean Power Plan due to a legal challenge from 29 states and in April 2017, the Supreme Court put the case on a 60 day hold and directed both sides to make arguments for whether it should keep the case on hold indefinitely or close it and remand the issue to the EPA. On October 11, 2017, the EPA issued a formal proposal to repeal the Clean Power Plan, however the repeal of the Plan will require following the same rule-making system used to create regulations and will likely result in court challenges.

State – California Air Resources Board

The California Air Resources Board (CARB), which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The CAAQS for criteria pollutants are shown above in Table C. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g. hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

The South Coast Air Basin has been designated by the CARB as a non-attainment area for ozone, PM10, and PM2.5. Currently, the South Coast Air Basin is in attainment with the ambient air quality standards for CO, NO_2, SO_2, lead, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order

R-09-010 was adopted that codified Resolution 08-43 into Section 2025, title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4 Final) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California.

CARB is also responsible for regulations pertaining to Toxic Air Contaminants (TACs). The Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release in California. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

CARB also proposed interim statewide CEQA thresholds for GHG emissions and released *Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act,* on October 24, 2008. The State currently has no regulations that establish ambient air quality standards for GHGs. However, the State has passed laws directing CARB to develop actions to reduce GHG emissions, which are listed below.

Executive Order B-30-15, Senate Bill 32 and Assembly Bill 197

The California Governor issued Executive Order B-30-15 on April 29, 2015 that aims to reduce California's GHG emissions 40 percent below 1990 levels by 2030. This executive order aligns California's GHG reduction targets with those of other international governments, such as the European Union that set the same target for 2030 in October, 2014. This target will make it possible to reach the ultimate goal of reducing GHG emissions 80 percent under 1990 levels by 2050 that is based on scientifically established levels needed in the U.S.A to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels. Assembly Bill 197 (AB 197) (September 8, 2016) and Senate Bill 32 (SB 32) (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in EO B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

Executive Order B-29-15

The California Governor issued Executive Order B-29-15 on April 1, 2015 and directed the State Water Resources Control Board to impose restrictions to achieve a statewide 25% reduction in urban water usage and directed the Department of Water Resources to replace 50 million square feet of lawn with drought tolerant landscaping through an update to the State's Model Water Efficient Landscape Ordinance. The Ordinance also requires installation of more efficient irrigation systems, promotion of greywater usage and onsite stormwater capture, and limits the turf planted in new residential landscapes to 25 percent of the total area and restricts turf from being planted in median strips or in parkways unless the parkway is next to a parking strip and a flat surface is required to enter and exit vehicles. Executive Order B-29-15 would reduce GHG emissions associated with the energy used to transport and filter water.

Assembly Bill 1493

California Assembly Bill 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted on July 22, 2002 and required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2004, CARB approved the "Pavley I" regulations limiting

the amount of GHGs that may be released from new passenger automobiles that are being phased in between model years 2009 through 2016. These regulation will reduce GHG emissions by 30 percent from 2002 levels by 2016. The second set of regulations "Pavley II" is currently in development and will be phased in between model years 2017 through 2025 and will reduce emissions by 45 percent by the year 2020. The Pavley II standards are being developed by linking the GHG emissions and formerly separate toxic tailpipe emissions standards previously known as the "LEV III" (third stage of the Low Emission Vehicle standards) into a single regulatory framework. The new rules reduce emissions from gasoline-powered cars as well as promote zero-emissions auto technologies such as electricity and hydrogen, and through increasing the infrastructure for fueling hydrogen vehicles. In 2009, the U.S. EPA granted California the authority to implement the GHG standards for passenger cars, pickup trucks and sport utility vehicles. In September 2009, the Pavley I regulations were adopted by CARB.

Executive Order S-3-05

The California Governor issued Executive Order S 3-05, GHG Emission, in June 2005, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels;
- 2020: Reduce greenhouse gas emissions to 1990 levels;
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

The executive order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. To comply with the Executive Order, the secretary of CalEPA created the California Climate Action Team (CAT), made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of businesses, local governments, and communities and through State incentive and regulatory programs. The State achieved its first goal of reducing greenhouse gas emissions to 2000 levels by 2010.

Assembly Bill 32

In 2006, the California State Legislature adopted Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which will be phased in starting in 2012. Emission reductions shall include carbon sequestration projects that would remove carbon from the atmosphere and utilize best management practices that are technologically feasible and cost effective.

On December 6, 2007 CARB released the calculated Year 1990 GHG emissions of 427 million metric tons of CO2e ($MMTCO_2e$). The 2020 target of 427 $MMTCO_2e$ requires the reduction of 169 $MMTCO_2e$, or approximately 30 percent from the State's projected 2020 business as usual emissions of 596 $MMTCO_2e$ and the reduction of 42 $MMTCO_2e$, or almost 10 percent from the 2002-2004 average GHG emissions. Under AB 32, CARB was required to adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 cap by 2020. Early measures CARB took to lower GHG emissions included requiring operators of the largest industrial facilities that emit 25,000 metric tons of CO2 in a calendar year to submit verification of GHG emissions by December 1, 2010. The CARB Board also approved nine discrete early action measures that include regulations affecting landfills, motor vehicle fuels, refrigerants in cars, port operations and other sources, all of which became enforceable on or before January 1, 2010.

CARB's Scoping Plan that was adopted in 2009, proposes a variety of measures including: strengthening energy efficiency and building standards; targeted fees on water and energy use; a market-based cap-and-

trade system; achieving a 33 percent renewable energy mix; and a fee regulation to fund the program. The 2014 update to the Scoping Plan identifies strategies moving beyond the 2020 targets to the year 2050.

The Cap and Trade Program established under the Scoping Plan sets a statewide limit on sources responsible for 85 percent of California's GHG emissions, and has established a market for long-term investment in energy efficiency and cleaner fuels since 2012.

Senate Bill 1368

Senate Bill 1368 (SB 1368) is the companion Bill of AB 32 and was adopted September 2006. SB 1368 requires that the California Public Utilities Commission (CPUC) establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007 and for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas-fired plant. Furthermore, the legislation states that all electricity provided to the State, including imported electricity, must be generated by plants that meet the standards set by CPUC and California Energy Commission (CEC).

Executive Order S-1-07

Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State's GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

In 2009 CARB approved the proposed regulation to implement the low carbon fuel standard. The standard was challenged in the courts, but has been in effect since 2011 and was re-approved by the CARB in 2015. The low carbon fuel standard is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. The low carbon fuel standard is designed to provide a framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet annually. Reformulated gasoline mixed with corn-derived ethanol and low-sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel. Compressed natural gas and liquefied natural gas also may be low-carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles, are also considered as low-carbon fuels.

Senate Bill 97

Senate Bill 97 (SB 97) was adopted August 2007 and acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The Natural Resources Agency was required to certify and adopt those guidelines by January 1, 2010.

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the State CEQA guidelines that address GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporated GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified. The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."
- OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports (EIRs) must specifically consider a project's energy use and energy efficiency potential.

Senate Bills 1078, 107, and X1-2 and Executive Orders S-14-08 and S-21-09

Senate Bill 1078 (SB 1078) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. Senate Bill 107 (SB 107) changed the target date to 2010. Executive Order S-14-08 was signed on November 2008 and expands the State's Renewable Energy Standard to 33 percent renewable energy by 2020. Executive Order S-21-09 directed CARB to adopt regulations by July 31, 2010 to enforce S-14-08. Senate Bill X1-2 codifies the 33 percent renewable energy requirement by 2020.

Senate Bill 375

Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a sustainable communities strategy (SCS) or alternate planning strategy (APS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP). CARB, in consultation with each MPO, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are required to be updated every eight years and in June 2017 CARB released *Staff Report Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Target*, which provides recommended GHG emissions reduction targets for SCAG of 8 percent by 2020 and 21 percent by 2035.

The *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), adopted by SCAG April, 2016 provides a 2020 GHG emission reduction target of 8 percent and a 2035 GHG emission reduction target of 18 percent. SCAG will need to develop additional strategies in its next revision of the

RTP/SCS in order to meet CARB's new 21 percent GHG emission reduction target for 2035. CARB is also charged with reviewing SCAG's RTP/SCS for consistency with its assigned targets.

City and County land use policies, including General Plans, are not required to be consistent with the RTP and associated SCS or APS. However, new provisions of CEQA would incentivize, through streamlining and other provisions, qualified projects that are consistent with an approved SCS or APS and categorized as "transit priority projects."

Assembly Bill 341 and Senate Bills 939 and 1374

Senate Bill 939 (SB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills. Assembly Bill 341 (AB 341) was adopted in 2011 and builds upon the waste reduction measures of SB 939 and 1374, and sets a new target of a 75 percent reduction in solid waste generated by the year 2020.

California Code of Regulations (CCR) Title 24, Part 11

CCR Title 24, Part 11: *California Green Building Standards* (Title 24) was developed in response to continued efforts to reduce GHG emissions associated with energy consumption. The most current version is the 2013 California Green Building Standards Code (CalGreen), which became effective on January 1, 2014 and replaced the 2010 CalGreen. One focus of CCR Title 24, Part 11 is water conservation measures, which reduce GHG emissions by reducing electrical consumption associated with pumping and treating water. CCR Title 24, Part 11 has approximately 52 nonresidential mandatory measures and an additional 130 provisions for optional use. Some key mandatory measures for commercial occupancies include specified parking for clean air vehicles, a 20 percent reduction of potable water use within buildings through use of low-flow fixtures, a 50 percent construction waste diversion from landfills, and use of building finish materials that emit low levels of volatile organic compounds.

Regional

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. The *Final 2016 Air Quality Management Plan* (2016 AQMP) was adopted by the SCAQMD Board on March 3, 2016 and was adopted by CARB on March 23, 2017 for inclusion into the California State Implementation Plan (SIP). The 2016 AQMP was prepared in order to meet the following standards:

- 8-hour Ozone (75 ppb) by 2032
- Annual PM2.5 (12 µg/m3) by 2021-2025
- 8-hour Ozone (80 ppb) by 2024 (updated from the 2007 and 2012 AQMPs)
- 1-hour Ozone (120 ppb) by 2023 (updated from the 2012 AQMP)

- 24-hour PM2.5 (35 µg/m3) by 2019 (updated from the 2012 AQMP)

In addition to meeting the above standards, the 2016 AQMP will also include revisions to the attainment demonstrations for the 1997 8-hour ozone NAAQS and the 1979 1-hour ozone NAAQS. The prior 2012 AQMP was prepared in order to demonstrate attainment with the 24-hour PM2.5 standard by 2014 through adoption of all feasible measures. The prior 2007 AQMP demonstrated attainment with the 1997 8-hour ozone (80 ppb) standard by 2023, through implementation of future improvements in control techniques and technologies. These "black box" emissions reductions represent 65 percent of the remaining NOx emission reductions by 2023 in order to show attainment with the 1997 8-hour ozone NAAQS. Given the magnitude of these needed emissions reductions, additional NOx control measures have been provided in the 2012 AQMP even though the primary purpose was to show compliance with 24-hour PM2.5 emissions standards.

The 2016 AQMP provides a new approach that focuses on available, proven and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities to promote reductions in GHG emissions and TAC emissions as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy.

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the South Coast Air Basin. Instead, this is controlled through local jurisdictions in accordance to the California Environmental Quality Act (CEQA). In order to assist local jurisdictions with air quality compliance issues the *CEQA Air Quality Handbook* (SCAQMD CEQA Handbook), prepared by SCAQMD, 1993, with the most current updates found at http://www.aqmd.gov/ceqa/hdbk.html, was developed in accordance with the projections and programs of the AQMP. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The SCAQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the South Coast Air Basin, and adverse impacts will be minimized.

SCAQMD Working Group

Since neither CARB nor the OPR has developed GHG emissions threshold, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that either provides a quantitative annual thresholds of 3,500 $MTCO_2e$ for residential uses, 1,400 $MTCO_2e$ for commercial uses, and 3,000 $MTCO_2e$ for mixed uses. An alternative annual threshold of 3,000 $MTCO_2e$ for all land use types is also proposed.

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect

to air quality planning, SCAG has prepared the RTP/SCS and *Regional Transportation Improvement Plan* (RTIP), which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The RTP/SCS, RTIP, and AQMP are based on projections originating within the City and County General Plans.

Local – City of Los Angeles

Local jurisdictions, such as the City of Los Angeles, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2007 AQMP and 2012 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

In accordance with the CEQA requirements, the City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

4.0 ATMOSPHERIC SETTING

4.1 Local Climate

The project site is located within the western central portion of Los Angeles County, which is part of the South Coast Air Basin that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter. The project site is located toward the northwest portion of the South Coast Air Basin near the foot of the San Gabriel Mountain range, which defines the northern boundary of the South Coast Air Basin.

The climate of the western central portion of Los Angeles County, technically called an interior valley subclimate of the Southern California's Mediterranean-type climate, is characterized by hot dry summers, mild moist winters with infrequent rainfall, moderate afternoon breezes, and generally fair weather. Occasional periods of strong Santa Ana winds and winter storms interrupt the otherwise mild weather pattern. The clouds and fog that form along the area's coastline rarely extend as far inland as central Los Angeles County. When morning clouds and fog form, they typically burn off quickly after sunrise. The most important weather pattern from an air quality perspective is associated with the warm season airflow across the populated areas of the South Coast Air Basin. This airflow brings polluted air into central Los Angeles County late in the afternoon. This transport pattern creates unhealthful air quality that may extend to the project site particularly during the summer months.

Winds are an important parameter in characterizing the air quality environment of a project site because they both determine the regional pattern of air pollution transport and control the rate of dispersion near a source. Daytime winds in central Los Angeles County are usually light breezes from off the coast as air moves regionally onshore from the cool Pacific Ocean to the warm Mojave Desert interior of Southern California. These winds allow for good local mixing, but as discussed above, these coastal winds carry significant amounts of industrial and automobile air pollutants from the densely urbanized western portion of the South Coast Air Basin into the interior valleys which become trapped by the mountains that border the eastern edge of the South Coast Air Basin.

In the summer, strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces photochemical reactions within this inversion layer that creates ozone, a particularly harmful air pollutant. Occasionally, strong thermal convections occur which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloud.

In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion. Such winds are characterized by stagnation and poor local mixing and trap pollutants such as automobile exhaust near their source. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

The temperature and precipitation levels for San Fernando, which is the nearest monitoring station to the project site, is shown on the following page in Table E. Table E shows that July is typically the warmest month and January is typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Table E – San Fernando Monthly Climate Data

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Average Max. Temperature	65.0	66.8	70.1	74.7	78.5	84.4	92.4	92.2	88.9	81.1	73.4	66.1
Average Min. Temperature	42.9	43.3	43.9	46.5	49.6	52.4	56.1	56.3	54.4	50.7	47.6	44.6
Average Total Precipitation (in.)	3.78	3.46	2.71	1.49	0.39	0.39	0.02	0.03	0.17	0.52	1.73	2.96

Source: http: http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7759

4.2 Monitored Local Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air South Coast Air Basin. Estimates of the existing emissions in SCAB provided in the 2012 AQMP, indicate that collectively, mobile sources account for 59 percent of the VOC, 88 percent of the NOx emissions and 40 percent of directly emitted PM2.5, with another 10 percent of PM2.5 from road dust. The 2016 AQMP found that since 2012 AQMP projections were made, stationary source VOC emissions have decreased by approximately 12 percent, but mobile VOC emissions have increased by 5 percent. The percentage of NOx emissions remain unchanged between the 2012 and 2016 projections.

SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in air monitoring area 7, which is located in East San Fernando Valley and covers the area from the Hollywood Hills to San Fernando. The nearest air monitoring station to the project site is the Burbank West Palm Avenue Monitoring Station (Burbank Station), which is located approximately six miles southeast of the project site at 228 W. Palm Avenue, Burbank. However, it should be noted that due to the air monitoring station's distance from the project site, recorded air pollution levels at the Burbank Station reflect with varying degrees of accuracy, local air quality conditions at the project site. It should also be noted that no monitoring data is available for the Burbank Station after 2014, so the three years of data provided are from 2012, 2013, and 2014.

Table F on page 31 presents the monitored pollutant levels from the Burbank Station. The monitoring data presented in Table F shows that ozone and particulate matter (PM10 and PM2.5) are the air pollutants of primary concern in the project area, which are detailed below:

Ozone

During the last three years, the State 1-hour concentration standard for ozone has been exceeded between 0 and 8 days each year at the Burbank Station. The State 8-hour ozone standard has been exceeded between 2 and 17 days each year over the past three years at the Burbank Station. The Federal 8-hour ozone standard was exceeded between 1 and 8 days each year over the past three years at the Burbank Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons (VOC) and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of Southern California contribute to the ozone levels experienced at this monitoring station, with the more significant areas being those directly upwind.

Table F – Local Area Air Quality Monitoring Summary

Pollutant (Standard)	Year[1] 2012	2013	2014
Ozone:			
Maximum 1-Hour Concentration (ppm)	0.117	0.110	0.091
Days > CAAQS (0.09 ppm)	**8**	**4**	0
Maximum 8-Hour Concentration (ppm)	0.088	0.083	0.079
Days > NAAQS (0.075 ppm)	**8**	**6**	**1**
Days > CAAQs (0.070 ppm)	**17**	**17**	**2**
Carbon Monoxide:			
Maximum 1-Hour Concentration (ppm)	2.8	2.4	--*
Days > NAAQS and CAAQS (20 ppm)	0	0	--*
Maximum 8-Hour Concentration (ppm)	2.35	--*	--*
Days > NAAQS and CAAQS (9 ppm)	0	--*	--*
Nitrogen Dioxide:			
Maximum 1-Hour Concentration (ppb)	79.5	72.4	73.2
Days > NAAQS (100 ppb)	0	0	0
Sulfur Dioxide:			
Maximum 24-Hour Concentration (ppm)	0.002	0.002	--*
Days > CAAQS (0.04 ppm)	0	0	0
Inhalable Particulates (PM10):			
Maximum 24-Hour California Measurement (ug/m^3)	55.0	53.3	68.6
Days > NAAQS (150 ug/m^3)	0	0	0
Days > CAAQS (50 ug/m^3)	1	1	1
Annual Arithmetic Mean (AAM) (ug/m^3)	26.4	25.8	28.8
Annual > NAAQS (50 ug/m^3)	No	No	No
Annual > CAAQS (20 ug/m^3)	**Yes**	**Yes**	**Yes**
Fine Particulates (PM2.5):			
Maximum 24-Hour National Measurement (ug/m^3)	54.2	45.1	64.6
Days > NAAQS (35 ug/m^3)	**2**	**4**	**2**
Annual Arithmetic Mean (AAM) (ug/m^3)	12.2	12.2	12.2
Annual > NAAQS and CAAQS (12 ug/m^3)	**Yes**	**Yes**	**Yes**

Notes: Exceedances are listed in **bold.** CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion.
[1] Data obtained from the Burbank Station.
* Insufficient or no data.
Source: http://www.arb.ca.gov/adam/

Carbon Monoxide

CO is another important pollutant that is due mainly to motor vehicles. The Burbank Station, did not record an exceedance of the state or federal 1-hour or 8-hour CO standards for the last three years. It should be noted that CO is currently in attainment in the South Coast Air Basin and that monitoring of CO within the South Coast Air Basin ended on March 31, 2013.

Nitrogen Dioxide

The Burbank Station did not record an exceedance of the Federal 1-hour NO_2 standard for the last three years.

Sulfur Dioxide

The Burbank Station, did not record an exceedance of the state 24-hour SO_2 standards for the last three years.

Particulate Matter

The State 24-hour concentration standard for PM10 has been exceeded by one day each year over the past three years at the Burbank Station. Over the past three years the Federal 24-hour standard for PM10 has not been exceeded at the Burbank Station. The annual PM10 concentration at the Burbank Station has exceeded the State standard for the past three years and has not exceeded the Federal standard for the past three years.

Over the past three years the Federal 24-hour concentration standard for PM2.5 has been exceeded between 2 and 4 days each year over the past three years at the Burbank Station. The annual PM2.5 concentration at the Burbank Station has exceeded both the State and Federal standard for the past three years. There does not appear to be a noticeable trend for PM10 or PM2.5 in either maximum particulate concentrations or days of exceedances in the area. Particulate levels in the area are due to natural sources, grading operations, and motor vehicles.

4.3 Toxic Air Contaminant Levels in the South Coast Air Basin

In order to determine the South Coast Air Basin-wide risks associated with major airborne carcinogens, the SCAQMD conducted the Multiple Air Toxics Exposure Study (MATES) studies. According to the SCAQMD's MATES-III study, the northern portion of the project site has an estimated cancer risk of 630 in one million chance of cancer and the southern portion of the project site has an estimated cancer risk of 749 in one million chance of cancer. In comparison, the average cancer risk for the SCAQMD portion of Los Angeles County is 912 in one million. The primary sources of TACs in the study area are from diesel emissions from trucks operating on State Route 170 and Interstate 5.

In order to provide a perspective of risk, it is often estimated that the incidence in cancer over a lifetime for the U.S. population will affect 25 percent of all persons, or a risk of about 250,000 per million persons. The MATES-III study referenced a Harvard Report on Cancer Prevention, which estimated that of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about 2 percent were associated with environmental pollution related exposures that includes hazardous air pollutants.

5.0 MODELING PARAMETERS AND ASSUMPTIONS

5.1 Criteria Pollutant Emissions

Typical emission rates from construction activities were obtained from CalEEMod Version 2016.3.1. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for Los Angeles County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2014 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. The proposed project was analyzed in the CalEEMod model based on 169 acres of User Defined Industrial land use.

Onsite Equipment Emissions

Construction activities have been analyzed as occurring over one phase of construction, that would start in 2018 and would last for approximately 20 months. According to the project applicant, the onsite equipment would consist of the simultaneous operation of two bulldozers, two excavators, one sediment shaker/sifter, three water trucks, and one street sweeper. The bulldozers, excavators, and sediment shaker were modeled as operating eight hours per day and the water trucks and street sweeper were modeled as operating four hours per day. Either a mounted impact hammer or hoe-ram would also be utilized during the demolition of the existing intake structure, however the hoe-ram would most likely be mounted on an excavator that has been accounted for above, so no separate equipment was modelled for the hoe-ram. The mitigation of water all exposed areas three times per day was chosen in order to account for the fugitive dust reduction that would occur through adhering to SCAQMD Rule 403, which requires that the Best Available Control Measures be utilized to reduce fugitive dust emissions.

Worker Trip Emissions

The *Traffic Impact Study Pacoima Spreading Grounds Improvement Project* (Traffic Study), prepared by Linscott Law & Greenspan, July, 2017, found that the proposed project would generate approximately 18 worker trips per day to the Pacoima Spreading Grounds. The 18 worker trips per day were analyzed under the construction emissions analysis in the CalEEMod model.

Demolition Truck Trip Emissions

The proposed project would include the removal of approximately 614 cubic yards of concrete from the removal of the existing intake canal. The demolished concrete would most likely be hauled to Sunshine Canyon Landfill. The removal of 614 cubic yards of concrete were accounted for in CalEEMod under Material Exported for the analyzed grading phase. This resulted in generating a total of 77 haul truck trips traveling 8 miles to Sunshine Canyon Landfill (The demolition truck trips to Sunshine Canyon Landfill would utilize Interstate 5, which is longer than Devonshire to Interstate 405).

Haul Truck Trip Emissions

The proposed project would require approximately 1.37 million cubic yards of sediment to be exported from the site to either Boulevard Pit, Sheldon Pit, or Cal-Mat Pit, or a combination of the sites. The Traffic Study and project applicant found that the export of sediment would generate either 478 daily 14-cubic yard haul trip truck trips or 372 daily 18-cubic yard haul trip truck trips, based on operating 5 days a week for 18 months. Emissions from both the 14-cubic yard haul trucks trips and the 18-cubic yard haul truck trips have been calculated in order to determine the impacts from both alternatives. The haul truck trip emissions were analyzed as operational emissions in the CalEEMod model because it is not possible to specify the type of haul truck in the construction emission analysis portion of the CalEEMod model. The CalEEMod

model printouts for the 14-cubic yard haul truck analysis is provided in Appendix A and the CalEEMod model printouts for the 18-cubic yard haul truck analysis is provided in Appendix B for the unmitigated conditions and Appendix C for the mitigated conditions.

For the 14-cubic yard haul truck analysis, the vehicle trips were set to 2.83 trips per acre for the 169 acre site, which results in 478 haul truck trips per day. For the 18-cubic yard haul truck analysis, the vehicle trips were set to 2.20 trips per acre for the 169 acre site, which results in 37 haul truck trips per day. The trip type was set to 100 percent Primary Trips in the CalEEMod model and the nonresidential commercial to commercial (C-C) trips were set to 100 percent to represent the haul truck trips. The travel distance was calculated through utilization of the haul route distances and ratios provided above in Section 1.3, for the worst-case condition where the Boulevard Pit is not utilized that results in an average haul truck length of 6.9 miles.

The fleet mix in the CalEEMod model was revised to 100 percent medium-heavy duty trucks for the 14-cubic yard haul truck analysis and 100 percent heavy-heavy duty trucks for the 18-cubic yard haul truck analysis. According to the County of Los Angeles Department of Public Works, an average of an eighth mile of each haul truck trip would occur on a dirt road on the project site. In order to account for the fugitive dust emissions that would occur from dirt road travel the CalEEMod model was set to 98.4 percent paved roads with unpaved roads with a moisture content of 12 percent and a mean vehicle speed of 15 miles per hour.

5.2 Toxic Air Contaminant Emissions

The on-going operation of the proposed project would generate toxic air contaminant (TAC) emissions from diesel truck and equipment emissions created during construction activities associated with the proposed project. The proposed project's TAC emissions have been analyzed for the area of the spreading basins and the truck routes within a quarter mile of the spreading basins. The analysis area was limited to the area around the spreading basins, since that is the only area where all of the haul truck routes and off-road equipment would operate in close proximity to each other and provides a worst-case analysis of the anticipated impacts along all haul routes.

Important issues that affect the dispersion modeling of TAC emissions include the following: 1) Model Selection, 2) Source Treatment, 3) Meteorological Data, and 4) Receptor Grid. Each of these issues is addressed below.

Model Selection

The AERMOD View Version 9.4.0 Model was used for all dispersion modeling. Key dispersion modeling options selected include the regulatory default option and urban modeling option based on a population of 9,862,049 for Los Angeles County. Flagpole receptor height was set to 0 meters. For each analysis area the AERMOD model was run twice, once for PM10 emissions and once for total organic gases, which includes VOC emissions in order to calculate both the cancer and non-cancer acute and chronic health risks. AERMAP (the terrain pre-processor for AERMOD) was run using a 1 degree USGS DEM Map of Los Angeles.

Source Treatment

The proposed project would consist of intake structure improvements, removal of sediment and reconfiguration of the spreading basins. The proposed improvements would require the use of diesel powered off-road equipment as well as diesel powered haul trucks, whose emissions sources have been analyzed separately below.

The construction activities will be limited to an 8-hour window between 9:00 a.m. and 5:30 p.m., however since the AERMOD model only allows for analyses to be segmented by 1-hour periods, the analysis was based on being operational between 9:00 a.m. and 5:00 p.m. Monday through Friday.

Onsite Diesel Equipment

According to the project applicant, the onsite equipment during construction activities would consist of the simultaneous operation of two bulldozers, two excavators, three water trucks, and one street sweeper. The PM10 and VOC equipment exhaust emissions have been calculated through use of the CalEEMod model detailed above in Section 5.1 for the criteria pollutant emissions analysis. The CalEEMod model utilizes the worst-case engine Tier level allowed under CARB's regulations for off-road diesel equipment. For the year 2018, the CalEEMod assumes that the onsite equipment will average at approximately a Tier 3 level, however that may be achieved with a mixture of Tier 0, 1, 2, 3, or 4 equipment. The CalEEMod model found that the onsite diesel equipment exhaust would create 2.42 pounds of PM10 per day and 4.90 pounds of VOC per day. The CalEEMod model printouts that detail these results are shown in Appendices A and B. The onsite diesel equipment has been modeled to operate between 9:00 a.m. and 5:00 p.m.. The onsite diesel equipment was modeled as six point sources located around the perimeter of the project site with unmitigated emission rates of 0.0064 grams of PM10 per second and 0.012 grams of VOC per second and a mitigated emission rate of 0.0021 grams of PM10 per second, which are based on dividing the total emissions by six. The equipment point sources were modeled with a 12.6 foot height, a 0.1 meter diameter, a velocity of 51.71 meters per second, and a temperature of 366 K.

Haul Trucks

The Traffic Study, found that the export of sediment would generate either 478 daily 14 cubic yard haul truck trips or 372 daily 18 cubic yard haul truck trips, based on operating 5 days a week for approximately 20 months. The onsite truck emissions have been analyzed separately for truck travel and truck idling.

Truck Travel

According to the project applicant, the location of the onsite loading of the haul trucks will be constantly changing on the project site, however efforts will be made to limit the use of the perimeter road for truck loading. In order, to provide a conservative analysis, the onsite diesel truck travel was modeled by using two line volume sources (one each on the north and south side of Devonshire Street within the spreading basins). The emission factors used for the roadway line volume sources was obtained from a model run of the web based version of EMFAC2014 for Los Angeles County at https://www.arb.ca.gov/emfac/2014 for the year 2018 for both a T6 instate construction heavy truck and a T7 Tractor construction truck traveling at 10 and 40 miles per hour. The EMFAC 2014 model results are shown in Table G and the EMFAC2014 model run printout is provided in Appendix D.

Table G – EMFAC 2014 Model Truck Running Emissions Rates

	PM10 Emission Rates (grams/mile)		TOG Emission Rates (grams/mile)	
Vehicle Category	**10 mph**	**40 mph**	**10 mph**	**40 mph**
T6 Instate Construction Heavy	0.0754	0.0241	0.6479	0.0800
T7 Tractor Construction	0.1138	0.0449	1.5016	0.1939

Source: https://www.arb.ca.gov/emfac/2014 for year 2018 in Los Angeles County.

The proposed project would either utilize 478 T6 trucks per day or 372 T7 trucks per day, which results in 22 percent more T6 trucks than T7 trucks. Since at 10 mph the T7 trucks produce 34 percent higher PM10 emissions than the T6 trucks, the T7 truck alternative would result in higher PM10 emissions and has been utilized in this analysis.

The onsite truck running emissions were analyzed as two line volume sources, with one on the north side of Devonshire Street and one on the south side of Devonshire Street. Each onsite road was based on a length of 200 meters, this resulted in emission rates of 3.1321E-04 grams per second of PM10 and 1.903E-03 grams per second of TOG for the onsite haul truck line sources, which is based on the haul trucks being operational for 8 hours per day, Monday through Friday. The onsite line sources were modeled with a 6 foot height and 12 foot width.

The truck travel on public roads was also modeled for Haul Routes A and B and Route C. Routes A and B are anticipated to have 61 percent of the haul trips or 227 T7 haul truck trips and was modeled as a line volume source from the middle of the project site on Devonshire Street to north on Arleta Avenue to north on Paxton Street to Interstate 5. Based on a road length of 1098 meters, this resulted in emission rates of 4.141E-04 grams per second of PM10 and 1.787E-03 grams per second of TOG for Routes A and B. Haul Route C is anticipated to have 39 percent of the haul trips or 145 T7 haul truck trips and was modeled as a line volume source from the middle of the of the project site on Devonshire Street to approximately a third mile west of the Spreading Grounds. Based on a road length of 942 meters, this resulted in emission rates of 2.272E-04 grams per second of PM10 and 9.803E-03 grams per second of TOG for Route C. The haul truck emissions rates are based on the haul trucks being operational for 8 hours per day, Monday through Friday. The offsite line sources were modeled with a 6 foot height and 40 foot width.

Truck Idling

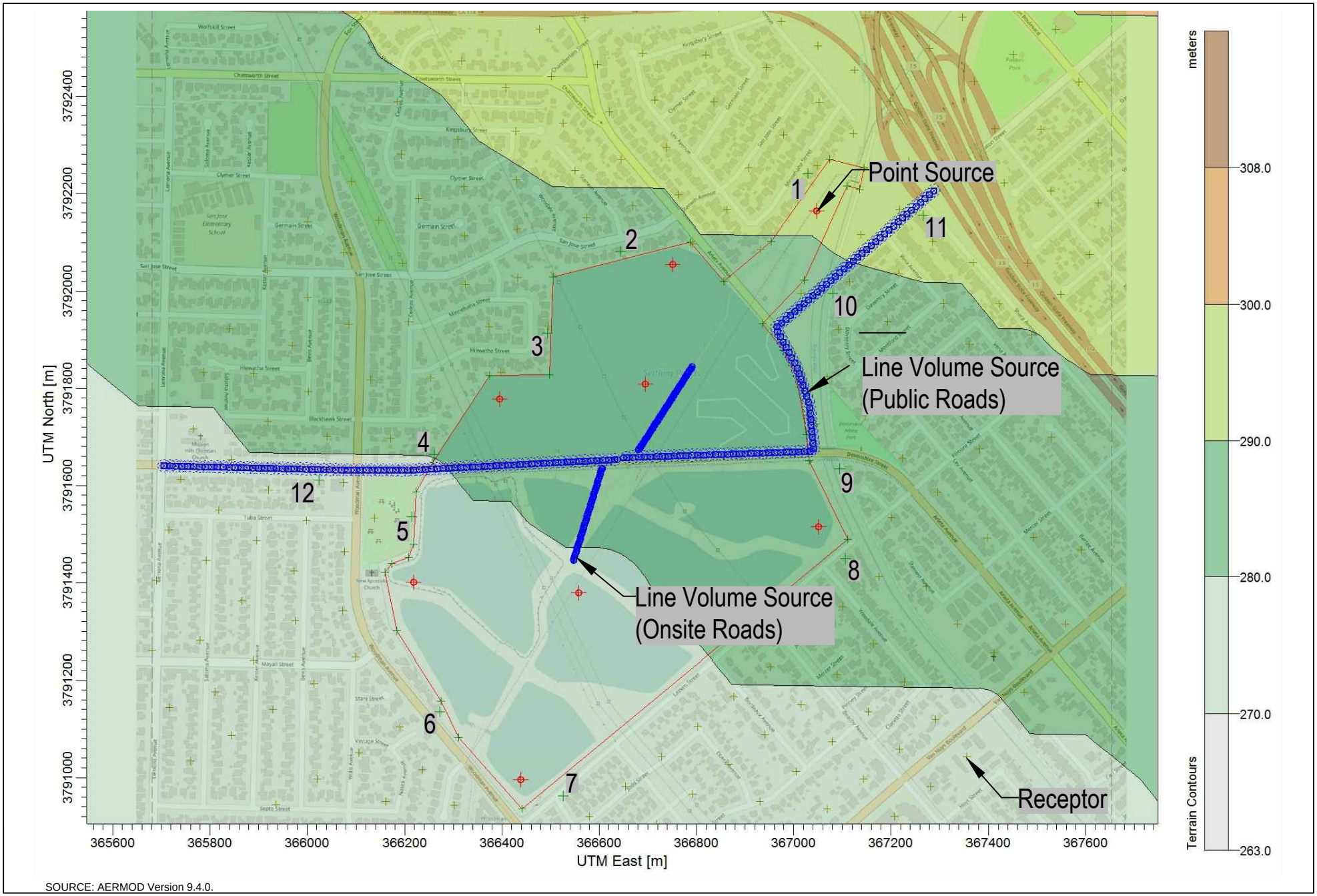
The diesel truck idling was modeled as point sources. For the model run of the spreading basins, the truck idling was modeled based on two point sources with one placed in the central portion of the spreading basins located north of Devonshire Street and one placed in the central portion of the spreading basins located south of Devonshire Street. The analysis was based on half of the 372 daily truck trips idling for 7.5 minutes at each idling location. The emissions factor used for the truck idling point source was based on the EMFAC2014 version 1.0.7 Emission Rates, which details that for the year 2018 for T7 trucks produce 0.154 grams of PM10 per hour and 2.25 grams of TOG per hour. This results in a point source emissions rate of 1.2440E-04 grams per second of PM10 and 1.820E-03 grams per second of TOG for the haul truck idling point sources, which is based on the haul trucks operating 8 hour per day. The idling point sources were modeled with a 12.6 foot height, a 0.1 meter diameter, a velocity of 51.71 meters per second, and a temperature of 366 K.

Meteorological Data

Meteorological data from the SCAQMD's Burbank monitoring site was selected for this modeling application. Five full years of sequential meteorological data was collected at the Burbank Station from 2008 to 2012 by the SCAQMD. The SCAQMD processed the data for input to the model. The data was obtained at SCAQMD's website: http://www.aqmd.gov/home/library/air-quality-data-studies/meteorological-data/data-for-aermod.

Receptor Grid

The nearest sensitive receptors to the spreading basins that may be impacted by the proposed project are multi-family homes as near as 35 feet southwest of the proposed improvements to the spreading grounds, single-family homes as near as 40 feet north and west of the proposed improvements to the spreading grounds, and Devonwood Park located as near as 30 feet west of the proposed improvements to the spreading grounds. There are also single-family homes as near as 50 feet north of the intake canal improvements and single-family and multi-family homes as near as 25 feet from Haul Truck Routes A & B and single-family and multi-family homes as near as 40 feet from Haul Truck Route C on Devonshire Street. Discrete receptors were placed at the locations of the representative off-site residential structures and the park and grid receptors were used out to 500 meters (1,640 feet). The locations of the sources and receptors modeled in the AERMOD model is shown in Figure 3 on page 38.



SOURCE: AERMOD Version 9.4.0.

N

VISTA ENVIRONMENTAL

Figure 3
Air Dispersion Model Source and Receptor Locations

6.0 AIR QUALITY STANDARDS

6.1 Regional Air Quality

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the South Coast Air Basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the South Coast Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table H.

Table H – SCAQMD Regional Pollutant Emission Thresholds of Significance

	Pollutant Emissions (pounds/day)						
	VOC	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**	**Lead**
Construction	75	100	550	150	150	55	3
Operation	55	55	550	150	150	55	3

Source: http://www.aqmd.gov/ceqa/handbook/signthres.pdf

6.2 Local Air Quality

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. SCAQMD has also provided *Final Localized Significance Threshold Methodology* (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The significance thresholds for the local emissions of NO_2 and CO are determined by subtracting the highest background concentration from the last three years of these pollutants from Table D above, from the most restrictive ambient air quality standards for these pollutants that are outlined in the LSTs. Since PM10 and PM2.5 currently exceed the most restrictive ambient air quality standards in the South Coast Air Basin, their thresholds have been directly based on the LSTs and therefore, background concentrations of PM10 and PM2.5 are not factored into the threshold. Table I below shows the LSTs for NO_2, CO, and PM10 and PM2.5 as well as the background concentrations and resultant significance concentrations.

Table I – SCAQMD Local Air Quality Thresholds of Significance for Construction

Pollutant	SCAQMD LSTs[1]	Background Level[2]	Significance Thresholds[3]
NO_2 - 1-Hour Average (State)	0.18 ppm (338 μg/m^3)	79.5 ppb (149 μg/m^3)	189 μg/m^3
CO - 1-Hour Average (State)	20 ppm (23,000 μg/m^3)	2.8 ppm (3,220 μg/m^3)	19,780 μg/m^3
CO - 8-Hour Average (State/Federal)	9.0 ppm (10,000 μg/m^3)	2.37 ppm (2,633 μg/m^3)	7,367 μg/m^3
PM10 - 24 Hour Average[4]	10.4 μg/m^3	--	10.4 μg/m^3
PM2.5 - 24-Hour Average[4]	10.4 μg/m^3	--	10.4 μg/m^3

Notes:
[1] Obtained from: http://www.aqmd.gov/ceqa/handbook/signthres.pdf.
[2] Obtained from Table D above and based on the highest measured concentrations from the last 3 years at the Burbank Station.
[3] Represents the maximum offsite concentrations allowed during operations.
[4] Based on SCAQMD Rule 403(d)(3).

6.3 Toxic Air Contaminants

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

In order to determine if the proposed project may have a significant impact related to hazardous air pollutants (HAP), the *Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, (Diesel Analysis) prepared by SCAQMD, August 2003, recommends that if the proposed project is anticipated to create HAPs through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the HAP and the toxicity of the HAP should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

6.4 Odor Impacts

The SCAQMD CEQA Handbook states that an odor impact would occur if the proposed project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

> "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
>
> The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

The SCAQMD receives and investigates odor complaints from nearby residents and if six or more odor events are reported in a year the SCAQMD will consider the odor impact a nuisance and has the authority to require the offender to implement measures to reduce the odor impacts. If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

6.5 Greenhouse Gases

The proposed project is located within the jurisdiction of the SCAQMD. In order to identify significance criteria under CEQA for development projects, SCAQMD initiated a Working Group, which provided detailed methodology for evaluating significance under CEQA. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,000 $MTCO_2e$ for all land use types. Although the SCAQMD provided substantial evidence supporting the use of the above threshold, as of December 2016, the SCAQMD Board has not yet considered or approved the Working Group's thresholds.

It should be noted that SCAQMD's Working Group's thresholds were prepared prior to the issuance of Executive Order B-30-15 on April 29, 2015 that provided a reduction goal of 40 percent below 1990 levels by 2030. This target was codified into statute through passage of AB 197 and SB 32 in September 2016. However, to date no air district or local agency within California has provided guidance on how to address AB 197 and SB 32 with relation to land use projects. In addition, Cleveland v. SANDAG stated:

> SANDAG did not abuse its discretion in declining to adopt the 2050 goal as a measure of significance in light of the fact that the Executive Order does not specify any plan or implementation measures to achieve its goal. In its response to comments, the EIR said: "It is uncertain what role regional land use and transportation strategies can or should play in achieving the EO's 2050 emissions reduction target. A recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major 'decarbonization' of electricity supplies and fuels, and major improvements in energy efficiency [citation].

Although, the above court case was referencing California's GHG emission targets for the year 2050, at this time it is also unclear what role land use strategies can or should play in achieving the AB 197 and SB 32 reduction goal of 40 percent below 1990 levels by 2030. As such this analysis has relied on the SCAQMD Working Group's recommended thresholds. Therefore, the proposed project would be considered to create a significant cumulative GHG impact if the proposed project would exceed the annual threshold of 3,000 $MTCO_2e$.

7.0 IMPACT ANALYSIS

7.1 CEQA Thresholds of Significance

Consistent with CEQA and the State CEQA Guidelines, a significant impact related to air quality and global climate change would occur if the proposed project is determined to result in:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people.
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

7.2 Air Quality Compliance

The proposed project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP). The following section discusses the proposed project's consistency with the SCAQMD AQMP.

SCAQMD Air Quality Management Plan

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable general plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would result in significant levels of NOx emissions that would exceed the SCAQMD regional thresholds of significance discussed in Section 6.1. Implementation of Mitigation Measure 1 would reduce this impact to less than significant levels. The localized analysis found that PM10 concentrations from onsite activities would exceed the SCAQMD local threshold of significance for construction activities. Implementation of Mitigation Measures 1 and 2 would reduce this impact to less than significant levels. This analysis also found that none of the other analyzed criteria pollutants would exceed the SCAQMD's regional emissions thresholds and would not exceed the local thresholds of significance discussed in Section 6.2. This analysis found the construction-related toxic air emissions would exceed the thresholds of significance discussed in Section 6.3. Mitigation Measure 1 would also reduce this impact to less than significant levels. The ongoing operation of the proposed project would not generate any additional air pollutant emissions. Therefore, based on the information provided above, with implementation of Mitigation Measures 1 and 2, the proposed project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to insure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the RTP/SCS and FTIP. The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City of Los Angeles Land Use Plan defines the assumptions that are represented in the AQMP.

The project site is currently designated as Open Space in the General Plan and is also zoned Open Space (OS-1XL-O). The proposed project would not change the current use as a spreading ground and is consistent with the current land use designation and zoning. Therefore, the proposed project would not result in an inconsistency with the current land use designation and zoning. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, with implementation of Mitigation Measures 1 and 2, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 1

The project applicant shall require that all off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 Final emissions standards and shall be registered with CARB and labelled detailing that the equipment meets Tier 4 emissions standards.

Mitigation Measure 2

Prior to the start of haul truck operations, the project applicant shall pave, install the All Terrain Road™ Composite Mat System, or a similar product to the All Terrain Road™ that is no less effective than a paved road at controlling fugitive dust emissions on the top of the central levee spanning the spreading grounds in a northeast-southwest direction. The paving or Composite Mat System shall be of sufficient length to cover the greater of either: (1) a minimum of 25 percent of the total off-road path length being utilized by the haul trucks within the spreading grounds; or (2) a minimum of 660 linear feet (1/8 mile) of the paving or Composite Mat System. The paving or Composite Mat System shall be routinely inspected and maintained, as often as needed to ensure the integrity of the surface and eliminate fugitive dust emissions from the off-road segments with this treatment. The haul truck drivers shall be directed to drive on the paving or Composite Mat System exclusively unless there is no feasible alternative.

Level of Significance After Mitigation

Less than significant impact.

7.3 Air Quality Standard Violation

The proposed project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. The following section calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the SCAQMD standards.

Construction Emissions

The proposed project would consist of intake structure improvements, removal of sediment and reconfiguration of the spreading basins. The construction emissions have been analyzed for both regional and local air quality impacts as well as potential toxic air impacts and odor impacts.

Construction-Related Regional Impacts

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the proposed project and the input parameters utilized in this analysis have been detailed in Section 5.1. The worst-case daily construction-related criteria pollutant emissions from the proposed project from the use of either 14-cubic yard haul trucks or 18-cubic yard haul trucks are shown below in Table J.

Table J shows that NOx emissions would exceed the SCAQMD's regional emissions thresholds for the worst-case condition, which consists of the use of 372 daily truck trips of the 18 cubic yard haul trucks. None of the other analyzed criteria pollutants would exceed the SCAQMD's regional emissions thresholds. This would be considered a significant impact.

Table J – Construction-Related Criteria Pollutant Emissions Prior to Mitigation

Activity	Pollutant Emissions[1] (pounds per day)					
	VOC	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Onsite Equipment	4.90	49.67	27.01	0.06	7.29	4.85
Worker Trips	0.11	0.08	0.97	0.00	0.20	0.06
Demolition Haul Trucks	0.00	0.04	0.01	0.00	0.03	0.00
14 Cubic Yard Haul Trucks[2]	2.23	36.89	19.00	0.10	42.09	8.50
18 Cubic Yard Haul Trucks[3]	1.84	66.02	13.63	0.13	26.34	5.02
Worst-Case Total Emissions[4]	6.85	**115.81**	46.99	0.19	49.61	13.41
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	**Yes**	No	No	No	No

Notes:
[1] Emissions based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Based on 478 Medium-Heavy Duty (T6) truck trips per day.
[3] Based on 372 Heavy-Heavy Duty (T7) truck trips per day.
[4] Based on highest of either the 14-cubic yard haul trucks or 18-cubic yard haul trucks for each pollutant.
Source: CalEEMod Version 2016.3.1.

Mitigation Measure 1 is provided that would require all off-road equipment greater than 50 horsepower that are operated on the Pacoima Spreading Grounds area to meet Tier 4 Final emissions standards. The project-related criteria pollutant emissions have been recalculated with implementation of Mitigation Measure 1 through use of the CalEEMod model and the results are shown in Table K. Table K shows that with implementation of Mitigation Measure 1, the proposed project's regional NOx emissions would be reduced to less than significant levels.

Table K – Mitigated Construction-Related Criteria Pollutant Emissions

Activity	Pollutant Emissions[1] (pounds per day)					
	VOC	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Onsite Equipment[2]	0.68	3.52	29.68	0.06	4.96	2.69
Worker Trips	0.11	0.08	0.97	0.00	0.20	0.06
Demolition Haul Trucks	0.00	0.04	0.01	0.00	0.19	0.02
14 Cubic Yard Haul Trucks[3]	2.23	36.89	19.00	0.10	42.09	8.50
18 Cubic Yard Haul Trucks[4]	1.89	66.02	13.63	0.13	26.34	5.02
Worst-Case Total Emissions[5]	2.63	69.66	44.29	0.19	47.44	11.27
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Emissions based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] Onsite equipment emissions include implementation of Mitigation Measure 1 that requires all excavators and dozers to meet Tier 4 Final emissions standards.
[3] Based on 478 Medium-Heavy Duty (T6) truck trips per day.
[4] Based on 372 Heavy-Heavy Duty (T7) truck trips per day.
[5] Based on highest of either the 14-cubic yard haul trucks or 18-cubic yard haul trucks for each pollutant.
Source: CalEEMod Version 2016.3.1.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed project has been analyzed for the potential local criteria pollutant impacts created from construction-related fugitive dust and construction equipment and from toxic air contaminants created from diesel emissions**.**

Local Criteria Pollutant Impacts from Construction

The local criteria pollutant emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality.

The emission thresholds were calculated based on the East San Fernando Valley source receptor area and a disturbance of five acres which is the largest acreage available in the Look-Up Tables. As detailed above in Section 1.4, the nearest offsite sensitive receptors to the proposed project area located as near as 30 feet from the proposed improvements to the spreading grounds. According to the LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Table L shows the onsite emissions from the CalEEMod model from the use of either 14-cubic yard haul trucks or 18-cubic yard haul trucks and the calculated emissions thresholds.

Table L – Screening of the Local Construction Emissions at the Nearest Receptors

Activity	Pollutant Emissions (pounds/day)			
	NOx	**CO**	**PM10**	**PM2.5**
Onsite Construction Equipment	49.67	27.01	7.29	4.85
Onsite 14 Cubic Yard Haul Trucks	0.67	0.34	0.76	0.15
Onsite Dirt Roads With 14 Cubic Yard Haul Trucks[1]	0.00	0.00	17.02	1.62
Onsite 18 Cubic Yard Haul Trucks	1.20	0.25	0.48	0.09
Onsite Dirt Roads With 18 Cubic Yard Haul Trucks[1]	0.00	0.00	10.86	1.03
Worst-Case Total Emissions	**50.87**	**27.26**	**25.07**	**5.97**
SCAQMD Thresholds for 25 meters (82 feet) or less[2]	172	1,434	14	8
Exceeds Screening Threshold?	No	No	**Yes**	No

Notes:
[1] The onsite dirt road emissions were calculated by running the CalEEMod twice, once with 100% paved roads and then with 98.4% paved roads and then taking the difference to obtain the onsite emissions.
[2] The nearest sensitive receptors are detailed above in Section 1.4 and are as close as 30 feet to the proposed improvements. According to LST methodology any receptor closer than 25 meters should be based on the 25-meter threshold.
Source: CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in East San Fernando Valley.

The screening data provided in Table L shows that NOx, CO, and PM2.5 emissions would not exceed the local emissions thresholds. Table L also shows that the fugitive dust PM10 emissions may exceed the local emissions thresholds during construction activities. It should be noted that an exceedance of screening threshold only means that additional localized dispersion analysis is necessary and does not represent an occurrence of a localized significant impact.

The PM10 24-hour average concentration levels at the nearby sensitive receptors were calculated with AERMOD view and the same parameters detailed above in Section 5.2 for the TAC emissions analysis except that the emission source was changed to an area source that covered a majority of the project site (154 acres or 623,862 square meters). The area source for PM10 emissions was based on an emission rate of 6.329E-07 grams per second that was calculated by converting the onsite 25.07 pounds of PM10 per day to grams per second over an 8-hour period and then dividing by 623,862 square meters. Table M provides a summary of the calculated PM10 onsite construction emission concentrations at the nearest sensitive receptors. The onsite fugitive dust PM10 emissions calculations printouts are provided in Appendix E.

The data provided in Table M shows that the local PM10 concentrations at Sensitive Receptors 2, 3, 4, 5, 8, and 9 would exceed the SCAQMD's local threshold of significance of 10.4 µg/m^3 for PM10 concentrations during construction activities. This would be considered a significant impact.

Mitigation Measure 1 is provided that would require all off-road equipment greater than 50 horsepower that are operated on the Pacoima Spreading Grounds area to meet Tier 4 Final emissions standards. In addition, Mitigation Measure 2 is provided that would require the project applicant to pave or install the All Terrain Road™ Composite Mat System or a similar product that is no less effective than a paved road at controlling fugitive dust emissions on the top of the central levee spanning the spreading grounds in a northeast-southwest direction. The chosen surface treatment shall be installed on the greater of: (1) a minimum of 25 percent of off-road haul truck paths on the project site or (2) a minimum of 660 linear feet prior to the start of hauling activities. The surface treatment shall be inspected and maintained as often as needed to ensure the integrity of the surface. The purpose of Mitigation Measure 2 is to reduce the haul truck off-road (i.e., dirt road) travel by 25 percent. As detailed above in Table J and Table K, Mitigation Measure 1 would reduce onsite equipment PM10 emissions by 2.33 pounds per day and Mitigation Measure 2 would reduce dirt road haul trucks emission by 4.26 pounds to a total onsite PM10 emission rate of 18.49 pounds per day. The mitigated area source for PM10 emissions was based on an emission rate of 4.668E-07 grams per second that was calculated by converting the onsite 20.55 pounds of PM10 per day to grams per second over an 8-hour period and then dividing by 623,862 square meters.

Table M also provides a summary of the calculated mitigated PM10 onsite construction emission concentrations at the nearest sensitive receptors. The mitigated onsite fugitive dust PM10 emissions calculations printouts are provided in Appendix F. Table M shows that with implementation of Mitigation Measures 1 and 2, the local PM10 concentrations would be within the SCAQMD's local threshold of significance of 10.4 µg/m^3 for PM10 concentrations during construction activities. Therefore, with implementation of Mitigation Measures 1 and 2, a less than significant local air quality impact would occur from construction of the proposed project.

Table M – Local PM10 Concentrations at Nearby Receptors

Sensitive Receptor	Receptor Description	Receptor Location[1] X	Receptor Location[1] Y	24-hour PM10 Concentrations (µg/m^3) Unmitigated	24-hour PM10 Concentrations (µg/m^3) Mitigated
1	SFR – NW of Intake Structure	367,030	3,792,240	6.84	5.05
2	SFR – N of Spreading Grounds	366,644	3,792,082	**11.69**	8.62
3	SFR – NW of Spreading Grounds	366,494	3,791,913	**12.59**	9.28
4	SFR – W of Spreading Grounds	366,260	3,791,664	**12.21**	9.01
5	Park – W of Spreading Grounds	366,214	3,791,536	**12.40**	9.15
6	SFR – SW of Spreading Grounds	366,272	3,791,136	7.67	5.66
7	SFR – SE of Spreading Grounds	366,526	3,790,962	8.90	6.57
8	SFR – E of Spreading Grounds	367,107	3,791,450	**12.99**	9.58
9	SFR – E of Spreading Grounds	367,095	3,791,634	**11.87**	8.75
10	SFR – SE of Paxton Street	367,081	3,791,995	8.74	6.44
11	MFR – SE of Paxton Street	367,267	3,792,154	4.96	3.66
12	SFR – S of Devonshire Street	366,025	3,791,611	6.24	4.60
		Threshold of Significance[2]		10.4	10.4
			Exceeds Threshold?	**Yes**	No

Notes:
[1] Receptor location based on World Geodetic System 1984 (WGS84), Universal Transverse Mercator (UTM).
[2] Threshold of significance from http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2
Source: Calculated from ISC-AERMOD View Version 9.4.0.

Construction-Related Toxic Air Contaminant Impacts

The proposed project would consist of intake structure improvements, removal of sediment and reconfiguration of the spreading basins. The proposed improvements would require the use of diesel powered off-road equipment as well as diesel powered haul trucks that would result in the emissions of diesel particulate matter (DPM), which is a TAC. The proposed project's construction-related impacts from DPM to the nearby sensitive receptors has been analyzed through use of the AERMOD model and the model input parameters that have been detailed above in Section 5.2.

Health risks from TACs are twofold. First, TACs are carcinogens according to the State of California. Second, short-term acute and long-term chronic exposure to TACs can cause health effects to the respiratory system and other organs. Each of these health risks is discussed below.

Cancer Risks

It is often estimated that the incidence in cancer over a lifetime for the U.S. population will affect 25 percent of all persons, or a risk of about 250,000 per million persons. The MATES-III study referenced a Harvard Report on Cancer Prevention, which estimated that of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about 2 percent were associated with environmental pollution related exposures that includes hazardous air pollutants.

According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. According to the *Air Toxics Hot Spots Program Risk Assessment Guidelines*, prepared by OEHHA, February 2015, the cancer risk should be calculated using the following formula. (It should be noted that the OEHHA formula only provides for residential and off-site worker receptors, since it is possible for people to work at the school, hospital and park, these land uses have also utilized the off-site worker rates).

[Dose-inh (mg/(Kg-day)] * [Oral Slope Factor (kg-day)/mg]*[$1x10^6$] * Age Sensitivity Factor * Fraction of Time at Home = Potential Cancer Risk

Where:
Oral Slope Factor = 1.1
Age Sensitivity Factor = 10 for 3rd trimester to 2 years
Fraction of Time at Home = 0.85 for 3rd trimester to 2 years.
Dose-inh = (C_{air} * DBR * A * EF * ED * 10^6) / AT

Where:

C_{air}	[Concentration in air ($\mu g/m^3$)] = (Calculated by AERMOD Model)
DBR	[Daily breathing rate (L/kg body weight – day)] = 867 for 3rd trimester to 2 years for residential and uniform rate of 100 for offsite workers.
A	[Inhalation absorption factor] = 1
EF	[Exposure frequency (days/year)] = 260 workdays per year
ED	[Exposure duration (years)] = 21 months or 1.75 years (worst-case duration length)
10^6	[Micrograms to milligrams conversion]
AT	[Average time period over which exposure is averaged in days] = 25,550

According to the OEHHA formula the residential receptors equates to C_{air} * 145 = Potential Cancer Risk and the offsite worker, school, hospital, and park area receptors equates to C_{air} * 2 = Potential Cancer Risk. The model run PM10 results are shown below in Figure 4 on page 50 for the unmitigated conditions and Appendix G. Table N provides a summary of the calculated diesel PM10 emission concentrations at the nearest sensitive receptors.

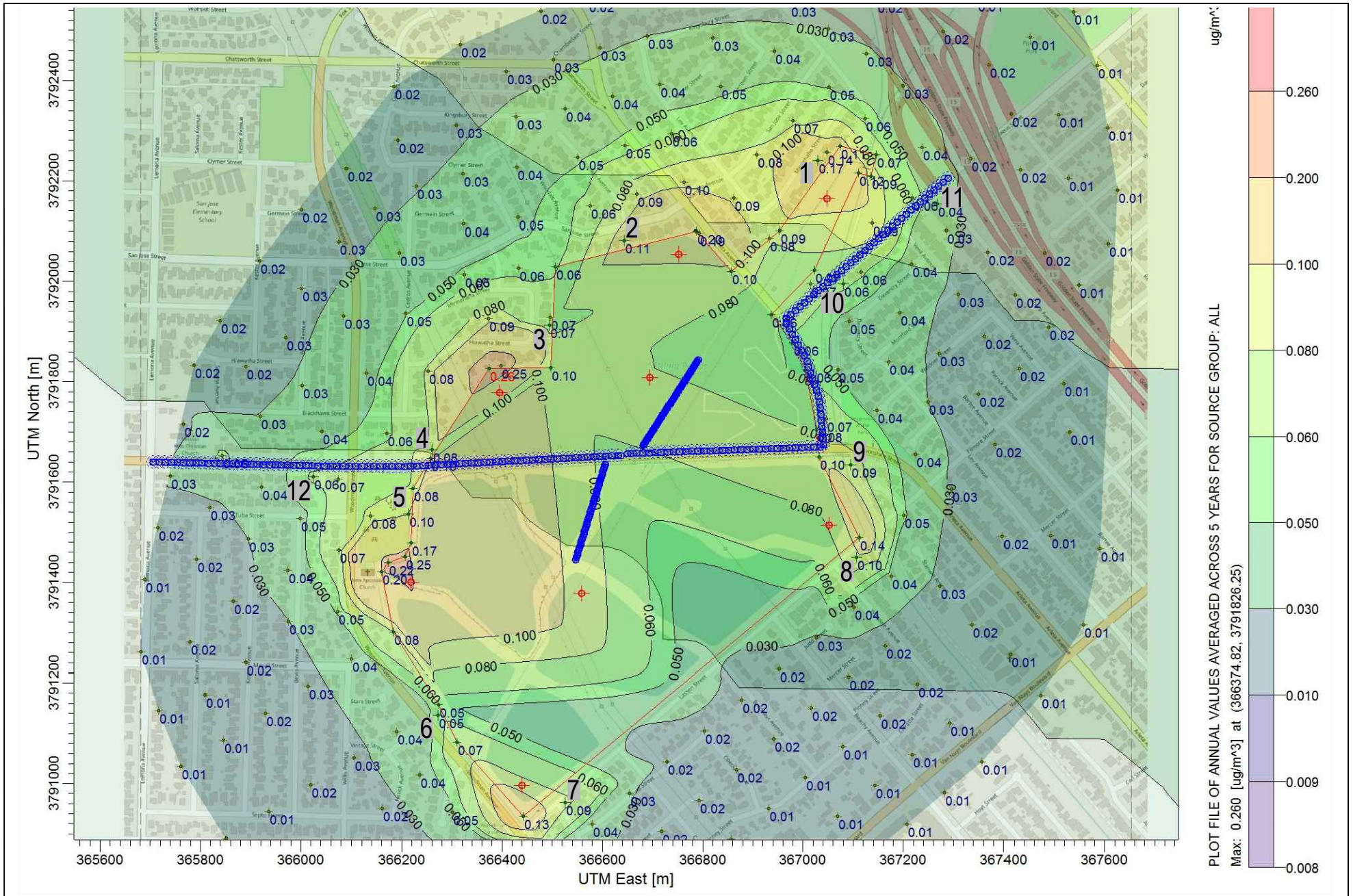
Table N – Diesel PM10 Levels and Cancer Risks Prior to Mitigation

Sensitive Receptor	Receptor Description	Receptor Location[1] X	Receptor Location[1] Y	Annual PM10 Concentration (µg/m³)	Cancer Risk Per Million People[1]
1	SFR – NW of Intake Structure	367,030	3,792,240	0.1707	**24.7**
2	SFR – N of Spreading Grounds	366,644	3,792,082	0.1114	**16.1**
3	SFR – NW of Spreading Grounds	366,494	3,791,913	0.0733	**10.6**
4	SFR – W of Spreading Grounds	366,294	3,791,729	0.0803	**11.6**
5	Park – W of Spreading Grounds	366,214	3,791,536	0.0997	0.2
6	SFR – SW of Spreading Grounds	366,272	3,791,136	0.0532	7.7
7	SFR – SE of Spreading Grounds	366,526	3,790,962	0.0858	**12.4**
8	SFR – E of Spreading Grounds	367,107	3,791,450	0.0952	**13.8**
9	SFR – E of Spreading Grounds	367,095	3,791,634	0.0904	**13.1**
10	SFR – SE of Paxton Street	367,081	3,791,995	0.0627	9.1
11	MFR – SE of Paxton Street	367,267	3,792,154	0.0412	6.0
12	SFR – S of Devonshire Street	366,025	3,791,611	0.1707	**24.7**
				Threshold of Significance	**10**
				Exceeds Threshold?	**Yes**

Notes:
[1] Receptor location based on World Geodetic System 1984 (WGS84), Universal Transverse Mercator (UTM).
[2] Cancer risk based on a residential receptor cancer risk = 145 x Cair; off-site worker, school, church and park cancer risk = 2 x Cair.
Source: Calculated from ISC-AERMOD View Version 9.4.0.

Table N shows that the cancer risk from construction-related DPM emissions would be as high as 24.7 per million persons (Sensitive Receptor 1) at the nearby sensitive receptors. The construction-related DPM emissions in the vicinity of the Spreading Grounds would exceed the SCAQMD's cancer risk threshold of 10 per million persons. This would be considered a significant impact.

Mitigation Measure 1 is provided that would require all off-road equipment greater than 50 horsepower that are operated on the Pacoima Spreading Grounds area to meet Tier 4 Final emissions standards. The project-related DPM emissions have been recalculated with the AERMOD model with implementation of Mitigation Measure 1 and the results are shown in Table O and in Figure 5 on page 51. The AERMOD printouts for the mitigated condition are provided in Appendix H. Table O shows that with implementation of Mitigation Measure 1, the construction-related cancer risks from the proposed project's DPM emissions would be reduced to less than significant levels.



SOURCE: AERMOD Version 9.4.0.

N

VISTA ENVIRONMENTAL

Figure 4
Modeled Diesel PM10 Concentrations Prior to Mitigation

SOURCE: AERMOD Version 9.4.0.

N

VISTA ENVIRONMENTAL

Figure 5
Mitigated Modeled Diesel PM10 Concentrations

Table O – Mitigated Diesel PM10 Levels and Cancer Risks

Sensitive Receptor	Receptor Description	Receptor Location[1] X	Receptor Location[1] Y	Annual PM10 Concentration (µg/m^3)	Cancer Risk Per Million People[2]
1	SFR – NW of Intake Structure	367,030	3,792,240	0.0578	8.4
2	SFR – N of Spreading Grounds	366,644	3,792,082	0.0394	5.7
3	SFR – NW of Spreading Grounds	366,494	3,791,913	0.0284	4.1
4	SFR – W of Spreading Grounds	366,294	3,791,729	0.0406	5.9
5	Park – W of Spreading Grounds	366,214	3,791,536	0.0385	0.1
6	SFR – SW of Spreading Grounds	366,272	3,791,136	0.0190	2.7
7	SFR – SE of Spreading Grounds	366,526	3,790,962	0.0293	4.2
8	SFR – E of Spreading Grounds	367,107	3,791,450	0.0330	4.8
9	SFR – E of Spreading Grounds	367,095	3,791,634	0.0329	4.8
10	SFR – SE of Paxton Street	367,081	3,791,995	0.0287	4.2
11	MFR – SE of Paxton Street	367,267	3,792,154	0.0198	2.9
12	SFR – S of Devonshire Street	366,025	3,791,611	0.0578	8.4
				Threshold of Significance	**10**
				Exceeds Threshold?	**No**

Notes:
[1] Receptor location based on World Geodetic System 1984 (WGS84), Universal Transverse Mercator (UTM).
[2] Cancer risk based on a residential receptor cancer risk = 145 x Cair; off-site worker, school, church and park cancer risk = 2 x Cair.
Source: Calculated from ISC-AERMOD View Version 9.4.0.

Non-Cancer Risks

In addition to the cancer risk from exposure to DPM there is also the potential DPM exposure may result in adverse health impacts from acute and chronic illnesses, which are detailed below.

Chronic Health Impacts

Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. The chronic hazard index is based on the most impacted sensitive receptor from the proposed project and is calculated from the annual average concentrations of PM10. The relationship for non-cancer chronic health effects is given by the equation:

$$HI_{DPM} = C_{DPM} / REL_{DPM}$$

Where,

HI_{DPM} = Hazard Index; an expression of the potential for non-cancer health effects.

C_{DPM} = Annual average diesel particulate matter concentration in µg/m^3.

REL_{DPM}= Reference Exposure Level (REL) for diesel particulate matter; the diesel particulate matter concentration at which no adverse health effects are anticipated.

The REL_{DPM} is 5 µg/m^3. The Office of Environmental Health Hazard Assessment as protective for the respiratory system has established this concentration. As detailed above in , the AERMOD model found that the highest annual concentration at the nearest sensitive receptor is 0.1707 µg/m^3 for DPM equivalent chronic non-cancer risk emissions. The resulting Hazard Index is:

$$HI_{DPM} = 0.1707 / 5 = 0.0341$$

The criterion for significance is a Chronic Hazard Index increase of 1.0 or greater, which is detailed above in Section 3.0. Therefore, the on-going operations of the proposed project would result in a less than significant impact due to the non-cancer chronic health risk from TAC emissions created by the proposed project.

Acute Health Impacts

Acute health effects are characterized by sudden and severe exposure and rapid absorption of a TAC. Normally, a single large exposure is involved. Acute health effects are often treatable and reversible. The acute hazard index is calculated from the maximum hourly concentrations of PM10 and TOG at the point of maximum impact (PMI), which has been calculated with the AERMOD model and the parameters detailed above in Section 4.0. The relationship for non-cancer acute health effects is given by the equation:

$$AHI = C / AREL$$

Where,

AHI = Acute Hazard Index; an expression of the potential for non-cancer health effects.
C = Maximum hourly concentration of either PM10 or TOG in $\mu g/m^3$.
AREL = Acute Reference Exposure Level.

The AERMOD model found that the proposed project would create maximum hourly concentrations of 1.99 $\mu g/m^3$ of PM10 and 4.51 $\mu g/m^3$ of TOG at the PMI . Appendix G provides the AERMOD output files for the PM10 calculations and Appendix I provides the AERMOD output files for the TOG calculations. Table P provides a list of TAC pollutants from diesel emissions that have the potential to cause acute health risks, the associated pollutant analyzed in the AERMOD model, the ratio of the pollutant to total diesel emissions, the AREL for each pollutant and the calculated Acute Hazard Index for each pollutant.

Table P – Acute Non-Cancer Assessment

TAC from Diesel Emissions	Pollutant	Diesel Weight Ratio[1]	Acute Reference Exposure Level (AREL)[2] $\mu g/m^3$	Acute Hazard Index (AHI)
Acetaldehyde	TOG	0.0735	470	6.75E-04
Acrolein	TOG	0.003	25	5.18E-04
Arsenic	PM	0.000002	0.2	1.99E-05
Benzene	TOG	0.02	1,300	6.64E-05
Chlorine	PM	0.00003	210	2.85E-07
Copper	PM	0.00006	100	1.20E-06
Formaldehyde	TOG	0.1471	55	1.15E-02
Mercury	PM	0.000006	0.6	1.99E-05
Methanol	TOG	0.0408	28,000	6.29E-06
Methyl Ethyl Ketone	TOG	0.0148	13,000	4.91E-06
Nickel	PM	0.000008	6	2.66E-06
Styrene	TOG	0.0006	21,000	1.23E-07
Toluene	TOG	0.0147	37,000	1.71E-06
Vanadium	PM	0.001	30	6.64E-05
Xylene	TOG	0.0104	22,000	2.04E-06
			Total	**1.29E-02 (0.0129)**
			Threshold	**1.00E-00 (1.0)**
			Exceeds Threshold?	**No**

Notes:
[1] Diesel related TAC composition is based on the ARB speciation profile 6099 for PM and 818 for VOC.

[2] Acute REL is from http://oehha.ca.gov/air/allrels.html.

Table P shows that the total acute hazard index from the proposed project would be 0.0129. The criterion for significance is an Acute Hazard Index increase of 1.0 or greater, which is detailed above in Section 3.0. Therefore, the construction activities for the proposed project would result in a less than significant impact due to the non-cancer acute health risk from TAC emissions created by the proposed project.

Operational Emissions

The on-going operation of the proposed project would not result in a long-term increase in air quality emissions. Currently, the project site requires occasional periodic visits from LACFCD staff and result in air emissions from the vehicle transporting the workers to and from the project site. Implementation of the proposed project would not result in any additional site visits from LACFCD staff. Therefore, implementation of the proposed project would not increase either criteria pollutant or TAC emissions from the proposed project and would result in a less than significant impact.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measures 1 and 2 provided above in Impact 7.2.

Level of Significance After Mitigation

Less than significant impact.

7.4 Cumulative Net Increase in Non-Attainment Pollution

The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel throughout the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature. The project area is out of attainment for ozone and PM10 (State only) and PM2.5 particulate matter. In accordance with CEQA Guidelines Section 15130(b), this analysis of cumulative impacts incorporates a three-tiered approach to assess cumulative air quality impacts.

- Consistency with the SCAQMD project specific thresholds for construction and operations;
- Project consistency with existing air quality plans; and
- Assessment of the cumulative health effects of the pollutants.

Consistency with Project Specific Thresholds

Construction-Related Impacts

The project site is located in the South Coast Air Basin, which is currently designated as a non-attainment area for ozone, PM10, and PM2.5. The ozone, PM10, and PM2.5 emissions associated with the proposed project have been calculated above in Section 6.3. The above analysis found that with implementation of

Mitigation Measures 1 and 2, development of the proposed project would result in less than significant regional and local emissions of the precursors to ozone, PM10 and PM2.5 during construction of the proposed project. Therefore, a less than significant cumulative impact would occur from construction of the proposed project.

Operational-Related Impacts

As detailed in Section 7.3, the project site currently requires occasional periodic visits from LACFCD staff and result in air emissions from the vehicle transporting the workers to and from the project site. Implementation of the proposed project would not result in any additional site visits from LACFCD staff. Therefore, a less than significant cumulative impact would occur from operation of the proposed project.

Consistency with Air Quality Plans

As detailed in Section 7.2, the project site is currently designated as Open Space in the General Plan and is also zoned Open Space (OS-1XL-O). The proposed project would not change the current use as a spreading ground and is consistent with the current land use designation and zoning. Therefore, the proposed project would not result in an inconsistency with the current land use designation. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMPs for the South Coast Air Basin.

Cumulative Health Impacts

The South Coast Air Basin is designated as nonattainment for ozone, PM10, and PM2.5, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (elderly, children, and the sick). Therefore, when the concentrations of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience health effects. The regional analysis detailed in Section 7.3 found that the proposed project would not exceed the SCAQMD regional significance thresholds for VOC and NOx (ozone precursors), PM10 and PM2.5. Therefore, the proposed project would result in a less than significant cumulative health impact.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measures 1 and 2 provided above in Impact 7.2.

Level of Significance After Mitigation

Less than significant impact.

7.5 Sensitive Receptors

The proposed project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of emissions produced in the nearby vicinity of the proposed project, which may expose sensitive receptors to substantial concentrations have been calculated in Section 6.3 for both construction and operations, which are discussed separately below.

Construction-Related Sensitive Receptor Impacts

The nearest off-site sensitive receptors to the spreading basins consist of multi-family homes as near as 35 feet southwest of the proposed improvements to the spreading grounds, single-family homes as near as 40 feet north and west of the proposed improvements to the spreading grounds, and Devonwood Park located

as near as 30 feet west of the proposed improvements to the spreading grounds. There are also single-family homes as near as 50 feet north of the intake canal improvements and single-family and multi-family homes as near as 25 feet from where haul trucks would operate on the nearby roads.

The analysis in Section 7.3 found that construction of the proposed project would exceed the local PM10 thresholds of significance discussed in Section 6.2. Implementation of Mitigation Measures 1 and 2 would reduce this impact to less than significant levels. Therefore, with implementation of Mitigation Measures 1 and 2 construction of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations-Related Sensitive Receptor Impacts

The on-going operations of the proposed project would not expose sensitive receptors to substantial pollutant concentrations in the immediate vicinity of the proposed project from on-site operations. As detailed in Section 7.3, the project site currently requires occasional periodic visits from LACFCD staff and result in air emissions from the vehicle transporting the workers to and from the project site. Implementation of the proposed project would not result in any additional site visits from LACFCD staff. Therefore, operation of the proposed project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measures 1 and 2 provided above in Impact 7.2.

Level of Significance After Mitigation

Less than significant impact.

7.6 Objectionable Odors

The proposed project would not create objectionable odors affecting a substantial number of people. Potential odor impacts have been analyzed separately for construction and operations below.

Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like.

The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration.

The SCAQMD receives and investigates odor complaints from nearby residents and, if six or more odor events are reported in a year, the SCAQMD opens an investigation into the odor complaints. If the SCAQMD determines that the emission source from the project site indicated by the complainants is in violation of Rule 402, they have the authority to require the offender to implement measures to eliminate the odor impacts. If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact. However, as described below, based on the Project location and types of construction activity, significant odor impacts are not anticipated.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement, from emissions associated with the operation of diesel equipment, and possibly from disturbing decaying organic material during earthmoving activities. The diesel equipment utilized onsite would be constantly moving around the project site and any odors created from diesel equipment would be temporary at any one location and would not likely be noticeable for extended periods of time beyond the project site's boundaries. In addition, the application of materials such as asphalt pavement would be installed over a couple of days for any one location and would result in temporary odor impacts that would not likely be noticeable for extended periods of time beyond the project site's boundaries.

The potential odor impacts associated with excavation activities would be caused by release of material that contain even small amounts of sulfur or organic material. Sulfur compounds have very low odor threshold levels. For instance hydrogen sulfide can be detected by humans at concentrations from 0.5 parts per billion (ppb) that is noticeable by 2 percent of the population, to 40 ppb that is qualified as annoying by 50 percent of the population. It should be noted that the project site has been utilized as spreading grounds since the 1930's and vegetation has been removed from the spreading grounds on regular intervals for the entire duration of operations, so the amount of organic material in the soil should be minimal. Furthermore, soil in the project vicinity is not known to contain high levels of sulfur so odor impacts from sulfur in the soil is unlikely to occur. Therefore, a less than significant odor impact is anticipated to occur from construction activities associated with the proposed project.

Potential Operations-Related Odor Impacts

The proposed project would consist of intake structure improvements, removal of sediment and reconfiguration of the spreading basins. The proposed project would not introduce any new sources of odors to the project site, nor would it reconfigure any existing sources of odors on the project site. Impacts would be less than significant.

Level of Significance

Less than significant impact.

7.7 Generation of Greenhouse Gas Emissions

The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed project would consist of intake structure improvements, removal of sediment and reconfiguration of the spreading basins. The proposed project is anticipated to generate GHG emissions only from construction activities.

The CalEEMod Version 2016.3.1 was used to calculate the GHG emissions from construction activities associated with the proposed project. The GHG emissions analysis utilized the same CalEEMod model

inputs as what was used for the criteria pollutant analysis and the CalEEMod input parameters are detailed in Section 5.1.

Project Greenhouse Gas Emissions

The project's GHG emissions have been calculated with CalEEMod model based on the parameters detailed above. A summary of the results from the use of either 14-cubic yard haul trucks or 18-cubic yard haul trucks are shown below in Table Q and CalEEMod model run for the 14-cubic yard haul trucks analysis is provided in Appendix J and for the 18-cubic yard haul trucks analysis is provided in Appendix K.

Table Q – Project Related Greenhouse Gas Annual Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Construction Activities	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Onsite Equipment Emissions	755.18	0.22	0	760.60
Worker Trips	28.95	0	0	28.98
Demolition Haul Trucks	1.05	0	0	1.05
14 Cubic Yard Haul Trucks[1]	1,249.07	0.03	0	1,249.71
18 Cubic Yard Haul Trucks[2]	1,610.53	0.15	0	1,614.24
Worst-Case Total GHG Emissions[3]	**2,395.71**	**0.37**	**0.00**	**2,404.87**
	SCAQMD Draft Threshold of Significance			**3,000**
			Exceed Threshold?	**No**

Notes:
[1] Based on 480 Medium-Heavy Duty (T6) truck trips per day.
[2] Based on 360 Heavy-Heavy Duty (T7) truck trips per day.
[3] Based on highest of either the 14-cubic yard haul trucks or 18-cubic yard haul trucks for each pollutant.
Source: CalEEMod Version 2016.3.1.

The data provided in Table Q above shows that the proposed project would create 2,404.87 $MTCO_2e$. According to the SCAQMD draft threshold of significance detailed in Section 5.5, a cumulative global climate change impact would occur if the GHG emissions created from a proposed project would exceed 3,000 $MTCO_2e$ per year. Therefore, a less than significant generation of greenhouse gas emissions would occur from development of the proposed project.

Level of Significance

Less than significant impact.

7.8 Greenhouse Gas Plan Consistency

The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The City of Los Angeles has adopted the *Green LA Climate Change Action Plan* (Climate Action Plan). The Climate Action Plan details Action W3, which requires the City to implement an innovative water and wastewater integrated resources plan that will maximize use of recycled water including capture and reuse of stormwater. The proposed project would increase the water holding capacity of the spreading grounds from 530 acre-feet to 1,197 acre-feet by combining and deepening the existing 12 spreading basins. The proposed project would also increase the percolation rate of the spreading basins from 65 cubic feet per second to 142 cubic feet per second, which will also allow for the capture of more stormwater. Based on the above, the proposed project promotes the implementation of the Actions in the Climate Action Plan. Therefore, the proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Level of Significance

Less than significant impact.

8.0 REFERENCES

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APPENDIX A

14-Cubic Yard Haul Trucks Alternative CalEEMod Model Daily Printouts

Pacoima Spreading Ground Improvement Project with 14 CY Trucks

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	169.00	User Defined Unit	169.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pacoima Spreading Ground Improvement Project with 14 CY Trucks - Los Angeles-South Coast County, Summer

Project Characteristics - 2018

Land Use - 169 acres of User Defined Industrial

Construction Phase - Construction was modelled as occurring from 11-1-18 to 6-1-20

Off-road Equipment -

Off-road Equipment - 2 Excavators (8 hrs each), 2 rubber tired dozers (8 hrs each), 1 sediment shaker (Crushing/Proc Equip) (8 hrs), 3 water trucks (Off-Hwy Trucks) (4 hrs each), 1 street sweeper (4 hrs)

Trips and VMT - 18 worker trips per TIA. 77 haul trips of concrete debris to Sunshine Cyn Landfill 8 miles length

On-road Fugitive Dust - Haul Trip Length 8 miles of which 1/8 mile on dirt roads or 98.4% of haul trip length on paved roads. Per SCAQMD Rule 403 Road Moisture 12%

Grading - 614 cubic yards of concrete exported and 169 acres graded

Vehicle Trips - 478 14 CY haul truck trips or 2.83 trips per acre. 100% Primary Trips. Non Res C-C 100% and 6.9 miles.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 1/8 mile of 6.9 mile Haul Truck trips on dirt road or 98.2% of trips on paved roads avg weight 20 tons. Per SCAQMD Rule 403 Unpaved Road Moisture Content 12%.Mean speed 15 mph.

Energy Use -

Construction Off-road Equipment Mitigation - Water Exposed Areas 3 times per day and maintain Unpaved Roads at 12% moisture, per SCAQMD Rule 403 requirements

Fleet Mix - Fleet Mix - 100% MHD

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstructionPhase	NumDays	310.00	413.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.9530e-003	0.00

tblFleetMix	MCY	4.8040e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	9.4400e-004	0.00
tblFleetMix	MHD	0.02	1.00
tblFleetMix	OBUS	2.3410e-003	0.00
tblFleetMix	SBUS	6.6700e-004	0.00
tblFleetMix	UBUS	2.5830e-003	0.00
tblGrading	AcresOfGrading	0.00	169.00
tblGrading	MaterialExported	0.00	614.00
tblLandUse	LotAcreage	0.00	169.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOnRoadDust	HaulingPercentPave	100.00	98.40
tblOnRoadDust	MaterialMoistureContent	0.50	12.00
tblRoadDust	MaterialMoistureContent	0.5	12
tblRoadDust	MeanVehicleSpeed	40	15
tblRoadDust	MobileAverageVehicleWeight	2.4	20
tblRoadDust	RoadPercentPave	100	98.2
tblTripsAndVMT	HaulingTripLength	20.00	8.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	0.00	2.83

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	5.0047	49.7814	27.9934	0.0579	12.8677	2.4224	15.2901	6.7409	2.2552	8.9961	0.0000	5,779.8314	5,779.8314	1.5897	0.0000	5,819.5740
2019	4.6959	45.7802	27.3346	0.0577	12.7108	2.2125	14.9233	6.7241	2.0580	8.7822	0.0000	5,691.1255	5,691.1255	1.5808	0.0000	5,730.6447
2020	4.4154	42.0278	26.6541	0.0577	12.7540	2.0253	14.7793	6.7287	1.8826	8.6113	0.0000	5,579.8458	5,579.8458	1.5752	0.0000	5,619.2250
Maximum	**5.0047**	**49.7814**	**27.9934**	**0.0579**	**12.8677**	**2.4224**	**15.2901**	**6.7409**	**2.2552**	**8.9961**	**0.0000**	**5,779.8314**	**5,779.8314**	**1.5897**	**0.0000**	**5,819.5740**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	5.0047	49.7814	27.9934	0.0579	5.1018	2.4224	7.5242	2.6584	2.2552	4.9136	0.0000	5,779.8314	5,779.8314	1.5897	0.0000	5,819.5740
2019	4.6959	45.7802	27.3346	0.0577	5.0736	2.2125	7.2861	2.6545	2.0580	4.7125	0.0000	5,691.1255	5,691.1255	1.5808	0.0000	5,730.6447
2020	4.4154	42.0278	26.6541	0.0577	5.0814	2.0253	7.1067	2.6556	1.8826	4.5382	0.0000	5,579.8458	5,579.8458	1.5752	0.0000	5,619.2250
Maximum	**5.0047**	**49.7814**	**27.9934**	**0.0579**	**5.1018**	**2.4224**	**7.5242**	**2.6584**	**2.2552**	**4.9136**	**0.0000**	**5,779.8314**	**5,779.8314**	**1.5897**	**0.0000**	**5,819.5740**

Pacoima Spreading Ground Improvement Project with 14 CY Trucks - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.20**	**0.00**	**51.29**	**60.54**	**0.00**	**46.33**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.1885	35.8722	18.1836	0.1022	41.3674	0.7197	42.0872	7.8075	0.6885	8.4960		10,612.0608	10,612.0608	0.2161		10,617.4626
Total	**2.1902**	**35.8724**	**18.2010**	**0.1022**	**41.3674**	**0.7198**	**42.0872**	**7.8075**	**0.6886**	**8.4960**		**10,612.0977**	**10,612.0977**	**0.2162**	**0.0000**	**10,617.5021**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.1885	35.8722	18.1836	0.1022	41.3674	0.7197	42.0872	7.8075	0.6885	8.4960		10,612.0608	10,612.0608	0.2161		10,617.4626
Total	**2.1902**	**35.8724**	**18.2010**	**0.1022**	**41.3674**	**0.7198**	**42.0872**	**7.8075**	**0.6886**	**8.4960**		**10,612.0977**	**10,612.0977**	**0.2162**	**0.0000**	**10,617.5021**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	11/1/2018	6/1/2020	5	413	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 169

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Crushing/Proc. Equipment	1	8.00	85	0.78
Grading	Excavators	2	8.00	158	0.38
Grading	Off-Highway Trucks	3	4.00	402	0.38
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Sweepers/Scrubbers	1	4.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	9	18.00	0.00	77.00	14.70	6.90	8.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

3.2 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.9043	49.6707	27.0147	0.0555		2.4205	2.4205		2.2534	2.2534		5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**4.9043**	**49.6707**	**27.0147**	**0.0555**	**12.4783**	**2.4205**	**14.8988**	**6.6673**	**2.2534**	**8.9208**		**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.7000e-004	0.0356	6.5200e-003	7.0000e-005	0.1882	1.0000e-004	0.1883	0.0202	1.0000e-004	0.0203		7.8212	7.8212	6.6000e-004		7.8377
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0995	0.0751	0.9721	2.2700e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		225.6642	225.6642	8.4600e-003		225.8758
Total	**0.1004**	**0.1106**	**0.9787**	**2.3400e-003**	**0.3894**	**1.8900e-003**	**0.3913**	**0.0736**	**1.7500e-003**	**0.0753**		**233.4854**	**233.4854**	**9.1200e-003**		**233.7134**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.9043	49.6707	27.0147	0.0555		2.4205	2.4205		2.2534	2.2534	0.0000	5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**4.9043**	**49.6707**	**27.0147**	**0.0555**	**4.8665**	**2.4205**	**7.2871**	**2.6003**	**2.2534**	**4.8537**	**0.0000**	**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.7000e-004	0.0356	6.5200e-003	7.0000e-005	0.0340	1.0000e-004	0.0341	4.7700e-003	1.0000e-004	4.8600e-003		7.8212	7.8212	6.6000e-004		7.8377
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0995	0.0751	0.9721	2.2700e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		225.6642	225.6642	8.4600e-003		225.8758
Total	**0.1004**	**0.1106**	**0.9787**	**2.3400e-003**	**0.2352**	**1.8900e-003**	**0.2371**	**0.0581**	**1.7500e-003**	**0.0599**		**233.4854**	**233.4854**	**9.1200e-003**		**233.7134**

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.6051	45.6801	26.4604	0.0555		2.2107	2.2107		2.0563	2.0563		5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**4.6051**	**45.6801**	**26.4604**	**0.0555**	**12.4783**	**2.2107**	**14.6890**	**6.6673**	**2.0563**	**8.7237**		**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.1000e-004	0.0340	6.3100e-003	7.0000e-005	0.0313	9.0000e-005	0.0314	3.4200e-003	9.0000e-005	3.5100e-003		7.7350	7.7350	6.4000e-004		7.7511
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0899	0.0661	0.8679	2.1900e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		218.3315	218.3315	7.5000e-003		218.5190
Total	**0.0908**	**0.1001**	**0.8742**	**2.2600e-003**	**0.2325**	**1.8200e-003**	**0.2343**	**0.0568**	**1.6900e-003**	**0.0585**		**226.0665**	**226.0665**	**8.1400e-003**		**226.2701**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.6051	45.6801	26.4604	0.0555		2.2107	2.2107		2.0563	2.0563	0.0000	5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**4.6051**	**45.6801**	**26.4604**	**0.0555**	**4.8665**	**2.2107**	**7.0772**	**2.6003**	**2.0563**	**4.6566**	**0.0000**	**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.1000e-004	0.0340	6.3100e-003	7.0000e-005	5.8700e-003	9.0000e-005	5.9600e-003	8.8000e-004	9.0000e-005	9.7000e-004		7.7350	7.7350	6.4000e-004		7.7511
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0899	0.0661	0.8679	2.1900e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		218.3315	218.3315	7.5000e-003		218.5190
Total	**0.0908**	**0.1001**	**0.8742**	**2.2600e-003**	**0.2071**	**1.8200e-003**	**0.2089**	**0.0542**	**1.6900e-003**	**0.0559**		**226.0665**	**226.0665**	**8.1400e-003**		**226.2701**

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.3317	41.9367	25.8599	0.0555		2.0236	2.0236		1.8810	1.8810		5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**4.3317**	**41.9367**	**25.8599**	**0.0555**	**12.4783**	**2.0236**	**14.5019**	**6.6673**	**1.8810**	**8.5483**		**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.4000e-004	0.0322	6.0900e-003	7.0000e-005	0.0745	7.0000e-005	0.0745	8.0400e-003	7.0000e-005	8.1100e-003		7.6723	7.6723	6.2000e-004		7.6877
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
Total	**0.0837**	**0.0911**	**0.7942**	**2.2000e-003**	**0.2757**	**1.7500e-003**	**0.2774**	**0.0614**	**1.6200e-003**	**0.0630**		**219.3726**	**219.3726**	**7.2900e-003**		**219.5549**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.3317	41.9367	25.8599	0.0555		2.0236	2.0236		1.8810	1.8810	0.0000	5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**4.3317**	**41.9367**	**25.8599**	**0.0555**	**4.8665**	**2.0236**	**6.8901**	**2.6003**	**1.8810**	**4.4812**	**0.0000**	**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.4000e-004	0.0322	6.0900e-003	7.0000e-005	0.0136	7.0000e-005	0.0137	1.9500e-003	7.0000e-005	2.0200e-003		7.6723	7.6723	6.2000e-004		7.6877
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
Total	**0.0837**	**0.0911**	**0.7942**	**2.2000e-003**	**0.2148**	**1.7500e-003**	**0.2166**	**0.0553**	**1.6200e-003**	**0.0569**		**219.3726**	**219.3726**	**7.2900e-003**		**219.5549**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1885	35.8722	18.1836	0.1022	41.3674	0.7197	42.0872	7.8075	0.6885	8.4960		10,612.0608	10,612.0608	0.2161		10,617.4626
Unmitigated	2.1885	35.8722	18.1836	0.1022	41.3674	0.7197	42.0872	7.8075	0.6885	8.4960		10,612.0608	10,612.0608	0.2161		10,617.4626

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	478.27	0.00	0.00	1,044,542	1,044,542
Total	478.27	0.00	0.00	1,044,542	1,044,542

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Unmitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pacoima Spreading Ground Improvement Project with 14 CY Trucks

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	169.00	User Defined Unit	169.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pacoima Spreading Ground Improvement Project with 14 CY Trucks - Los Angeles-South Coast County, Winter

Project Characteristics - 2018

Land Use - 169 acres of User Defined Industrial

Construction Phase - Construction was modelled as occurring from 11-1-18 to 6-1-20

Off-road Equipment -

Off-road Equipment - 2 Excavators (8 hrs each), 2 rubber tired dozers (8 hrs each), 1 sediment shaker (Crushing/Proc Equip) (8 hrs), 3 water trucks (Off-Hwy Trucks) (4 hrs each), 1 street sweeper (4 hrs)

Trips and VMT - 18 worker trips per TIA. 77 haul trips of concrete debris to Sunshine Cyn Landfill 8 miles length

On-road Fugitive Dust - Haul Trip Length 8 miles of which 1/8 mile on dirt roads or 98.4% of haul trip length on paved roads. Per SCAQMD Rule 403 Road Moisture 12%

Grading - 614 cubic yards of concrete exported and 169 acres graded

Vehicle Trips - 478 14 CY haul truck trips or 2.83 trips per acre. 100% Primary Trips. Non Res C-C 100% and 6.9 miles.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 1/8 mile of 6.9 mile Haul Truck trips on dirt road or 98.2% of trips on paved roads avg weight 20 tons. Per SCAQMD Rule 403 Unpaved Road Moisture Content 12%.Mean speed 15 mph.

Energy Use -

Construction Off-road Equipment Mitigation - Water Exposed Areas 3 times per day and maintain Unpaved Roads at 12% moisture, per SCAQMD Rule 403 requirements

Fleet Mix - Fleet Mix - 100% MHD

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstructionPhase	NumDays	310.00	413.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.9530e-003	0.00

tblFleetMix	MCY	4.8040e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	9.4400e-004	0.00
tblFleetMix	MHD	0.02	1.00
tblFleetMix	OBUS	2.3410e-003	0.00
tblFleetMix	SBUS	6.6700e-004	0.00
tblFleetMix	UBUS	2.5830e-003	0.00
tblGrading	AcresOfGrading	1,032.50	169.00
tblGrading	MaterialExported	0.00	614.00
tblLandUse	LotAcreage	0.00	169.00
tblOffRoadEquipment	OffRoadEquipmentType		Crushing/Proc. Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblOnRoadDust	HaulingPercentPave	100.00	98.40
tblOnRoadDust	MaterialMoistureContent	0.50	12.00
tblRoadDust	MaterialMoistureContent	0.5	12
tblRoadDust	MeanVehicleSpeed	40	15
tblRoadDust	MobileAverageVehicleWeight	2.4	20
tblRoadDust	RoadPercentPave	100	98.2
tblTripsAndVMT	HaulingTripLength	20.00	8.00

tblTripsAndVMT	WorkerTripNumber	35.00	18.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	0.00	2.83

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	5.0154	49.7893	27.9172	0.0577	12.8677	2.4224	15.2901	6.7409	2.2552	8.9961	0.0000	5,766.3978	5,766.3978	1.5893	0.0000	5,806.1298
2019	4.7057	45.7871	27.2640	0.0576	12.7108	2.2125	14.9233	6.7241	2.0580	8.7822	0.0000	5,678.1042	5,678.1042	1.5804	0.0000	5,717.6138
2020	4.4245	42.0340	26.5886	0.0576	12.7540	2.0254	14.7793	6.7287	1.8826	8.6113	0.0000	5,567.2063	5,567.2063	1.5748	0.0000	5,606.5767
Maximum	**5.0154**	**49.7893**	**27.9172**	**0.0577**	**12.8677**	**2.4224**	**15.2901**	**6.7409**	**2.2552**	**8.9961**	**0.0000**	**5,766.3978**	**5,766.3978**	**1.5893**	**0.0000**	**5,806.1298**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	5.0154	49.7893	27.9172	0.0577	5.1018	2.4224	7.5242	2.6584	2.2552	4.9136	0.0000	5,766.3977	5,766.3977	1.5893	0.0000	5,806.1298
2019	4.7057	45.7871	27.2640	0.0576	5.0736	2.2125	7.2861	2.6545	2.0580	4.7125	0.0000	5,678.1042	5,678.1042	1.5804	0.0000	5,717.6138
2020	4.4245	42.0340	26.5886	0.0576	5.0814	2.0254	7.1067	2.6556	1.8826	4.5382	0.0000	5,567.2063	5,567.2063	1.5748	0.0000	5,606.5767
Maximum	**5.0154**	**49.7893**	**27.9172**	**0.0577**	**5.1018**	**2.4224**	**7.5242**	**2.6584**	**2.2552**	**4.9136**	**0.0000**	**5,766.3977**	**5,766.3977**	**1.5893**	**0.0000**	**5,806.1298**

Pacoima Spreading Ground Improvement Project with 14 CY Trucks - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.20**	**0.00**	**51.29**	**60.54**	**0.00**	**46.33**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.2274	36.8877	18.9991	0.1020	41.3674	0.7215	42.0889	7.8075	0.6902	8.4977		10,592.5612	10,592.5612	0.2203		10,598.0689
Total	**2.2291**	**36.8879**	**19.0166**	**0.1020**	**41.3674**	**0.7216**	**42.0890**	**7.8075**	**0.6902**	**8.4977**		**10,592.5982**	**10,592.5982**	**0.2204**	**0.0000**	**10,598.1084**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.2274	36.8877	18.9991	0.1020	41.3674	0.7215	42.0889	7.8075	0.6902	8.4977		10,592.5612	10,592.5612	0.2203		10,598.0689
Total	**2.2291**	**36.8879**	**19.0166**	**0.1020**	**41.3674**	**0.7216**	**42.0890**	**7.8075**	**0.6902**	**8.4977**		**10,592.5982**	**10,592.5982**	**0.2204**	**0.0000**	**10,598.1084**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	11/1/2018	6/1/2020	5	413	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 169

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	2	8.00	158	0.38
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Crushing/Proc. Equipment	1	8.00	85	0.78
Grading	Off-Highway Trucks	3	4.00	402	0.38
Grading	Sweepers/Scrubbers	1	4.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	14	18.00	0.00	77.00	14.70	6.90	8.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

3.2 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.9043	49.6707	27.0147	0.0555		2.4205	2.4205		2.2534	2.2534		5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**4.9043**	**49.6707**	**27.0147**	**0.0555**	**12.4783**	**2.4205**	**14.8988**	**6.6673**	**2.2534**	**8.9208**		**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0100e-003	0.0354	7.4300e-003	7.0000e-005	0.1882	1.0000e-004	0.1883	0.0202	1.0000e-004	0.0203		7.5481	7.5481	7.0000e-004		7.5656
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1101	0.0831	0.8951	2.1400e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		212.5037	212.5037	8.0000e-003		212.7036
Total	**0.1111**	**0.1185**	**0.9025**	**2.2100e-003**	**0.3894**	**1.8900e-003**	**0.3913**	**0.0736**	**1.7500e-003**	**0.0753**		**220.0517**	**220.0517**	**8.7000e-003**		**220.2692**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.9043	49.6707	27.0147	0.0555		2.4205	2.4205		2.2534	2.2534	0.0000	5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**4.9043**	**49.6707**	**27.0147**	**0.0555**	**4.8665**	**2.4205**	**7.2871**	**2.6003**	**2.2534**	**4.8537**	**0.0000**	**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0100e-003	0.0354	7.4300e-003	7.0000e-005	0.0340	1.0000e-004	0.0341	4.7700e-003	1.0000e-004	4.8700e-003		7.5481	7.5481	7.0000e-004		7.5656
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1101	0.0831	0.8951	2.1400e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		212.5037	212.5037	8.0000e-003		212.7036
Total	**0.1111**	**0.1185**	**0.9025**	**2.2100e-003**	**0.2352**	**1.8900e-003**	**0.2371**	**0.0581**	**1.7500e-003**	**0.0599**		**220.0517**	**220.0517**	**8.7000e-003**		**220.2692**

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.6051	45.6801	26.4604	0.0555		2.2107	2.2107		2.0563	2.0563		5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**4.6051**	**45.6801**	**26.4604**	**0.0555**	**12.4783**	**2.2107**	**14.6890**	**6.6673**	**2.0563**	**8.7237**		**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6000e-004	0.0338	7.1700e-003	7.0000e-005	0.0313	9.0000e-005	0.0314	3.4200e-003	9.0000e-005	3.5100e-003		7.4616	7.4616	6.9000e-004		7.4788
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.1006**	**0.1070**	**0.8036**	**2.1400e-003**	**0.2325**	**1.8200e-003**	**0.2343**	**0.0568**	**1.6900e-003**	**0.0585**		**213.0452**	**213.0452**	**7.7600e-003**		**213.2391**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.6051	45.6801	26.4604	0.0555		2.2107	2.2107		2.0563	2.0563	0.0000	5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**4.6051**	**45.6801**	**26.4604**	**0.0555**	**4.8665**	**2.2107**	**7.0772**	**2.6003**	**2.0563**	**4.6566**	**0.0000**	**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6000e-004	0.0338	7.1700e-003	7.0000e-005	5.8700e-003	9.0000e-005	5.9700e-003	8.8000e-004	9.0000e-005	9.7000e-004		7.4616	7.4616	6.9000e-004		7.4788
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.1006**	**0.1070**	**0.8036**	**2.1400e-003**	**0.2071**	**1.8200e-003**	**0.2089**	**0.0542**	**1.6900e-003**	**0.0559**		**213.0452**	**213.0452**	**7.7600e-003**		**213.2391**

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.3317	41.9367	25.8599	0.0555		2.0236	2.0236		1.8810	1.8810		5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**4.3317**	**41.9367**	**25.8599**	**0.0555**	**12.4783**	**2.0236**	**14.5019**	**6.6673**	**1.8810**	**8.5483**		**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.8000e-004	0.0321	6.8800e-003	7.0000e-005	0.0745	8.0000e-005	0.0745	8.0400e-003	7.0000e-005	8.1100e-003		7.3975	7.3975	6.6000e-004		7.4140
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
Total	**0.0929**	**0.0973**	**0.7287**	**2.0700e-003**	**0.2757**	**1.7600e-003**	**0.2774**	**0.0614**	**1.6200e-003**	**0.0630**		**206.7332**	**206.7332**	**6.9400e-003**		**206.9067**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.3317	41.9367	25.8599	0.0555		2.0236	2.0236		1.8810	1.8810	0.0000	5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**4.3317**	**41.9367**	**25.8599**	**0.0555**	**4.8665**	**2.0236**	**6.8901**	**2.6003**	**1.8810**	**4.4812**	**0.0000**	**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.8000e-004	0.0321	6.8800e-003	7.0000e-005	0.0136	8.0000e-005	0.0137	1.9500e-003	7.0000e-005	2.0200e-003		7.3975	7.3975	6.6000e-004		7.4140
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
Total	**0.0929**	**0.0973**	**0.7287**	**2.0700e-003**	**0.2148**	**1.7600e-003**	**0.2166**	**0.0553**	**1.6200e-003**	**0.0569**		**206.7332**	**206.7332**	**6.9400e-003**		**206.9067**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.2274	36.8877	18.9991	0.1020	41.3674	0.7215	42.0889	7.8075	0.6902	8.4977		10,592.5612	10,592.5612	0.2203		10,598.0689
Unmitigated	2.2274	36.8877	18.9991	0.1020	41.3674	0.7215	42.0889	7.8075	0.6902	8.4977		10,592.5612	10,592.5612	0.2203		10,598.0689

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	478.27	0.00	0.00	1,044,542	1,044,542
Total	478.27	0.00	0.00	1,044,542	1,044,542

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Unmitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B

18-Cubic Yard Haul Trucks Alternative CalEEMod Model Daily Printouts Prior to Mitigation

Pacoima Spreading Ground Improvement Project with 18 CY Trucks

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	169.00	User Defined Unit	169.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Summer

Project Characteristics - 2018

Land Use - 169 acres of User Defined Industrial

Construction Phase - Construction was modelled as occurring from 11-1-18 to 6-1-20

Off-road Equipment -

Off-road Equipment - 2 Excavators (8 hrs each), 2 rubber tired dozers (8 hrs each), 1 sediment shaker (Crushing/Proc Equip) (8 hrs), 3 water trucks (Off-Hwy Trucks) (4 hrs each), 1 street sweeper (4 hrs)

Trips and VMT - 18 worker trips per TIA. 77 haul trips of concrete debris to Sunshine Cyn Landfill 8 miles length

On-road Fugitive Dust - Haul Trip Length 8 miles of which 1/8 mile on dirt roads or 98.4% of haul trip length on paved roads. Per SCAQMD Rule 403 Road Moisture 12%

Grading - 614 cubic yards of concrete exported and 169 acres graded

Vehicle Trips - 372 18 CY haul truck trips or 2.20 trips per acre. 100% Primary Trips. Non Res C-C 100% and 6.9 miles.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 1/8 mile of 6.9 mile Haul Truck trips on dirt road or 98.2% of trips on paved roads avg weight 20 tons. Per SCAQMD Rule 403 Unpaved Road Moisture Content 12%. Mean speed 15 mph.

Energy Use -

Construction Off-road Equipment Mitigation - Water Exposed Areas 3 times per day and maintain Unpaved Roads at 12% moisture, per SCAQMD Rule 403 requirements

Fleet Mix - Fleet Mix - 100% HHD

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstructionPhase	NumDays	310.00	413.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.9530e-003	0.00

tblFleetMix	MCY	4.8040e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	9.4400e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.3410e-003	0.00
tblFleetMix	SBUS	6.6700e-004	0.00
tblFleetMix	UBUS	2.5830e-003	0.00
tblGrading	AcresOfGrading	0.00	169.00
tblGrading	MaterialExported	0.00	614.00
tblLandUse	LotAcreage	0.00	169.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOnRoadDust	HaulingPercentPave	100.00	98.40
tblOnRoadDust	MaterialMoistureContent	0.50	12.00
tblRoadDust	MaterialMoistureContent	0.5	12
tblRoadDust	MeanVehicleSpeed	40	15
tblRoadDust	MobileAverageVehicleWeight	2.4	20
tblRoadDust	RoadPercentPave	100	98.2
tblTripsAndVMT	HaulingTripLength	20.00	8.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00
tblVehicleTrips	CC_TL	8.40	6.90
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	0.00	2.20

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	5.0047	49.7814	27.9934	0.0579	12.8677	2.4224	15.2901	6.7409	2.2552	8.9961	0.0000	5,779.8314	5,779.8314	1.5897	0.0000	5,819.5740
2019	4.6959	45.7802	27.3346	0.0577	12.7108	2.2125	14.9233	6.7241	2.0580	8.7822	0.0000	5,691.1255	5,691.1255	1.5808	0.0000	5,730.6447
2020	4.4154	42.0278	26.6541	0.0577	12.7540	2.0253	14.7793	6.7287	1.8826	8.6113	0.0000	5,579.8458	5,579.8458	1.5752	0.0000	5,619.2250
Maximum	**5.0047**	**49.7814**	**27.9934**	**0.0579**	**12.8677**	**2.4224**	**15.2901**	**6.7409**	**2.2552**	**8.9961**	**0.0000**	**5,779.8314**	**5,779.8314**	**1.5897**	**0.0000**	**5,819.5740**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	5.0047	49.7814	27.9934	0.0579	5.1018	2.4224	7.5242	2.6584	2.2552	4.9136	0.0000	5,779.8314	5,779.8314	1.5897	0.0000	5,819.5740
2019	4.6959	45.7802	27.3346	0.0577	5.0736	2.2125	7.2861	2.6545	2.0580	4.7125	0.0000	5,691.1255	5,691.1255	1.5808	0.0000	5,730.6447
2020	4.4154	42.0278	26.6541	0.0577	5.0814	2.0253	7.1067	2.6556	1.8826	4.5382	0.0000	5,579.8458	5,579.8458	1.5752	0.0000	5,619.2250
Maximum	**5.0047**	**49.7814**	**27.9934**	**0.0579**	**5.1018**	**2.4224**	**7.5242**	**2.6584**	**2.2552**	**4.9136**	**0.0000**	**5,779.8314**	**5,779.8314**	**1.5897**	**0.0000**	**5,819.5740**

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.20**	**0.00**	**51.29**	**60.54**	**0.00**	**46.33**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.7482	66.0166	11.8078	0.1288	26.1548	0.1732	26.3280	4.8502	0.1657	5.0158		13,901.2361	13,901.2361	1.2201		13,931.7384
Total	**1.7498**	**66.0168**	**11.8253**	**0.1288**	**26.1548**	**0.1732**	**26.3280**	**4.8502**	**0.1657**	**5.0159**		**13,901.2731**	**13,901.2731**	**1.2202**	**0.0000**	**13,931.7779**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.7482	66.0166	11.8078	0.1288	26.1548	0.1732	26.3280	4.8502	0.1657	5.0158		13,901.2361	13,901.2361	1.2201		13,931.7384
Total	**1.7498**	**66.0168**	**11.8253**	**0.1288**	**26.1548**	**0.1732**	**26.3280**	**4.8502**	**0.1657**	**5.0159**		**13,901.2731**	**13,901.2731**	**1.2202**	**0.0000**	**13,931.7779**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	11/1/2018	6/1/2020	5	413	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 169

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Crushing/Proc. Equipment	1	8.00	85	0.78
Grading	Excavators	2	8.00	158	0.38
Grading	Off-Highway Trucks	3	4.00	402	0.38
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Sweepers/Scrubbers	1	4.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	9	18.00	0.00	77.00	14.70	6.90	8.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Clean Paved Roads

3.2 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.9043	49.6707	27.0147	0.0555		2.4205	2.4205		2.2534	2.2534		5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**4.9043**	**49.6707**	**27.0147**	**0.0555**	**12.4783**	**2.4205**	**14.8988**	**6.6673**	**2.2534**	**8.9208**		**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.7000e-004	0.0356	6.5200e-003	7.0000e-005	0.1882	1.0000e-004	0.1883	0.0202	1.0000e-004	0.0203		7.8212	7.8212	6.6000e-004		7.8377
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0995	0.0751	0.9721	2.2700e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		225.6642	225.6642	8.4600e-003		225.8758
Total	**0.1004**	**0.1106**	**0.9787**	**2.3400e-003**	**0.3894**	**1.8900e-003**	**0.3913**	**0.0736**	**1.7500e-003**	**0.0753**		**233.4854**	**233.4854**	**9.1200e-003**		**233.7134**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.9043	49.6707	27.0147	0.0555		2.4205	2.4205		2.2534	2.2534	0.0000	5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**4.9043**	**49.6707**	**27.0147**	**0.0555**	**4.8665**	**2.4205**	**7.2871**	**2.6003**	**2.2534**	**4.8537**	**0.0000**	**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.7000e-004	0.0356	6.5200e-003	7.0000e-005	0.0340	1.0000e-004	0.0341	4.7700e-003	1.0000e-004	4.8600e-003		7.8212	7.8212	6.6000e-004		7.8377
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0995	0.0751	0.9721	2.2700e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		225.6642	225.6642	8.4600e-003		225.8758
Total	**0.1004**	**0.1106**	**0.9787**	**2.3400e-003**	**0.2352**	**1.8900e-003**	**0.2371**	**0.0581**	**1.7500e-003**	**0.0599**		**233.4854**	**233.4854**	**9.1200e-003**		**233.7134**

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.6051	45.6801	26.4604	0.0555		2.2107	2.2107		2.0563	2.0563		5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**4.6051**	**45.6801**	**26.4604**	**0.0555**	**12.4783**	**2.2107**	**14.6890**	**6.6673**	**2.0563**	**8.7237**		**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.1000e-004	0.0340	6.3100e-003	7.0000e-005	0.0313	9.0000e-005	0.0314	3.4200e-003	9.0000e-005	3.5100e-003		7.7350	7.7350	6.4000e-004		7.7511
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0899	0.0661	0.8679	2.1900e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		218.3315	218.3315	7.5000e-003		218.5190
Total	**0.0908**	**0.1001**	**0.8742**	**2.2600e-003**	**0.2325**	**1.8200e-003**	**0.2343**	**0.0568**	**1.6900e-003**	**0.0585**		**226.0665**	**226.0665**	**8.1400e-003**		**226.2701**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.6051	45.6801	26.4604	0.0555		2.2107	2.2107		2.0563	2.0563	0.0000	5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**4.6051**	**45.6801**	**26.4604**	**0.0555**	**4.8665**	**2.2107**	**7.0772**	**2.6003**	**2.0563**	**4.6566**	**0.0000**	**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.1000e-004	0.0340	6.3100e-003	7.0000e-005	5.8700e-003	9.0000e-005	5.9600e-003	8.8000e-004	9.0000e-005	9.7000e-004		7.7350	7.7350	6.4000e-004		7.7511
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0899	0.0661	0.8679	2.1900e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		218.3315	218.3315	7.5000e-003		218.5190
Total	**0.0908**	**0.1001**	**0.8742**	**2.2600e-003**	**0.2071**	**1.8200e-003**	**0.2089**	**0.0542**	**1.6900e-003**	**0.0559**		**226.0665**	**226.0665**	**8.1400e-003**		**226.2701**

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.3317	41.9367	25.8599	0.0555		2.0236	2.0236		1.8810	1.8810		5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**4.3317**	**41.9367**	**25.8599**	**0.0555**	**12.4783**	**2.0236**	**14.5019**	**6.6673**	**1.8810**	**8.5483**		**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.4000e-004	0.0322	6.0900e-003	7.0000e-005	0.0745	7.0000e-005	0.0745	8.0400e-003	7.0000e-005	8.1100e-003		7.6723	7.6723	6.2000e-004		7.6877
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
Total	**0.0837**	**0.0911**	**0.7942**	**2.2000e-003**	**0.2757**	**1.7500e-003**	**0.2774**	**0.0614**	**1.6200e-003**	**0.0630**		**219.3726**	**219.3726**	**7.2900e-003**		**219.5549**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.3317	41.9367	25.8599	0.0555		2.0236	2.0236		1.8810	1.8810	0.0000	5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**4.3317**	**41.9367**	**25.8599**	**0.0555**	**4.8665**	**2.0236**	**6.8901**	**2.6003**	**1.8810**	**4.4812**	**0.0000**	**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.4000e-004	0.0322	6.0900e-003	7.0000e-005	0.0136	7.0000e-005	0.0137	1.9500e-003	7.0000e-005	2.0200e-003		7.6723	7.6723	6.2000e-004		7.6877
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
Total	**0.0837**	**0.0911**	**0.7942**	**2.2000e-003**	**0.2148**	**1.7500e-003**	**0.2166**	**0.0553**	**1.6200e-003**	**0.0569**		**219.3726**	**219.3726**	**7.2900e-003**		**219.5549**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7482	66.0166	11.8078	0.1288	26.1548	0.1732	26.3280	4.8502	0.1657	5.0158		13,901.2361	13,901.2361	1.2201		13,931.7384
Unmitigated	1.7482	66.0166	11.8078	0.1288	26.1548	0.1732	26.3280	4.8502	0.1657	5.0158		13,901.2361	13,901.2361	1.2201		13,931.7384

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	371.80	0.00	0.00	667,009	667,009
Total	371.80	0.00	0.00	667,009	667,009

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	6.90	6.90	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Unmitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pacoima Spreading Ground Improvement Project with 18 CY Trucks

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	169.00	User Defined Unit	169.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Winter

Project Characteristics - 2018

Land Use - 169 acres of User Defined Industrial

Construction Phase - Construction was modelled as occurring from 11-1-18 to 6-1-20

Off-road Equipment -

Off-road Equipment - 2 Excavators (8 hrs each), 2 rubber tired dozers (8 hrs each), 1 sediment shaker (Crushing/Proc Equip) (8 hrs), 3 water trucks (Off-Hwy Trucks) (4 hrs each), 1 street sweeper (4 hrs)

Trips and VMT - 18 worker trips per TIA. 77 haul trips of concrete debris to Sunshine Cyn Landfill 8 miles length

On-road Fugitive Dust - Haul Trip Length 8 miles of which 1/8 mile on dirt roads or 98.4% of haul trip length on paved roads. Per SCAQMD Rule 403 Road Moisture 12%

Grading - 614 cubic yards of concrete exported and 169 acres graded

Vehicle Trips - 372 18 CY haul truck trips or 2.20 trips per acre. 100% Primary Trips. Non Res C-C 100% and 6.9 miles.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 1/8 mile of 6.9 mile Haul Truck trips on dirt road or 98.2% of trips on paved roads avg weight 20 tons. Per SCAQMD Rule 403 Unpaved Road Moisture Content 12%. Mean speed 15 mph.

Energy Use -

Construction Off-road Equipment Mitigation - Water Exposed Areas 3 times per day and maintain Unpaved Roads at 12% moisture, per SCAQMD Rule 403 requirements

Fleet Mix - Fleet Mix - 100% HHD

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstructionPhase	NumDays	310.00	413.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.9530e-003	0.00

tblFleetMix	MCY	4.8040e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	9.4400e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.3410e-003	0.00
tblFleetMix	SBUS	6.6700e-004	0.00
tblFleetMix	UBUS	2.5830e-003	0.00
tblGrading	AcresOfGrading	0.00	169.00
tblGrading	MaterialExported	0.00	614.00
tblLandUse	LotAcreage	0.00	169.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOnRoadDust	HaulingPercentPave	100.00	98.40
tblOnRoadDust	MaterialMoistureContent	0.50	12.00
tblRoadDust	MaterialMoistureContent	0.5	12
tblRoadDust	MeanVehicleSpeed	40	15
tblRoadDust	MobileAverageVehicleWeight	2.4	20
tblRoadDust	RoadPercentPave	100	98.2
tblTripsAndVMT	HaulingTripLength	20.00	8.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00
tblVehicleTrips	CC_TL	8.40	6.90
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	0.00	2.20

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	5.0154	49.7893	27.9172	0.0577	12.8677	2.4224	15.2901	6.7409	2.2552	8.9961	0.0000	5,766.3978	5,766.3978	1.5893	0.0000	5,806.1298
2019	4.7057	45.7871	27.2640	0.0576	12.7108	2.2125	14.9233	6.7241	2.0580	8.7822	0.0000	5,678.1042	5,678.1042	1.5804	0.0000	5,717.6138
2020	4.4245	42.0340	26.5886	0.0576	12.7540	2.0254	14.7793	6.7287	1.8826	8.6113	0.0000	5,567.2063	5,567.2063	1.5748	0.0000	5,606.5767
Maximum	**5.0154**	**49.7893**	**27.9172**	**0.0577**	**12.8677**	**2.4224**	**15.2901**	**6.7409**	**2.2552**	**8.9961**	**0.0000**	**5,766.3978**	**5,766.3978**	**1.5893**	**0.0000**	**5,806.1298**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	5.0154	49.7893	27.9172	0.0577	5.1018	2.4224	7.5242	2.6584	2.2552	4.9136	0.0000	5,766.3977	5,766.3977	1.5893	0.0000	5,806.1298
2019	4.7057	45.7871	27.2640	0.0576	5.0736	2.2125	7.2861	2.6545	2.0580	4.7125	0.0000	5,678.1042	5,678.1042	1.5804	0.0000	5,717.6138
2020	4.4245	42.0340	26.5886	0.0576	5.0814	2.0254	7.1067	2.6556	1.8826	4.5382	0.0000	5,567.2063	5,567.2063	1.5748	0.0000	5,606.5767
Maximum	**5.0154**	**49.7893**	**27.9172**	**0.0577**	**5.1018**	**2.4224**	**7.5242**	**2.6584**	**2.2552**	**4.9136**	**0.0000**	**5,766.3977**	**5,766.3977**	**1.5893**	**0.0000**	**5,806.1298**

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.20**	**0.00**	**51.29**	**60.54**	**0.00**	**46.33**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.8419	65.5493	13.6323	0.1237	26.1548	0.1820	26.3368	4.8502	0.1742	5.0243		13,356.4968	13,356.4968	1.3082		13,389.2026
Total	**1.8436**	**65.5494**	**13.6498**	**0.1237**	**26.1548**	**0.1821**	**26.3369**	**4.8502**	**0.1742**	**5.0244**		**13,356.5338**	**13,356.5338**	**1.3083**	**0.0000**	**13,389.2421**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.8419	65.5493	13.6323	0.1237	26.1548	0.1820	26.3368	4.8502	0.1742	5.0243		13,356.4968	13,356.4968	1.3082		13,389.2026
Total	**1.8436**	**65.5494**	**13.6498**	**0.1237**	**26.1548**	**0.1821**	**26.3369**	**4.8502**	**0.1742**	**5.0244**		**13,356.5338**	**13,356.5338**	**1.3083**	**0.0000**	**13,389.2421**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	11/1/2018	6/1/2020	5	413	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 169

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Crushing/Proc. Equipment	1	8.00	85	0.78
Grading	Excavators	2	8.00	158	0.38
Grading	Off-Highway Trucks	3	4.00	402	0.38
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Sweepers/Scrubbers	1	4.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	9	18.00	0.00	77.00	14.70	6.90	8.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Clean Paved Roads

3.2 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.9043	49.6707	27.0147	0.0555		2.4205	2.4205		2.2534	2.2534		5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**4.9043**	**49.6707**	**27.0147**	**0.0555**	**12.4783**	**2.4205**	**14.8988**	**6.6673**	**2.2534**	**8.9208**		**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0100e-003	0.0354	7.4300e-003	7.0000e-005	0.1882	1.0000e-004	0.1883	0.0202	1.0000e-004	0.0203		7.5481	7.5481	7.0000e-004		7.5656
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1101	0.0831	0.8951	2.1400e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		212.5037	212.5037	8.0000e-003		212.7036
Total	**0.1111**	**0.1185**	**0.9025**	**2.2100e-003**	**0.3894**	**1.8900e-003**	**0.3913**	**0.0736**	**1.7500e-003**	**0.0753**		**220.0517**	**220.0517**	**8.7000e-003**		**220.2692**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.9043	49.6707	27.0147	0.0555		2.4205	2.4205		2.2534	2.2534	0.0000	5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**4.9043**	**49.6707**	**27.0147**	**0.0555**	**4.8665**	**2.4205**	**7.2871**	**2.6003**	**2.2534**	**4.8537**	**0.0000**	**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0100e-003	0.0354	7.4300e-003	7.0000e-005	0.0340	1.0000e-004	0.0341	4.7700e-003	1.0000e-004	4.8700e-003		7.5481	7.5481	7.0000e-004		7.5656
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1101	0.0831	0.8951	2.1400e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		212.5037	212.5037	8.0000e-003		212.7036
Total	**0.1111**	**0.1185**	**0.9025**	**2.2100e-003**	**0.2352**	**1.8900e-003**	**0.2371**	**0.0581**	**1.7500e-003**	**0.0599**		**220.0517**	**220.0517**	**8.7000e-003**		**220.2692**

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.6051	45.6801	26.4604	0.0555		2.2107	2.2107		2.0563	2.0563		5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**4.6051**	**45.6801**	**26.4604**	**0.0555**	**12.4783**	**2.2107**	**14.6890**	**6.6673**	**2.0563**	**8.7237**		**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6000e-004	0.0338	7.1700e-003	7.0000e-005	0.0313	9.0000e-005	0.0314	3.4200e-003	9.0000e-005	3.5100e-003		7.4616	7.4616	6.9000e-004		7.4788
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.1006**	**0.1070**	**0.8036**	**2.1400e-003**	**0.2325**	**1.8200e-003**	**0.2343**	**0.0568**	**1.6900e-003**	**0.0585**		**213.0452**	**213.0452**	**7.7600e-003**		**213.2391**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.6051	45.6801	26.4604	0.0555		2.2107	2.2107		2.0563	2.0563	0.0000	5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**4.6051**	**45.6801**	**26.4604**	**0.0555**	**4.8665**	**2.2107**	**7.0772**	**2.6003**	**2.0563**	**4.6566**	**0.0000**	**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6000e-004	0.0338	7.1700e-003	7.0000e-005	5.8700e-003	9.0000e-005	5.9700e-003	8.8000e-004	9.0000e-005	9.7000e-004		7.4616	7.4616	6.9000e-004		7.4788
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.1006**	**0.1070**	**0.8036**	**2.1400e-003**	**0.2071**	**1.8200e-003**	**0.2089**	**0.0542**	**1.6900e-003**	**0.0559**		**213.0452**	**213.0452**	**7.7600e-003**		**213.2391**

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.3317	41.9367	25.8599	0.0555		2.0236	2.0236		1.8810	1.8810		5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**4.3317**	**41.9367**	**25.8599**	**0.0555**	**12.4783**	**2.0236**	**14.5019**	**6.6673**	**1.8810**	**8.5483**		**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.8000e-004	0.0321	6.8800e-003	7.0000e-005	0.0745	8.0000e-005	0.0745	8.0400e-003	7.0000e-005	8.1100e-003		7.3975	7.3975	6.6000e-004		7.4140
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
Total	**0.0929**	**0.0973**	**0.7287**	**2.0700e-003**	**0.2757**	**1.7600e-003**	**0.2774**	**0.0614**	**1.6200e-003**	**0.0630**		**206.7332**	**206.7332**	**6.9400e-003**		**206.9067**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	4.3317	41.9367	25.8599	0.0555		2.0236	2.0236		1.8810	1.8810	0.0000	5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**4.3317**	**41.9367**	**25.8599**	**0.0555**	**4.8665**	**2.0236**	**6.8901**	**2.6003**	**1.8810**	**4.4812**	**0.0000**	**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.8000e-004	0.0321	6.8800e-003	7.0000e-005	0.0136	8.0000e-005	0.0137	1.9500e-003	7.0000e-005	2.0200e-003		7.3975	7.3975	6.6000e-004		7.4140
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
Total	**0.0929**	**0.0973**	**0.7287**	**2.0700e-003**	**0.2148**	**1.7600e-003**	**0.2166**	**0.0553**	**1.6200e-003**	**0.0569**		**206.7332**	**206.7332**	**6.9400e-003**		**206.9067**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8419	65.5493	13.6323	0.1237	26.1548	0.1820	26.3368	4.8502	0.1742	5.0243		13,356.4968	13,356.4968	1.3082		13,389.2026
Unmitigated	1.8419	65.5493	13.6323	0.1237	26.1548	0.1820	26.3368	4.8502	0.1742	5.0243		13,356.4968	13,356.4968	1.3082		13,389.2026

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	371.80	0.00	0.00	667,009	667,009
Total	371.80	0.00	0.00	667,009	667,009

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	6.90	6.90	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Unmitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX C

Mitigated 18-Cubic Yard Haul Trucks Alternative CalEEMod Model Daily Printouts

Pacoima Spreading Ground Improvement Project with 18 CY Trucks

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	169.00	User Defined Unit	169.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Summer

Project Characteristics - 2018

Land Use - 169 acres of User Defined Industrial

Construction Phase - Construction was modelled as occurring from 11-1-18 to 6-1-20

Off-road Equipment -

Off-road Equipment - 2 Excavators (8 hrs each), 2 rubber tired dozers (8 hrs each), 1 sediment shaker (Crushing/Proc Equip) (8 hrs), 3 water trucks (Off-Hwy Trucks) (4 hrs each), 1 street sweeper (4 hrs)

Trips and VMT - 18 worker trips per TIA. 77 haul trips of concrete debris to Sunshine Cyn Landfill 8 miles length

On-road Fugitive Dust - Haul Trip Length 8 miles of which 1/8 mile on dirt roads or 98.4% of haul trip length on paved roads. Per SCAQMD Rule 403 Road Moisture 12%

Grading - 614 cubic yards of concrete exported and 169 acres graded

Vehicle Trips - 372 18 CY haul truck trips or 2.20 trips per acre. 100% Primary Trips. Non Res C-C 100% and 6.9 miles.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 1/8 mile of 6.9 mile Haul Truck trips on dirt road or 98.2% of trips on paved roads avg weight 20 tons. Per SCAQMD Rule 403 Unpaved Road Moisture Content 12%. Mean speed 15 mph.

Energy Use -

Construction Off-road Equipment Mitigation - Water Exposed Areas 3 times per day and maintain Unpaved Roads at 12% moisture, per SCAQMD Rule 403 requirements. All Equipmen >50 Hp Tier 4 Final

Fleet Mix - Fleet Mix - 100% HHD

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Summer

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	310.00	413.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.9530e-003	0.00
tblFleetMix	MCY	4.8040e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	9.4400e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.3410e-003	0.00
tblFleetMix	SBUS	6.6700e-004	0.00
tblFleetMix	UBUS	2.5830e-003	0.00
tblGrading	AcresOfGrading	0.00	169.00
tblGrading	MaterialExported	0.00	614.00
tblLandUse	LotAcreage	0.00	169.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOnRoadDust	HaulingPercentPave	100.00	98.40
tblOnRoadDust	MaterialMoistureContent	0.50	12.00
tblRoadDust	MaterialMoistureContent	0.5	12
tblRoadDust	MeanVehicleSpeed	40	15
tblRoadDust	MobileAverageVehicleWeight	2.4	20
tblRoadDust	RoadPercentPave	100	98.2

tblTripsAndVMT	HaulingTripLength	20.00	8.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00
tblVehicleTrips	CC_TL	8.40	6.90
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	0.00	2.20

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	5.0047	49.7814	27.9934	0.0579	12.8677	2.4224	15.2901	6.7409	2.2552	8.9961	0.0000	5,779.8314	5,779.8314	1.5897	0.0000	5,819.5740
2019	4.6959	45.7802	27.3346	0.0577	12.7108	2.2125	14.9233	6.7241	2.0580	8.7822	0.0000	5,691.1255	5,691.1255	1.5808	0.0000	5,730.6447
2020	4.4154	42.0278	26.6541	0.0577	12.7540	2.0253	14.7793	6.7287	1.8826	8.6113	0.0000	5,579.8458	5,579.8458	1.5752	0.0000	5,619.2250
Maximum	**5.0047**	**49.7814**	**27.9934**	**0.0579**	**12.8677**	**2.4224**	**15.2901**	**6.7409**	**2.2552**	**8.9961**	**0.0000**	**5,779.8314**	**5,779.8314**	**1.5897**	**0.0000**	**5,819.5740**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	0.7804	3.6335	30.6599	0.0579	5.1018	0.0905	5.1922	2.6584	0.0903	2.7487	0.0000	5,779.8314	5,779.8314	1.5897	0.0000	5,819.5740
2019	0.7708	3.6230	30.5555	0.0577	5.0736	0.0904	5.1640	2.6545	0.0903	2.7448	0.0000	5,691.1255	5,691.1255	1.5808	0.0000	5,730.6447
2020	0.7637	3.6140	30.4755	0.0577	5.0814	0.0903	5.1717	2.6556	0.0902	2.7458	0.0000	5,579.8458	5,579.8458	1.5752	0.0000	5,619.2250
Maximum	**0.7804**	**3.6335**	**30.6599**	**0.0579**	**5.1018**	**0.0905**	**5.1922**	**2.6584**	**0.0903**	**2.7487**	**0.0000**	**5,779.8314**	**5,779.8314**	**1.5897**	**0.0000**	**5,819.5740**

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	83.60	92.10	-11.84	0.00	60.20	95.93	65.49	60.54	95.63	68.78	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.7482	66.0166	11.8078	0.1288	26.1548	0.1732	26.3280	4.8502	0.1657	5.0158		13,901.2361	13,901.2361	1.2201		13,931.7384
Total	**1.7498**	**66.0168**	**11.8253**	**0.1288**	**26.1548**	**0.1732**	**26.3280**	**4.8502**	**0.1657**	**5.0159**		**13,901.2731**	**13,901.2731**	**1.2202**	**0.0000**	**13,931.7779**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.7482	66.0166	11.8078	0.1288	26.1548	0.1732	26.3280	4.8502	0.1657	5.0158		13,901.2361	13,901.2361	1.2201		13,931.7384
Total	**1.7498**	**66.0168**	**11.8253**	**0.1288**	**26.1548**	**0.1732**	**26.3280**	**4.8502**	**0.1657**	**5.0159**		**13,901.2731**	**13,901.2731**	**1.2202**	**0.0000**	**13,931.7779**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	11/1/2018	6/1/2020	5	413	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 169

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Crushing/Proc. Equipment	1	8.00	85	0.78
Grading	Excavators	2	8.00	158	0.38
Grading	Off-Highway Trucks	3	4.00	402	0.38
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Sweepers/Scrubbers	1	4.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	9	18.00	0.00	77.00	14.70	6.90	8.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Water Unpaved Roads

Clean Paved Roads

3.2 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.9043	49.6707	27.0147	0.0555		2.4205	2.4205		2.2534	2.2534		5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**4.9043**	**49.6707**	**27.0147**	**0.0555**	**12.4783**	**2.4205**	**14.8988**	**6.6673**	**2.2534**	**8.9208**		**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.7000e-004	0.0356	6.5200e-003	7.0000e-005	0.1882	1.0000e-004	0.1883	0.0202	1.0000e-004	0.0203		7.8212	7.8212	6.6000e-004		7.8377
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0995	0.0751	0.9721	2.2700e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		225.6642	225.6642	8.4600e-003		225.8758
Total	**0.1004**	**0.1106**	**0.9787**	**2.3400e-003**	**0.3894**	**1.8900e-003**	**0.3913**	**0.0736**	**1.7500e-003**	**0.0753**		**233.4854**	**233.4854**	**9.1200e-003**		**233.7134**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	0.6800	3.5229	29.6812	0.0555		0.0886	0.0886		0.0886	0.0886	0.0000	5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**0.6800**	**3.5229**	**29.6812**	**0.0555**	**4.8665**	**0.0886**	**4.9551**	**2.6003**	**0.0886**	**2.6889**	**0.0000**	**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.7000e-004	0.0356	6.5200e-003	7.0000e-005	0.0340	1.0000e-004	0.0341	4.7700e-003	1.0000e-004	4.8600e-003		7.8212	7.8212	6.6000e-004		7.8377
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0995	0.0751	0.9721	2.2700e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		225.6642	225.6642	8.4600e-003		225.8758
Total	**0.1004**	**0.1106**	**0.9787**	**2.3400e-003**	**0.2352**	**1.8900e-003**	**0.2371**	**0.0581**	**1.7500e-003**	**0.0599**		**233.4854**	**233.4854**	**9.1200e-003**		**233.7134**

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.6051	45.6801	26.4604	0.0555		2.2107	2.2107		2.0563	2.0563		5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**4.6051**	**45.6801**	**26.4604**	**0.0555**	**12.4783**	**2.2107**	**14.6890**	**6.6673**	**2.0563**	**8.7237**		**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.1000e-004	0.0340	6.3100e-003	7.0000e-005	0.0313	9.0000e-005	0.0314	3.4200e-003	9.0000e-005	3.5100e-003		7.7350	7.7350	6.4000e-004		7.7511
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0899	0.0661	0.8679	2.1900e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		218.3315	218.3315	7.5000e-003		218.5190
Total	**0.0908**	**0.1001**	**0.8742**	**2.2600e-003**	**0.2325**	**1.8200e-003**	**0.2343**	**0.0568**	**1.6900e-003**	**0.0585**		**226.0665**	**226.0665**	**8.1400e-003**		**226.2701**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	0.6800	3.5229	29.6812	0.0555		0.0886	0.0886		0.0886	0.0886	0.0000	5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**0.6800**	**3.5229**	**29.6812**	**0.0555**	**4.8665**	**0.0886**	**4.9551**	**2.6003**	**0.0886**	**2.6889**	**0.0000**	**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.1000e-004	0.0340	6.3100e-003	7.0000e-005	5.8700e-003	9.0000e-005	5.9600e-003	8.8000e-004	9.0000e-005	9.7000e-004		7.7350	7.7350	6.4000e-004		7.7511
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0899	0.0661	0.8679	2.1900e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		218.3315	218.3315	7.5000e-003		218.5190
Total	**0.0908**	**0.1001**	**0.8742**	**2.2600e-003**	**0.2071**	**1.8200e-003**	**0.2089**	**0.0542**	**1.6900e-003**	**0.0559**		**226.0665**	**226.0665**	**8.1400e-003**		**226.2701**

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.3317	41.9367	25.8599	0.0555		2.0236	2.0236		1.8810	1.8810		5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**4.3317**	**41.9367**	**25.8599**	**0.0555**	**12.4783**	**2.0236**	**14.5019**	**6.6673**	**1.8810**	**8.5483**		**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.4000e-004	0.0322	6.0900e-003	7.0000e-005	0.0745	7.0000e-005	0.0745	8.0400e-003	7.0000e-005	8.1100e-003		7.6723	7.6723	6.2000e-004		7.6877
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
Total	**0.0837**	**0.0911**	**0.7942**	**2.2000e-003**	**0.2757**	**1.7500e-003**	**0.2774**	**0.0614**	**1.6200e-003**	**0.0630**		**219.3726**	**219.3726**	**7.2900e-003**		**219.5549**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	0.6800	3.5229	29.6812	0.0555		0.0886	0.0886		0.0886	0.0886	0.0000	5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**0.6800**	**3.5229**	**29.6812**	**0.0555**	**4.8665**	**0.0886**	**4.9551**	**2.6003**	**0.0886**	**2.6889**	**0.0000**	**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.4000e-004	0.0322	6.0900e-003	7.0000e-005	0.0136	7.0000e-005	0.0137	1.9500e-003	7.0000e-005	2.0200e-003		7.6723	7.6723	6.2000e-004		7.6877
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
Total	**0.0837**	**0.0911**	**0.7942**	**2.2000e-003**	**0.2148**	**1.7500e-003**	**0.2166**	**0.0553**	**1.6200e-003**	**0.0569**		**219.3726**	**219.3726**	**7.2900e-003**		**219.5549**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7482	66.0166	11.8078	0.1288	26.1548	0.1732	26.3280	4.8502	0.1657	5.0158		13,901.2361	13,901.2361	1.2201		13,931.7384
Unmitigated	1.7482	66.0166	11.8078	0.1288	26.1548	0.1732	26.3280	4.8502	0.1657	5.0158		13,901.2361	13,901.2361	1.2201		13,931.7384

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	371.80	0.00	0.00	667,009	667,009
Total	371.80	0.00	0.00	667,009	667,009

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	6.90	6.90	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Unmitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pacoima Spreading Ground Improvement Project with 18 CY Trucks

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	169.00	User Defined Unit	169.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Winter

Project Characteristics - 2018

Land Use - 169 acres of User Defined Industrial

Construction Phase - Construction was modelled as occurring from 11-1-18 to 6-1-20

Off-road Equipment -

Off-road Equipment - 2 Excavators (8 hrs each), 2 rubber tired dozers (8 hrs each), 1 sediment shaker (Crushing/Proc Equip) (8 hrs), 3 water trucks (Off-Hwy Trucks) (4 hrs each), 1 street sweeper (4 hrs)

Trips and VMT - 18 worker trips per TIA. 77 haul trips of concrete debris to Sunshine Cyn Landfill 8 miles length

On-road Fugitive Dust - Haul Trip Length 8 miles of which 1/8 mile on dirt roads or 98.4% of haul trip length on paved roads. Per SCAQMD Rule 403 Road Moisture 12%

Grading - 614 cubic yards of concrete exported and 169 acres graded

Vehicle Trips - 372 18 CY haul truck trips or 2.20 trips per acre. 100% Primary Trips. Non Res C-C 100% and 6.9 miles.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 1/8 mile of 6.9 mile Haul Truck trips on dirt road or 98.2% of trips on paved roads avg weight 20 tons. Per SCAQMD Rule 403 Unpaved Road Moisture Content 12%. Mean speed 15 mph.

Energy Use -

Construction Off-road Equipment Mitigation - Water Exposed Areas 3 times per day and maintain Unpaved Roads at 12% moisture, per SCAQMD Rule 403 requirements. All Equipmen >50 Hp Tier 4 Final

Fleet Mix - Fleet Mix - 100% HHD

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Winter

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	310.00	413.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.9530e-003	0.00
tblFleetMix	MCY	4.8040e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	9.4400e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.3410e-003	0.00
tblFleetMix	SBUS	6.6700e-004	0.00
tblFleetMix	UBUS	2.5830e-003	0.00
tblGrading	AcresOfGrading	0.00	169.00
tblGrading	MaterialExported	0.00	614.00
tblLandUse	LotAcreage	0.00	169.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOnRoadDust	HaulingPercentPave	100.00	98.40
tblOnRoadDust	MaterialMoistureContent	0.50	12.00
tblRoadDust	MaterialMoistureContent	0.5	12
tblRoadDust	MeanVehicleSpeed	40	15
tblRoadDust	MobileAverageVehicleWeight	2.4	20
tblRoadDust	RoadPercentPave	100	98.2

tblTripsAndVMT	HaulingTripLength	20.00	8.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00
tblVehicleTrips	CC_TL	8.40	6.90
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	0.00	2.20

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	5.0154	49.7893	27.9172	0.0577	12.8677	2.4224	15.2901	6.7409	2.2552	8.9961	0.0000	5,766.3978	5,766.3978	1.5893	0.0000	5,806.1298
2019	4.7057	45.7871	27.2640	0.0576	12.7108	2.2125	14.9233	6.7241	2.0580	8.7822	0.0000	5,678.1042	5,678.1042	1.5804	0.0000	5,717.6138
2020	4.4245	42.0340	26.5886	0.0576	12.7540	2.0254	14.7793	6.7287	1.8826	8.6113	0.0000	5,567.2063	5,567.2063	1.5748	0.0000	5,606.5767
Maximum	**5.0154**	**49.7893**	**27.9172**	**0.0577**	**12.8677**	**2.4224**	**15.2901**	**6.7409**	**2.2552**	**8.9961**	**0.0000**	**5,766.3978**	**5,766.3978**	**1.5893**	**0.0000**	**5,806.1298**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	0.7911	3.6414	30.5838	0.0577	5.1018	0.0905	5.1922	2.6584	0.0903	2.7487	0.0000	5,766.3977	5,766.3977	1.5893	0.0000	5,806.1298
2019	0.7806	3.6299	30.4849	0.0576	5.0736	0.0904	5.1640	2.6545	0.0903	2.7448	0.0000	5,678.1042	5,678.1042	1.5804	0.0000	5,717.6138
2020	0.7728	3.6202	30.4099	0.0576	5.0814	0.0903	5.1717	2.6556	0.0902	2.7458	0.0000	5,567.2063	5,567.2063	1.5748	0.0000	5,606.5767
Maximum	**0.7911**	**3.6414**	**30.5838**	**0.0577**	**5.1018**	**0.0905**	**5.1922**	**2.6584**	**0.0903**	**2.7487**	**0.0000**	**5,766.3977**	**5,766.3977**	**1.5893**	**0.0000**	**5,806.1298**

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**83.43**	**92.09**	**-11.87**	**0.00**	**60.20**	**95.93**	**65.49**	**60.54**	**95.63**	**68.78**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.8419	65.5493	13.6323	0.1237	26.1548	0.1820	26.3368	4.8502	0.1742	5.0243		13,356.4968	13,356.4968	1.3082		13,389.2026
Total	**1.8436**	**65.5494**	**13.6498**	**0.1237**	**26.1548**	**0.1821**	**26.3369**	**4.8502**	**0.1742**	**5.0244**		**13,356.5338**	**13,356.5338**	**1.3083**	**0.0000**	**13,389.2421**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.8419	65.5493	13.6323	0.1237	26.1548	0.1820	26.3368	4.8502	0.1742	5.0243		13,356.4968	13,356.4968	1.3082		13,389.2026
Total	**1.8436**	**65.5494**	**13.6498**	**0.1237**	**26.1548**	**0.1821**	**26.3369**	**4.8502**	**0.1742**	**5.0244**		**13,356.5338**	**13,356.5338**	**1.3083**	**0.0000**	**13,389.2421**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	11/1/2018	6/1/2020	5	413	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 169

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Crushing/Proc. Equipment	1	8.00	85	0.78
Grading	Excavators	2	8.00	158	0.38
Grading	Off-Highway Trucks	3	4.00	402	0.38
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Sweepers/Scrubbers	1	4.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	9	18.00	0.00	77.00	14.70	6.90	8.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Water Unpaved Roads

Clean Paved Roads

3.2 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.9043	49.6707	27.0147	0.0555		2.4205	2.4205		2.2534	2.2534		5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**4.9043**	**49.6707**	**27.0147**	**0.0555**	**12.4783**	**2.4205**	**14.8988**	**6.6673**	**2.2534**	**8.9208**		**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0100e-003	0.0354	7.4300e-003	7.0000e-005	0.1882	1.0000e-004	0.1883	0.0202	1.0000e-004	0.0203		7.5481	7.5481	7.0000e-004		7.5656
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1101	0.0831	0.8951	2.1400e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		212.5037	212.5037	8.0000e-003		212.7036
Total	**0.1111**	**0.1185**	**0.9025**	**2.2100e-003**	**0.3894**	**1.8900e-003**	**0.3913**	**0.0736**	**1.7500e-003**	**0.0753**		**220.0517**	**220.0517**	**8.7000e-003**		**220.2692**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	0.6800	3.5229	29.6812	0.0555		0.0886	0.0886		0.0886	0.0886	0.0000	5,546.3460	5,546.3460	1.5806		5,585.8606
Total	**0.6800**	**3.5229**	**29.6812**	**0.0555**	**4.8665**	**0.0886**	**4.9551**	**2.6003**	**0.0886**	**2.6889**	**0.0000**	**5,546.3460**	**5,546.3460**	**1.5806**		**5,585.8606**

3.2 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.0100e-003	0.0354	7.4300e-003	7.0000e-005	0.0340	1.0000e-004	0.0341	4.7700e-003	1.0000e-004	4.8700e-003		7.5481	7.5481	7.0000e-004		7.5656
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1101	0.0831	0.8951	2.1400e-003	0.2012	1.7900e-003	0.2030	0.0534	1.6500e-003	0.0550		212.5037	212.5037	8.0000e-003		212.7036
Total	**0.1111**	**0.1185**	**0.9025**	**2.2100e-003**	**0.2352**	**1.8900e-003**	**0.2371**	**0.0581**	**1.7500e-003**	**0.0599**		**220.0517**	**220.0517**	**8.7000e-003**		**220.2692**

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.6051	45.6801	26.4604	0.0555		2.2107	2.2107		2.0563	2.0563		5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**4.6051**	**45.6801**	**26.4604**	**0.0555**	**12.4783**	**2.2107**	**14.6890**	**6.6673**	**2.0563**	**8.7237**		**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6000e-004	0.0338	7.1700e-003	7.0000e-005	0.0313	9.0000e-005	0.0314	3.4200e-003	9.0000e-005	3.5100e-003		7.4616	7.4616	6.9000e-004		7.4788
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.1006**	**0.1070**	**0.8036**	**2.1400e-003**	**0.2325**	**1.8200e-003**	**0.2343**	**0.0568**	**1.6900e-003**	**0.0585**		**213.0452**	**213.0452**	**7.7600e-003**		**213.2391**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	0.6800	3.5229	29.6812	0.0555		0.0886	0.0886		0.0886	0.0886	0.0000	5,465.0590	5,465.0590	1.5726		5,504.3747
Total	**0.6800**	**3.5229**	**29.6812**	**0.0555**	**4.8665**	**0.0886**	**4.9551**	**2.6003**	**0.0886**	**2.6889**	**0.0000**	**5,465.0590**	**5,465.0590**	**1.5726**		**5,504.3747**

3.2 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.6000e-004	0.0338	7.1700e-003	7.0000e-005	5.8700e-003	9.0000e-005	5.9700e-003	8.8000e-004	9.0000e-005	9.7000e-004		7.4616	7.4616	6.9000e-004		7.4788
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.1006**	**0.1070**	**0.8036**	**2.1400e-003**	**0.2071**	**1.8200e-003**	**0.2089**	**0.0542**	**1.6900e-003**	**0.0559**		**213.0452**	**213.0452**	**7.7600e-003**		**213.2391**

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.4783	0.0000	12.4783	6.6673	0.0000	6.6673			0.0000			0.0000
Off-Road	4.3317	41.9367	25.8599	0.0555		2.0236	2.0236		1.8810	1.8810		5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**4.3317**	**41.9367**	**25.8599**	**0.0555**	**12.4783**	**2.0236**	**14.5019**	**6.6673**	**1.8810**	**8.5483**		**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.8000e-004	0.0321	6.8800e-003	7.0000e-005	0.0745	8.0000e-005	0.0745	8.0400e-003	7.0000e-005	8.1100e-003		7.3975	7.3975	6.6000e-004		7.4140
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
Total	**0.0929**	**0.0973**	**0.7287**	**2.0700e-003**	**0.2757**	**1.7600e-003**	**0.2774**	**0.0614**	**1.6200e-003**	**0.0630**		**206.7332**	**206.7332**	**6.9400e-003**		**206.9067**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8665	0.0000	4.8665	2.6003	0.0000	2.6003			0.0000			0.0000
Off-Road	0.6800	3.5229	29.6812	0.0555		0.0886	0.0886		0.0886	0.0886	0.0000	5,360.4732	5,360.4732	1.5679		5,399.6700
Total	**0.6800**	**3.5229**	**29.6812**	**0.0555**	**4.8665**	**0.0886**	**4.9551**	**2.6003**	**0.0886**	**2.6889**	**0.0000**	**5,360.4732**	**5,360.4732**	**1.5679**		**5,399.6700**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.8000e-004	0.0321	6.8800e-003	7.0000e-005	0.0136	8.0000e-005	0.0137	1.9500e-003	7.0000e-005	2.0200e-003		7.3975	7.3975	6.6000e-004		7.4140
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
Total	**0.0929**	**0.0973**	**0.7287**	**2.0700e-003**	**0.2148**	**1.7600e-003**	**0.2166**	**0.0553**	**1.6200e-003**	**0.0569**		**206.7332**	**206.7332**	**6.9400e-003**		**206.9067**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8419	65.5493	13.6323	0.1237	26.1548	0.1820	26.3368	4.8502	0.1742	5.0243		13,356.4968	13,356.4968	1.3082		13,389.2026
Unmitigated	1.8419	65.5493	13.6323	0.1237	26.1548	0.1820	26.3368	4.8502	0.1742	5.0243		13,356.4968	13,356.4968	1.3082		13,389.2026

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	371.80	0.00	0.00	667,009	667,009
Total	371.80	0.00	0.00	667,009	667,009

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	6.90	6.90	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Unmitigated	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6700e-003	1.6000e-004	0.0175	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0370	0.0370	1.0000e-004		0.0395
Total	**1.6700e-003**	**1.6000e-004**	**0.0175**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0370**	**0.0370**	**1.0000e-004**		**0.0395**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX D

EMFAC2014 Printouts

EMFAC2014 Web Based Emission Rates
Region Type: County
Region: Los Angeles
Calendar Year: 2018
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, g/mile for RUNEX, PMBW and PMTW

Region	CalYr	VehClass	MdlYr	Speed	Fuel	VMT	ROG_RUNE	TOG_RUNE	CO_RUNEX	NOx_RUNE	CO2_RUNE	PM10_RUN	PM2_5_RUNEX
Los Angele	2018	T6 instate (	Aggregatec	10	DSL	725.7202	0.569126	0.647906	1.363265	10.03318	2046.483	0.075422	0.072159
Los Angele	2018	T6 instate (	Aggregatec	40	DSL	11858.84	0.070269	0.079996	0.241564	3.487117	1159.692	0.02414	0.023096
Los Angele	2018	T7 tractor (	Aggregatec	10	DSL	842.8293	1.319002	1.501583	3.738091	18.77167	2945.995	0.113801	0.108878
Los Angele	2018	T7 tractor (	Aggregatec	40	DSL	14336.82	0.170352	0.193932	0.657516	6.236721	1664.891	0.044939	0.042995

EMFAC2014 (v1.0.7) Emission Rates

calendar_y	season_n	sub_area	vehicle_cla	temperatu	relative_	process	speed_tin	pollutant	emission_r
2018	Annual	Los Angele	T6 Instate (	65	50	RUNEX	10	TOG	0.647906
2018	Annual	Los Angele	T6 Instate (	65	50	RUNEX	10	PM10	0.075422
2018	Annual	Los Angele	T6 Instate (	65	50	RUNEX	40	TOG	0.079996
2018	Annual	Los Angele	T6 Instate (	65	50	RUNEX	40	PM10	0.02414
2018	Annual	Los Angele	T7 Single C	65	50	RUNEX	10	TOG	1.129131
2018	Annual	Los Angele	T7 Single C	65	50	RUNEX	10	PM10	0.111734
2018	Annual	Los Angele	T7 Single C	65	50	RUNEX	40	TOG	0.135317
2018	Annual	Los Angele	T7 Single C	65	50	RUNEX	40	PM10	0.032183
2018	Annual	Los Angele	T6 Instate Construction Heavy			IDLEX		TOG	1.204964
2018	Annual	Los Angele	T6 Instate Construction Heavy			IDLEX		PM10	0.27608
2018	Annual	Los Angele	T6 Instate Construction Heavy			PMTW		PM10	0.012
2018	Annual	Los Angele	T6 Instate Construction Heavy			PMBW		PM10	0.13034
2018	Annual	Los Angele	T7 Single Construction			IDLEX		TOG	2.254128
2018	Annual	Los Angele	T7 Single Construction			IDLEX		PM10	0.154147
2018	Annual	Los Angele	T7 Single Construction			PMTW		PM10	0.036
2018	Annual	Los Angele	T7 Single Construction			PMBW		PM10	0.06174

APPENDIX E

AERMOD Model Onsite PM10 Printouts Prior to Mitigation

```
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.4.0
** Lakes Environmental Software Inc.
** Date: 7/13/2017
** File: C:\Vista Env\2013\13001 Pacoima\AERMOD\Pacoima PM10 All\Pacoima
PM10 All.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE Pacoima Spreading Grounds Improvement Project All PM10
   TITLETWO Fugitive and Exhaust PM10 Emissions
   MODELOPT DFAULT CONC
   AVERTIME 24 ANNUAL
   URBANOPT 9862049 Los_Angeles_County
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL "Pacoima PM10 All.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION ONSITE       AREAPOLY   366783.252  3792092.808      289.230
** DESCRSRC Onsite All PM10 Emissions
** Source Parameters **
   SRCPARAM ONSITE       6.329E-07     3.658        20     7.315
   AREAVERT ONSITE       366783.252 3792092.808 366510.129 3792023.864
   AREAVERT ONSITE       366504.826 3791823.662 366376.219 3791821.010
   AREAVERT ONSITE       366226.088 3791585.349 366222.171 3791475.923
   AREAVERT ONSITE       366209.713 3791446.162 366164.033 3791421.938
   AREAVERT ONSITE       366190.137 3791304.046 366318.562 3791090.718
   AREAVERT ONSITE       366440.580 3790944.460 367104.491 3791493.307
   AREAVERT ONSITE       367023.601 3791655.490 366992.044 3791827.799
   AREAVERT ONSITE       366930.010 3791936.513 367018.447 3792024.858
   AREAVERT ONSITE       367122.265 3792252.877 367075.230 3792266.690
   AREAVERT ONSITE       366959.011 3792100.371 366855.582 3792014.184
   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
```

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**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "Pacoima PM10 All.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE ..\burk8.sfc
   PROFFILE ..\burk8.PFL
   SURFDATA 0 2008 Burbank 378.62 3782.24
   UAIRDATA 3190 2008
   SITEDATA 99999 2008
   PROFBASE 175.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
   PLOTFILE 24 ALL 1ST "PACOIMA PM10 ALL.AD\24H1GALL.PLT" 31
   PLOTFILE ANNUAL ALL "PACOIMA PM10 ALL.AD\AN00GALL.PLT" 32
   SUMMFILE "Pacoima PM10 All.sum"
OU FINISHED
**
**************************************
** Project Parameters
**************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

* MODELING OPTIONS USED: RegDFAULT CONC ELEV URBAN
* PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL
* FOR A TOTAL OF 269 RECEPTORS.
* FORMAT: (3(1X,F13.5),3(1X,F8.2),3X,A5,2X,A8,2X,A5,5X,A8,2X,I8)

X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	RANK	NET ID	DATE(CONC)
367030.00000	3792240.00000	6.84287	291.74	291.74	0.00	24-HR	ALL	1ST		12122324
366644.00000	3792082.00000	11.68885	288.12	288.12	0.00	24-HR	ALL	1ST		8021924
366494.00000	3791913.00000	12.58785	284.75	284.75	0.00	24-HR	ALL	1ST		8021924
366260.00000	3791664.00000	12.21290	280.02	280.02	0.00	24-HR	ALL	1ST		12120624
366214.00000	3791536.00000	12.40052	278.63	278.63	0.00	24-HR	ALL	1ST		12120624
366272.00000	3791136.00000	7.66914	275.44	275.44	0.00	24-HR	ALL	1ST		12120624
366526.00000	3790962.00000	8.90453	274.47	274.47	0.00	24-HR	ALL	1ST		10120124
367107.00000	3791450.00000	12.99162	282.84	282.84	0.00	24-HR	ALL	1ST		11021124
367095.00000	3791634.00000	11.86584	284.00	284.00	0.00	24-HR	ALL	1ST		8121624
367081.00000	3791995.00000	8.73512	288.61	288.61	0.00	24-HR	ALL	1ST		8121624
367267.00000	3792154.00000	4.96341	292.45	292.45	0.00	24-HR	ALL	1ST		8121624
366025.00000	3791611.00000	6.23833	279.41	279.41	0.00	24-HR	ALL	1ST		12120624
366189.59000	3791104.07000	4.54890	274.95	274.95	0.00	24-HR	ALL	1ST		12120624
366099.38000	3791247.03000	6.05890	275.48	275.48	0.00	24-HR	ALL	1ST		12120624
366105.02000	3791050.71000	2.86980	274.01	274.01	0.00	24-HR	ALL	1ST		12120624
366014.81000	3791193.67000	4.11189	274.89	274.89	0.00	24-HR	ALL	1ST		12120624
366020.45000	3790997.34000	1.99596	272.77	272.77	0.00	24-HR	ALL	1ST		12120624
365930.24000	3791140.30000	2.92853	274.30	274.30	0.00	24-HR	ALL	1ST		12120624
365935.88000	3790943.98000	1.62818	272.18	272.18	0.00	24-HR	ALL	1ST		11121624
365845.67000	3791086.94000	2.16117	273.71	273.71	0.00	24-HR	ALL	1ST		12120624
365851.31000	3790890.61000	1.38421	271.59	271.59	0.00	24-HR	ALL	1ST		11121624
365761.10000	3791033.57000	1.64686	272.72	272.72	0.00	24-HR	ALL	1ST		12120624
366073.60000	3791341.20000	7.01560	276.50	276.50	0.00	24-HR	ALL	1ST		12120624
365975.61000	3791321.27000	5.09522	276.27	276.27	0.00	24-HR	ALL	1ST		12120624
365889.97000	3791240.60000	3.55004	275.38	275.38	0.00	24-HR	ALL	1ST		12120624
365865.26000	3791362.07000	4.19506	276.53	276.53	0.00	24-HR	ALL	1ST		12120624
365809.87000	3791176.09000	2.60859	274.10	274.10	0.00	24-HR	ALL	1ST		12120624
365779.62000	3791281.40000	3.11296	274.81	274.81	0.00	24-HR	ALL	1ST		12120624
365716.36000	3791145.01000	2.08054	273.96	273.96	0.00	24-HR	ALL	1ST		12120624
365681.63000	3791261.46000	2.53773	274.58	274.58	0.00	24-HR	ALL	1ST		12120624
366076.49000	3791464.13000	7.61873	277.83	277.83	0.00	24-HR	ALL	1ST		12120624
365998.83000	3791527.12000	6.12171	278.50	278.50	0.00	24-HR	ALL	1ST		12120624
365973.42000	3791423.47000	5.70500	277.37	277.37	0.00	24-HR	ALL	1ST		12120624

365921.16000	3791590.12000	5.11598	279.17	279.17	0.00	24-HR	ALL	1ST	12120624
365895.75000	3791486.46000	4.91102	278.04	278.04	0.00	24-HR	ALL	1ST	12120624
365843.50000	3791653.11000	4.35741	279.34	279.34	0.00	24-HR	ALL	1ST	12120624
365818.09000	3791549.45000	4.28100	277.90	277.90	0.00	24-HR	ALL	1ST	12120624
365792.68000	3791445.79000	3.94005	276.59	276.59	0.00	24-HR	ALL	1ST	12120624
365765.83000	3791716.10000	3.75973	279.51	279.51	0.00	24-HR	ALL	1ST	12120624
365740.42000	3791612.44000	3.77526	278.38	278.38	0.00	24-HR	ALL	1ST	12120624
365715.01000	3791508.78000	3.57768	277.26	277.26	0.00	24-HR	ALL	1ST	12120624
365689.60000	3791405.13000	3.18110	276.13	276.13	0.00	24-HR	ALL	1ST	12120624
366137.76000	3791532.55000	8.89290	278.58	278.58	0.00	24-HR	ALL	1ST	12120624
366074.18000	3791605.72000	7.04068	279.36	279.36	0.00	24-HR	ALL	1ST	12120624
366041.61000	3791701.28000	6.04232	280.39	280.39	0.00	24-HR	ALL	1ST	12090824
366003.40000	3791792.77000	5.39177	281.00	281.00	0.00	24-HR	ALL	1ST	12090824
365918.85000	3791731.70000	4.71382	280.70	280.70	0.00	24-HR	ALL	1ST	12090824
365969.76000	3791887.57000	4.79869	281.39	281.39	0.00	24-HR	ALL	1ST	12090824
365890.50000	3791830.32000	4.40211	281.00	281.00	0.00	24-HR	ALL	1ST	12090824
366170.33000	3791697.05000	8.27344	280.36	280.36	0.00	24-HR	ALL	1ST	12090824
365787.57000	3791832.67000	3.77706	280.77	280.77	0.00	24-HR	ALL	1ST	12090824
366252.16000	3791821.78000	8.43953	282.30	282.30	0.00	24-HR	ALL	1ST	12090824
366129.50000	3791817.32000	6.66134	281.13	281.13	0.00	24-HR	ALL	1ST	12090824
366207.76000	3791936.22000	6.38422	283.15	283.15	0.00	24-HR	ALL	1ST	12090824
366085.10000	3791931.75000	5.42636	281.89	281.89	0.00	24-HR	ALL	1ST	12090824
366001.58000	3791986.73000	4.57386	282.47	282.47	0.00	24-HR	ALL	1ST	12090824
365839.78000	3791922.81000	3.93281	281.76	281.76	0.00	24-HR	ALL	1ST	12090824
365918.05000	3792041.71000	3.92665	283.05	283.05	0.00	24-HR	ALL	1ST	12090824
366373.22000	3791926.24000	8.22994	284.88	284.88	0.00	24-HR	ALL	1ST	10121624
366495.46000	3791928.20000	12.46267	284.92	284.92	0.00	24-HR	ALL	1ST	8021924
366325.07000	3792013.88000	6.61928	285.53	285.53	0.00	24-HR	ALL	1ST	8012224
366432.73000	3792027.20000	8.38050	286.95	286.95	0.00	24-HR	ALL	1ST	10121624
366323.47000	3792113.87000	5.75908	287.47	287.47	0.00	24-HR	ALL	1ST	8012224
366195.00000	3792056.52000	5.18502	284.52	284.52	0.00	24-HR	ALL	1ST	12090824
366431.13000	3792127.19000	6.86109	288.06	288.06	0.00	24-HR	ALL	1ST	10121624
366321.86000	3792213.86000	4.87954	287.99	287.99	0.00	24-HR	ALL	1ST	8012224
366228.77000	3792189.18000	4.61062	287.12	287.12	0.00	24-HR	ALL	1ST	8012224
366146.85000	3792144.17000	4.41216	285.56	285.56	0.00	24-HR	ALL	1ST	8012224
366076.09000	3792078.84000	4.43352	283.93	283.93	0.00	24-HR	ALL	1ST	12090824
366429.53000	3792227.18000	5.25092	289.31	289.31	0.00	24-HR	ALL	1ST	10121624
366308.62000	3792310.76000	4.05760	289.47	289.47	0.00	24-HR	ALL	1ST	8012224
366192.26000	3792279.91000	3.93895	287.60	287.60	0.00	24-HR	ALL	1ST	8012224
366089.86000	3792223.65000	3.79784	285.65	285.65	0.00	24-HR	ALL	1ST	8012224
366001.41000	3792141.99000	3.77862	284.15	284.15	0.00	24-HR	ALL	1ST	12090824

366427.92000	3792327.17000	4.04149	291.21	291.21	0.00	24-HR	ALL	1ST	10090624
366397.15000	3791832.50000	12.93972	283.82	283.82	0.00	24-HR	ALL	1ST	8021924
366575.11000	3792149.95000	7.76237	288.65	288.65	0.00	24-HR	ALL	1ST	10090624
366668.93000	3792173.57000	8.32692	289.60	289.60	0.00	24-HR	ALL	1ST	10090624
366762.76000	3792197.19000	7.80552	290.25	290.25	0.00	24-HR	ALL	1ST	10090624
366550.70000	3792246.93000	5.90081	290.37	290.37	0.00	24-HR	ALL	1ST	10090624
366644.52000	3792270.55000	6.35145	290.64	290.64	0.00	24-HR	ALL	1ST	10090624
366738.34000	3792294.17000	6.18812	291.83	291.83	0.00	24-HR	ALL	1ST	10090624
366526.28000	3792343.90000	4.74917	291.42	291.42	0.00	24-HR	ALL	1ST	10090624
366620.11000	3792367.52000	5.10543	291.69	291.69	0.00	24-HR	ALL	1ST	10090624
366713.93000	3792391.14000	5.09639	292.66	292.66	0.00	24-HR	ALL	1ST	10090624
366408.05000	3792417.26000	3.47716	291.96	291.96	0.00	24-HR	ALL	1ST	10090624
366501.87000	3792440.88000	3.94751	292.46	292.46	0.00	24-HR	ALL	1ST	10090624
366595.69000	3792464.50000	4.23680	292.84	292.84	0.00	24-HR	ALL	1ST	10090624
366689.52000	3792488.12000	4.29061	294.00	294.00	0.00	24-HR	ALL	1ST	10090624
366317.23000	3792471.96000	2.98757	292.06	292.06	0.00	24-HR	ALL	1ST	8012224
366184.43000	3792387.41000	3.36262	288.64	288.64	0.00	24-HR	ALL	1ST	8012224
366477.46000	3792537.85000	3.35275	293.81	293.81	0.00	24-HR	ALL	1ST	10090624
366571.28000	3792561.47000	3.90785	294.56	294.56	0.00	24-HR	ALL	1ST	10090624
366665.10000	3792585.09000	4.04314	295.10	295.10	0.00	24-HR	ALL	1ST	10090624
366862.54000	3792165.94000	7.36373	290.54	290.54	0.00	24-HR	ALL	1ST	10090624
366932.33000	3792085.91000	11.38355	289.69	289.69	0.00	24-HR	ALL	1ST	8021924
366907.59000	3792251.47000	5.82709	291.95	291.95	0.00	24-HR	ALL	1ST	10090624
366979.16000	3792319.67000	4.82854	293.23	293.23	0.00	24-HR	ALL	1ST	10090624
366836.11000	3792387.67000	4.91465	293.24	293.24	0.00	24-HR	ALL	1ST	10090624
367048.17000	3792257.38000	6.77190	292.16	292.16	0.00	24-HR	ALL	1ST	12122324
367052.26000	3792386.88000	4.01209	293.96	293.96	0.00	24-HR	ALL	1ST	9052824
366943.10000	3792458.17000	4.12881	294.72	294.72	0.00	24-HR	ALL	1ST	10090624
366819.84000	3792484.41000	4.57080	294.97	294.97	0.00	24-HR	ALL	1ST	10090624
367123.54000	3792323.10000	4.70054	293.34	293.34	0.00	24-HR	ALL	1ST	12122324
367126.11000	3792453.60000	3.40500	295.46	295.46	0.00	24-HR	ALL	1ST	9031124
367050.31000	3792503.10000	3.48421	295.29	295.29	0.00	24-HR	ALL	1ST	9052824
366974.51000	3792552.61000	3.47794	295.74	295.74	0.00	24-HR	ALL	1ST	10090624
366846.10000	3792579.94000	3.95312	296.03	296.03	0.00	24-HR	ALL	1ST	10090624
366755.60000	3792582.52000	4.10116	295.28	295.28	0.00	24-HR	ALL	1ST	10090624
367198.90000	3792388.83000	3.54762	295.01	295.01	0.00	24-HR	ALL	1ST	9031524
366792.31000	3792096.48000	11.13688	289.39	289.39	0.00	24-HR	ALL	1ST	12122324
367147.25000	3792560.30000	2.88513	297.18	297.18	0.00	24-HR	ALL	1ST	9052824
367112.95000	3792654.23000	2.74112	298.59	298.59	0.00	24-HR	ALL	1ST	9100924
366995.52000	3792648.16000	3.07122	297.56	297.56	0.00	24-HR	ALL	1ST	10041024
367243.10000	3792639.28000	2.53576	299.13	299.13	0.00	24-HR	ALL	1ST	9031124

367122.70000	3792750.44000	2.51239	299.87	299.87	0.00	24-HR	ALL	1ST	9100924
366975.90000	3792742.85000	2.82188	298.80	298.80	0.00	24-HR	ALL	1ST	10090624
366843.93000	3792694.67000	3.44702	297.78	297.78	0.00	24-HR	ALL	1ST	10090624
367267.52000	3792736.25000	2.28961	300.74	300.74	0.00	24-HR	ALL	1ST	9031124
367236.79000	3792266.23000	4.35441	294.06	294.06	0.00	24-HR	ALL	1ST	12122924
367334.23000	3792243.75000	3.91960	293.92	293.92	0.00	24-HR	ALL	1ST	12122924
367431.67000	3792221.28000	3.69460	294.25	294.25	0.00	24-HR	ALL	1ST	8121624
367413.49000	3792333.23000	3.16756	295.73	295.73	0.00	24-HR	ALL	1ST	8121624
367370.92000	3792430.27000	2.98449	296.36	296.36	0.00	24-HR	ALL	1ST	8120724
367279.58000	3792497.49000	2.67070	297.19	297.19	0.00	24-HR	ALL	1ST	9031124
367528.25000	3792204.13000	3.52197	294.45	294.45	0.00	24-HR	ALL	1ST	10120624
367507.47000	3792332.08000	2.95837	296.47	296.47	0.00	24-HR	ALL	1ST	8121624
367451.89000	3792485.63000	2.68373	298.37	298.37	0.00	24-HR	ALL	1ST	8120724
367347.50000	3792562.45000	2.31596	297.91	297.91	0.00	24-HR	ALL	1ST	8120724
367625.88000	3792180.47000	3.37680	294.82	294.82	0.00	24-HR	ALL	1ST	10120624
367605.68000	3792304.86000	2.92799	296.32	296.32	0.00	24-HR	ALL	1ST	10120624
367585.48000	3792429.25000	2.45373	298.50	298.50	0.00	24-HR	ALL	1ST	8121624
367538.18000	3792537.07000	2.41982	299.28	299.28	0.00	24-HR	ALL	1ST	8120724
367436.69000	3792611.76000	2.17914	299.49	299.49	0.00	24-HR	ALL	1ST	8120724
367138.03000	3792115.65000	7.18044	291.05	291.05	0.00	24-HR	ALL	1ST	8121624
367218.18000	3792165.58000	5.42525	292.32	292.32	0.00	24-HR	ALL	1ST	8121624
367115.23000	3792018.29000	7.88834	288.99	288.99	0.00	24-HR	ALL	1ST	8121624
367216.12000	3792034.94000	6.15307	290.24	290.24	0.00	24-HR	ALL	1ST	8121624
367285.91000	3792101.50000	5.08620	291.82	291.82	0.00	24-HR	ALL	1ST	8121624
367092.44000	3791920.92000	8.85068	287.65	287.65	0.00	24-HR	ALL	1ST	8121624
367193.33000	3791937.57000	6.94937	289.12	289.12	0.00	24-HR	ALL	1ST	8121624
367309.07000	3791975.02000	5.44019	289.55	289.55	0.00	24-HR	ALL	1ST	8121624
367368.50000	3792058.23000	4.62655	291.07	291.07	0.00	24-HR	ALL	1ST	8121624
367069.65000	3791823.55000	10.80578	286.26	286.26	0.00	24-HR	ALL	1ST	8121624
367170.53000	3791840.20000	7.95098	287.12	287.12	0.00	24-HR	ALL	1ST	8121624
367271.42000	3791856.85000	6.30725	288.26	288.26	0.00	24-HR	ALL	1ST	8121624
367361.94000	3791890.14000	5.30596	288.79	288.79	0.00	24-HR	ALL	1ST	11010324
367421.37000	3791973.35000	4.64185	290.55	290.55	0.00	24-HR	ALL	1ST	11010324
367480.79000	3792056.55000	4.05025	292.22	292.22	0.00	24-HR	ALL	1ST	11010324
367046.85000	3791726.18000	13.27821	284.81	284.81	0.00	24-HR	ALL	1ST	8121624
367147.74000	3791742.83000	9.05431	285.49	285.49	0.00	24-HR	ALL	1ST	8121624
367248.62000	3791759.48000	6.93183	286.37	286.37	0.00	24-HR	ALL	1ST	8121624
367349.51000	3791776.13000	5.67908	286.86	286.86	0.00	24-HR	ALL	1ST	11010324
367429.67000	3791826.06000	4.95808	288.09	288.09	0.00	24-HR	ALL	1ST	11010324
367489.09000	3791909.27000	4.45383	289.85	289.85	0.00	24-HR	ALL	1ST	11010324
367548.52000	3791992.47000	3.98006	291.69	291.69	0.00	24-HR	ALL	1ST	11010324

367607.95000	3792075.68000	3.53407	293.36	293.36	0.00	24-HR	ALL	1ST	11010324
367224.16000	3791655.67000	7.66764	285.08	285.08	0.00	24-HR	ALL	1ST	11022824
367382.18000	3791675.47000	5.55220	285.86	285.86	0.00	24-HR	ALL	1ST	12121524
367296.14000	3791586.25000	6.92840	284.34	284.34	0.00	24-HR	ALL	1ST	12121524
367014.86000	3791995.11000	11.43332	288.44	288.44	0.00	24-HR	ALL	1ST	8121624
367518.41000	3791796.26000	4.34682	288.84	288.84	0.00	24-HR	ALL	1ST	11010324
367529.79000	3791699.50000	4.37070	287.39	287.39	0.00	24-HR	ALL	1ST	12121524
367201.26000	3791534.06000	8.99893	283.76	283.76	0.00	24-HR	ALL	1ST	10012324
367175.42000	3791412.71000	9.41396	282.44	282.44	0.00	24-HR	ALL	1ST	11021124
367100.98000	3791351.05000	10.17815	281.76	281.76	0.00	24-HR	ALL	1ST	10120124
367026.54000	3791289.40000	10.94639	281.08	281.08	0.00	24-HR	ALL	1ST	10120124
366952.10000	3791227.75000	10.95289	280.41	280.41	0.00	24-HR	ALL	1ST	10120124
366877.67000	3791166.10000	10.66369	279.73	279.73	0.00	24-HR	ALL	1ST	10120124
366803.23000	3791104.44000	10.15239	278.16	278.16	0.00	24-HR	ALL	1ST	10120124
366728.79000	3791042.79000	9.52542	277.37	277.37	0.00	24-HR	ALL	1ST	10120124
366654.35000	3790981.14000	8.63168	275.89	275.89	0.00	24-HR	ALL	1ST	10120124
366579.91000	3790919.49000	7.26670	274.25	274.25	0.00	24-HR	ALL	1ST	10120124
366505.48000	3790857.84000	4.85800	273.34	273.34	0.00	24-HR	ALL	1ST	10120124
367273.22000	3791391.88000	7.29482	282.23	282.23	0.00	24-HR	ALL	1ST	10012324
367164.77000	3791274.04000	7.61101	280.94	280.94	0.00	24-HR	ALL	1ST	11021124
367090.33000	3791212.39000	8.27832	280.26	280.26	0.00	24-HR	ALL	1ST	10120124
367015.89000	3791150.73000	8.47608	279.58	279.58	0.00	24-HR	ALL	1ST	10120124
366941.45000	3791089.08000	8.33330	278.91	278.91	0.00	24-HR	ALL	1ST	10120124
366867.01000	3791027.43000	8.00598	278.18	278.18	0.00	24-HR	ALL	1ST	10120124
366792.58000	3790965.78000	7.51124	276.55	276.55	0.00	24-HR	ALL	1ST	10120124
366718.14000	3790904.12000	6.86811	275.87	275.87	0.00	24-HR	ALL	1ST	10120124
366643.70000	3790842.47000	5.83861	274.27	274.27	0.00	24-HR	ALL	1ST	10120124
366569.26000	3790780.82000	4.22396	272.63	272.63	0.00	24-HR	ALL	1ST	10120124
367337.01000	3791314.86000	6.04452	281.41	281.41	0.00	24-HR	ALL	1ST	10012324
367396.87000	3791492.41000	5.81211	283.34	283.34	0.00	24-HR	ALL	1ST	12121524
367228.55000	3791197.02000	6.10170	280.12	280.12	0.00	24-HR	ALL	1ST	12123024
367154.11000	3791135.37000	6.59082	279.44	279.44	0.00	24-HR	ALL	1ST	10120124
367079.68000	3791073.72000	6.90422	278.76	278.76	0.00	24-HR	ALL	1ST	10120124
367005.24000	3791012.07000	6.89370	278.08	278.08	0.00	24-HR	ALL	1ST	10120124
366930.80000	3790950.41000	6.69003	277.40	277.40	0.00	24-HR	ALL	1ST	10120124
366856.36000	3790888.76000	6.34546	276.57	276.57	0.00	24-HR	ALL	1ST	10120124
366781.93000	3790827.11000	5.81861	275.05	275.05	0.00	24-HR	ALL	1ST	10120124
366707.49000	3790765.46000	5.01371	274.29	274.29	0.00	24-HR	ALL	1ST	10120124
366633.05000	3790703.81000	3.81059	272.36	272.36	0.00	24-HR	ALL	1ST	10120124
367412.14000	3791256.58000	5.12485	280.79	280.79	0.00	24-HR	ALL	1ST	10012324
367491.96000	3791493.30000	5.02894	283.73	283.73	0.00	24-HR	ALL	1ST	12121524

367292.34000	3791120.01000	5.23063	279.29	279.29	0.00	24-HR	ALL	1ST	12123024
367217.90000	3791058.36000	5.42399	278.62	278.62	0.00	24-HR	ALL	1ST	10120124
367143.46000	3790996.70000	5.79166	277.94	277.94	0.00	24-HR	ALL	1ST	10120124
367069.03000	3790935.05000	5.88436	277.26	277.26	0.00	24-HR	ALL	1ST	10120124
366994.59000	3790873.40000	5.78820	276.85	276.85	0.00	24-HR	ALL	1ST	10120124
366920.15000	3790811.75000	5.53671	275.90	275.90	0.00	24-HR	ALL	1ST	10120124
366845.71000	3790750.10000	5.11489	274.95	274.95	0.00	24-HR	ALL	1ST	10120124
366771.27000	3790688.44000	4.44296	273.55	273.55	0.00	24-HR	ALL	1ST	10120124
366696.84000	3790626.79000	3.50633	272.38	272.38	0.00	24-HR	ALL	1ST	10120124
367473.09000	3791174.88000	4.39013	280.74	280.74	0.00	24-HR	ALL	1ST	10012324
367558.14000	3791315.34000	4.34455	282.35	282.35	0.00	24-HR	ALL	1ST	10012324
367590.44000	3791467.04000	4.37974	284.09	284.09	0.00	24-HR	ALL	1ST	12121524
367356.13000	3791042.99000	4.56549	278.47	278.47	0.00	24-HR	ALL	1ST	12123024
367281.69000	3790981.34000	4.60539	277.79	277.79	0.00	24-HR	ALL	1ST	11112724
367207.25000	3790919.69000	4.96216	277.11	277.11	0.00	24-HR	ALL	1ST	10120124
367132.81000	3790858.04000	5.13092	277.00	277.00	0.00	24-HR	ALL	1ST	10120124
367058.37000	3790796.39000	5.11548	276.76	276.76	0.00	24-HR	ALL	1ST	10120124
366983.94000	3790734.73000	4.93456	275.61	275.61	0.00	24-HR	ALL	1ST	10120124
366909.50000	3790673.08000	4.58272	274.40	274.40	0.00	24-HR	ALL	1ST	10120124
366835.06000	3790611.43000	4.02337	273.17	273.17	0.00	24-HR	ALL	1ST	10120124
366760.62000	3790549.78000	3.25879	271.71	271.71	0.00	24-HR	ALL	1ST	10120124
366366.76000	3790868.62000	3.85997	272.86	272.86	0.00	24-HR	ALL	1ST	9011124
366301.28000	3790942.71000	3.73584	273.82	273.82	0.00	24-HR	ALL	1ST	9011124
366235.80000	3791016.79000	3.27456	274.01	274.01	0.00	24-HR	ALL	1ST	9011124
366359.01000	3790768.93000	3.01846	271.35	271.35	0.00	24-HR	ALL	1ST	9011124
366226.35000	3790876.48000	2.52795	272.50	272.50	0.00	24-HR	ALL	1ST	9011124
366160.87000	3790950.57000	2.17480	273.12	273.12	0.00	24-HR	ALL	1ST	9112924
366284.08000	3790702.70000	2.31234	270.62	270.62	0.00	24-HR	ALL	1ST	9011124
366489.97000	3790658.44000	2.69097	270.29	270.29	0.00	24-HR	ALL	1ST	9011124
366151.43000	3790810.26000	1.84777	271.44	271.44	0.00	24-HR	ALL	1ST	9112924
366085.95000	3790884.34000	1.73852	271.56	271.56	0.00	24-HR	ALL	1ST	9112924
366209.15000	3790636.48000	1.78202	269.90	269.90	0.00	24-HR	ALL	1ST	9011124
366343.50000	3790569.53000	2.10327	269.19	269.19	0.00	24-HR	ALL	1ST	9011124
366482.21000	3790558.74000	2.28047	269.10	269.10	0.00	24-HR	ALL	1ST	9011124
366076.50000	3790744.03000	1.54254	270.04	270.04	0.00	24-HR	ALL	1ST	9112924
366011.02000	3790818.12000	1.43373	270.83	270.83	0.00	24-HR	ALL	1ST	9112924
366151.02000	3790561.88000	1.43530	269.08	269.08	0.00	24-HR	ALL	1ST	9011124
366234.98000	3790520.04000	1.65208	268.64	268.64	0.00	24-HR	ALL	1ST	9011124
366318.95000	3790478.20000	1.80244	268.20	268.20	0.00	24-HR	ALL	1ST	9011124
366492.34000	3790464.71000	1.99230	268.08	268.08	0.00	24-HR	ALL	1ST	9011124
366581.77000	3790493.07000	2.11454	268.74	268.74	0.00	24-HR	ALL	1ST	9121924

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  366671.20000 3790521.42000       2.50188   270.22   270.22     0.00   24-HR  ALL         1ST              10120124
  366067.05000 3790603.72000       1.32456   269.13   269.13     0.00   24-HR  ALL         1ST               9112924
  366001.57000 3790677.81000       1.31252   269.31   269.31     0.00   24-HR  ALL         1ST               9112924
  365936.09000 3790751.89000       1.20538   270.10   270.10     0.00   24-HR  ALL         1ST               9112924
  366441.69000 3790934.85000       6.22534   274.16   274.16     0.00   24-HR  ALL         1ST               9122624
  367111.63000 3791489.72000      14.16175   283.27   283.27     0.00   24-HR  ALL         1ST              11021124
  367032.23000 3791650.21000      16.09771   284.00   284.00     0.00   24-HR  ALL         1ST               8121624
  367026.80000 3791705.02000      15.33533   284.58   284.58     0.00   24-HR  ALL         1ST               8121624
  367004.60000 3791824.64000      14.97069   285.87   285.87     0.00   24-HR  ALL         1ST               8121624
  366979.97000 3791877.66000      14.63495   286.44   286.44     0.00   24-HR  ALL         1ST               8121624
  366936.23000 3791933.33000      15.69554   287.08   287.08     0.00   24-HR  ALL         1ST               8121624
  367022.27000 3792022.55000      12.42463   289.02   289.02     0.00   24-HR  ALL         1ST               8121624
  367109.97000 3792214.86000       8.96835   292.02   292.02     0.00   24-HR  ALL         1ST               8121624
  367135.60000 3792208.86000       7.08158   292.29   292.29     0.00   24-HR  ALL         1ST               8121624
  367145.41000 3792251.39000       6.13666   292.87   292.87     0.00   24-HR  ALL         1ST              12122924
  367073.98000 3792269.38000       7.28492   292.52   292.52     0.00   24-HR  ALL         1ST              12122324
  366953.47000 3792101.98000      11.14533   289.87   289.87     0.00   24-HR  ALL         1ST               8021924
  366856.96000 3792020.19000      14.48553   288.58   288.58     0.00   24-HR  ALL         1ST              12122324
  366787.17000 3792100.22000      11.07331   289.41   289.41     0.00   24-HR  ALL         1ST              10090624
  366505.70000 3792029.36000      11.85027   287.01   287.01     0.00   24-HR  ALL         1ST              10121624
  366497.06000 3791828.21000      15.88014   283.83   283.83     0.00   24-HR  ALL         1ST               8021924
  366374.82000 3791826.25000      12.63336   283.67   283.67     0.00   24-HR  ALL         1ST               8021924
  366257.42000 3791647.90000      12.75304   279.85   279.85     0.00   24-HR  ALL         1ST              12120624
  366223.02000 3791586.94000      12.82539   279.18   279.18     0.00   24-HR  ALL         1ST              12120624
  366218.11000 3791478.88000      12.85837   278.01   278.01     0.00   24-HR  ALL         1ST              12120624
  366207.45000 3791452.00000      12.66893   277.72   277.72     0.00   24-HR  ALL         1ST              12120624
  366173.15000 3791439.02000      11.36249   277.57   277.57     0.00   24-HR  ALL         1ST              12120624
  366159.24000 3791421.87000      11.37598   277.39   277.39     0.00   24-HR  ALL         1ST              12120624
  366183.95000 3791300.40000      10.54124   277.00   277.00     0.00   24-HR  ALL         1ST              12120624
  366274.16000 3791157.44000       8.99155   275.64   275.64     0.00   24-HR  ALL         1ST              12120624
  366310.73000 3791083.02000       6.81854   275.44   275.44     0.00   24-HR  ALL         1ST              12120624
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
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APPENDIX F

AERMOD Model Mitigated Onsite PM10 Printouts

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**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.4.0
** Lakes Environmental Software Inc.
** Date: 7/13/2017
** File: C:\Vista Env\2013\13001 Pacoima\AERMOD\Pacoima PM10 All
M\Pacoima PM10 All M.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE Pacoima Spreading Grounds Improvement Project All PM10
Mitigated
   TITLETWO Fugitive and Exhaust PM10 Emissions with Tier 4 Equipment
   MODELOPT DFAULT CONC
   AVERTIME 24 ANNUAL
   URBANOPT 9862049 Los_Angeles_County
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL "Pacoima PM10 All M.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION ONSITE       AREAPOLY   366783.252  3792092.808      289.230
** DESCRSRC Onsite All PM10 Emissions
** Source Parameters **
   SRCPARAM ONSITE       4.668E-07     3.658        20     7.315
   AREAVERT ONSITE       366783.252 3792092.808 366510.129 3792023.864
   AREAVERT ONSITE       366504.826 3791823.662 366376.219 3791821.010
   AREAVERT ONSITE       366226.088 3791585.349 366222.171 3791475.923
   AREAVERT ONSITE       366209.713 3791446.162 366164.033 3791421.938
   AREAVERT ONSITE       366190.137 3791304.046 366318.562 3791090.718
   AREAVERT ONSITE       366440.580 3790944.460 367104.491 3791493.307
   AREAVERT ONSITE       367023.601 3791655.490 366992.044 3791827.799
   AREAVERT ONSITE       366930.010 3791936.513 367018.447 3792024.858
   AREAVERT ONSITE       367122.265 3792252.877 367075.230 3792266.690
   AREAVERT ONSITE       366959.011 3792100.371 366855.582 3792014.184
   URBANSRC ALL
   SRCGROUP ALL
```

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SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED "Pacoima PM10 All M.rou"
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\burk8.sfc
   PROFFILE ..\burk8.PFL
   SURFDATA 0 2008 Burbank 378.62 3782.24
   UAIRDATA 3190 2008
   SITEDATA 99999 2008
   PROFBASE 175.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
   PLOTFILE 24 ALL 1ST "PACOIMA PM10 ALL M.AD\24H1GALL.PLT" 31
   PLOTFILE ANNUAL ALL "PACOIMA PM10 ALL M.AD\AN00GALL.PLT" 32
   SUMMFILE "Pacoima PM10 All M.sum"
OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
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* MODELING OPTIONS USED: RegDFAULT CONC ELEV URBAN
* PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL
* FOR A TOTAL OF 269 RECEPTORS.
* FORMAT: (3(1X,F13.5),3(1X,F8.2),3X,A5,2X,A8,2X,A5,5X,A8,2X,I8)

X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	RANK	NET ID	DATE(CONC)
367030.00000	3792240.00000	5.04701	291.74	291.74	0.00	24-HR	ALL	1ST		12122324
366644.00000	3792082.00000	8.62120	288.12	288.12	0.00	24-HR	ALL	1ST		8021924
366494.00000	3791913.00000	9.28426	284.75	284.75	0.00	24-HR	ALL	1ST		8021924
366260.00000	3791664.00000	9.00772	280.02	280.02	0.00	24-HR	ALL	1ST		12120624
366214.00000	3791536.00000	9.14609	278.63	278.63	0.00	24-HR	ALL	1ST		12120624
366272.00000	3791136.00000	5.65643	275.44	275.44	0.00	24-HR	ALL	1ST		12120624
366526.00000	3790962.00000	6.56760	274.47	274.47	0.00	24-HR	ALL	1ST		10120124
367107.00000	3791450.00000	9.58206	282.84	282.84	0.00	24-HR	ALL	1ST		11021124
367095.00000	3791634.00000	8.75173	284.00	284.00	0.00	24-HR	ALL	1ST		8121624
367081.00000	3791995.00000	6.44265	288.61	288.61	0.00	24-HR	ALL	1ST		8121624
367267.00000	3792154.00000	3.66080	292.45	292.45	0.00	24-HR	ALL	1ST		8121624
366025.00000	3791611.00000	4.60113	279.41	279.41	0.00	24-HR	ALL	1ST		12120624
366189.59000	3791104.07000	3.35507	274.95	274.95	0.00	24-HR	ALL	1ST		12120624
366099.38000	3791247.03000	4.46879	275.48	275.48	0.00	24-HR	ALL	1ST		12120624
366105.02000	3791050.71000	2.11664	274.01	274.01	0.00	24-HR	ALL	1ST		12120624
366014.81000	3791193.67000	3.03275	274.89	274.89	0.00	24-HR	ALL	1ST		12120624
366020.45000	3790997.34000	1.47213	272.77	272.77	0.00	24-HR	ALL	1ST		12120624
365930.24000	3791140.30000	2.15996	274.30	274.30	0.00	24-HR	ALL	1ST		12120624
365935.88000	3790943.98000	1.20087	272.18	272.18	0.00	24-HR	ALL	1ST		11121624
365845.67000	3791086.94000	1.59399	273.71	273.71	0.00	24-HR	ALL	1ST		12120624
365851.31000	3790890.61000	1.02094	271.59	271.59	0.00	24-HR	ALL	1ST		11121624
365761.10000	3791033.57000	1.21465	272.72	272.72	0.00	24-HR	ALL	1ST		12120624
366073.60000	3791341.20000	5.17441	276.50	276.50	0.00	24-HR	ALL	1ST		12120624
365975.61000	3791321.27000	3.75802	276.27	276.27	0.00	24-HR	ALL	1ST		12120624
365889.97000	3791240.60000	2.61836	275.38	275.38	0.00	24-HR	ALL	1ST		12120624
365865.26000	3791362.07000	3.09410	276.53	276.53	0.00	24-HR	ALL	1ST		12120624
365809.87000	3791176.09000	1.92399	274.10	274.10	0.00	24-HR	ALL	1ST		12120624
365779.62000	3791281.40000	2.29599	274.81	274.81	0.00	24-HR	ALL	1ST		12120624
365716.36000	3791145.01000	1.53452	273.96	273.96	0.00	24-HR	ALL	1ST		12120624
365681.63000	3791261.46000	1.87172	274.58	274.58	0.00	24-HR	ALL	1ST		12120624
366076.49000	3791464.13000	5.61925	277.83	277.83	0.00	24-HR	ALL	1ST		12120624
365998.83000	3791527.12000	4.51512	278.50	278.50	0.00	24-HR	ALL	1ST		12120624
365973.42000	3791423.47000	4.20776	277.37	277.37	0.00	24-HR	ALL	1ST		12120624

365921.16000	3791590.12000	3.77333	279.17	279.17	0.00	24-HR	ALL	1ST	12120624
365895.75000	3791486.46000	3.62216	278.04	278.04	0.00	24-HR	ALL	1ST	12120624
365843.50000	3791653.11000	3.21384	279.34	279.34	0.00	24-HR	ALL	1ST	12120624
365818.09000	3791549.45000	3.15748	277.90	277.90	0.00	24-HR	ALL	1ST	12120624
365792.68000	3791445.79000	2.90601	276.59	276.59	0.00	24-HR	ALL	1ST	12120624
365765.83000	3791716.10000	2.77302	279.51	279.51	0.00	24-HR	ALL	1ST	12120624
365740.42000	3791612.44000	2.78447	278.38	278.38	0.00	24-HR	ALL	1ST	12120624
365715.01000	3791508.78000	2.63874	277.26	277.26	0.00	24-HR	ALL	1ST	12120624
365689.60000	3791405.13000	2.34624	276.13	276.13	0.00	24-HR	ALL	1ST	12120624
366137.76000	3791532.55000	6.55902	278.58	278.58	0.00	24-HR	ALL	1ST	12120624
366074.18000	3791605.72000	5.19291	279.36	279.36	0.00	24-HR	ALL	1ST	12120624
366041.61000	3791701.28000	4.45655	280.39	280.39	0.00	24-HR	ALL	1ST	12090824
366003.40000	3791792.77000	3.97674	281.00	281.00	0.00	24-HR	ALL	1ST	12090824
365918.85000	3791731.70000	3.47671	280.70	280.70	0.00	24-HR	ALL	1ST	12090824
365969.76000	3791887.57000	3.53931	281.39	281.39	0.00	24-HR	ALL	1ST	12090824
365890.50000	3791830.32000	3.24680	281.00	281.00	0.00	24-HR	ALL	1ST	12090824
366170.33000	3791697.05000	6.10214	280.36	280.36	0.00	24-HR	ALL	1ST	12090824
365787.57000	3791832.67000	2.78580	280.77	280.77	0.00	24-HR	ALL	1ST	12090824
366252.16000	3791821.78000	6.22464	282.30	282.30	0.00	24-HR	ALL	1ST	12090824
366129.50000	3791817.32000	4.91312	281.13	281.13	0.00	24-HR	ALL	1ST	12090824
366207.76000	3791936.22000	4.70873	283.15	283.15	0.00	24-HR	ALL	1ST	12090824
366085.10000	3791931.75000	4.00225	281.89	281.89	0.00	24-HR	ALL	1ST	12090824
366001.58000	3791986.73000	3.37348	282.47	282.47	0.00	24-HR	ALL	1ST	12090824
365839.78000	3791922.81000	2.90067	281.76	281.76	0.00	24-HR	ALL	1ST	12090824
365918.05000	3792041.71000	2.89613	283.05	283.05	0.00	24-HR	ALL	1ST	12090824
366373.22000	3791926.24000	6.07006	284.88	284.88	0.00	24-HR	ALL	1ST	10121624
366495.46000	3791928.20000	9.19194	284.92	284.92	0.00	24-HR	ALL	1ST	8021924
366325.07000	3792013.88000	4.88210	285.53	285.53	0.00	24-HR	ALL	1ST	8012224
366432.73000	3792027.20000	6.18110	286.95	286.95	0.00	24-HR	ALL	1ST	10121624
366323.47000	3792113.87000	4.24765	287.47	287.47	0.00	24-HR	ALL	1ST	8012224
366195.00000	3792056.52000	3.82425	284.52	284.52	0.00	24-HR	ALL	1ST	12090824
366431.13000	3792127.19000	5.06045	288.06	288.06	0.00	24-HR	ALL	1ST	10121624
366321.86000	3792213.86000	3.59894	287.99	287.99	0.00	24-HR	ALL	1ST	8012224
366228.77000	3792189.18000	3.40060	287.12	287.12	0.00	24-HR	ALL	1ST	8012224
366146.85000	3792144.17000	3.25422	285.56	285.56	0.00	24-HR	ALL	1ST	8012224
366076.09000	3792078.84000	3.26997	283.93	283.93	0.00	24-HR	ALL	1ST	12090824
366429.53000	3792227.18000	3.87286	289.31	289.31	0.00	24-HR	ALL	1ST	10121624
366308.62000	3792310.76000	2.99271	289.47	289.47	0.00	24-HR	ALL	1ST	8012224
366192.26000	3792279.91000	2.90520	287.60	287.60	0.00	24-HR	ALL	1ST	8012224
366089.86000	3792223.65000	2.80112	285.65	285.65	0.00	24-HR	ALL	1ST	8012224
366001.41000	3792141.99000	2.78695	284.15	284.15	0.00	24-HR	ALL	1ST	12090824

366427.92000	3792327.17000	2.98083	291.21	291.21	0.00	24-HR	ALL	1ST	10090624
366397.15000	3791832.50000	9.54379	283.82	283.82	0.00	24-HR	ALL	1ST	8021924
366575.11000	3792149.95000	5.72520	288.65	288.65	0.00	24-HR	ALL	1ST	10090624
366668.93000	3792173.57000	6.14158	289.60	289.60	0.00	24-HR	ALL	1ST	10090624
366762.76000	3792197.19000	5.75702	290.25	290.25	0.00	24-HR	ALL	1ST	10090624
366550.70000	3792246.93000	4.35218	290.37	290.37	0.00	24-HR	ALL	1ST	10090624
366644.52000	3792270.55000	4.68456	290.64	290.64	0.00	24-HR	ALL	1ST	10090624
366738.34000	3792294.17000	4.56410	291.83	291.83	0.00	24-HR	ALL	1ST	10090624
366526.28000	3792343.90000	3.50279	291.42	291.42	0.00	24-HR	ALL	1ST	10090624
366620.11000	3792367.52000	3.76555	291.69	291.69	0.00	24-HR	ALL	1ST	10090624
366713.93000	3792391.14000	3.75888	292.66	292.66	0.00	24-HR	ALL	1ST	10090624
366408.05000	3792417.26000	2.56461	291.96	291.96	0.00	24-HR	ALL	1ST	10090624
366501.87000	3792440.88000	2.91151	292.46	292.46	0.00	24-HR	ALL	1ST	10090624
366595.69000	3792464.50000	3.12488	292.84	292.84	0.00	24-HR	ALL	1ST	10090624
366689.52000	3792488.12000	3.16457	294.00	294.00	0.00	24-HR	ALL	1ST	10090624
366317.23000	3792471.96000	2.20350	292.06	292.06	0.00	24-HR	ALL	1ST	8012224
366184.43000	3792387.41000	2.48013	288.64	288.64	0.00	24-HR	ALL	1ST	8012224
366477.46000	3792537.85000	2.47285	293.81	293.81	0.00	24-HR	ALL	1ST	10090624
366571.28000	3792561.47000	2.88226	294.56	294.56	0.00	24-HR	ALL	1ST	10090624
366665.10000	3792585.09000	2.98205	295.10	295.10	0.00	24-HR	ALL	1ST	10090624
366862.54000	3792165.94000	5.43117	290.54	290.54	0.00	24-HR	ALL	1ST	10090624
366932.33000	3792085.91000	8.39602	289.69	289.69	0.00	24-HR	ALL	1ST	8021924
366907.59000	3792251.47000	4.29781	291.95	291.95	0.00	24-HR	ALL	1ST	10090624
366979.16000	3792319.67000	3.56133	293.23	293.23	0.00	24-HR	ALL	1ST	10090624
366836.11000	3792387.67000	3.62484	293.24	293.24	0.00	24-HR	ALL	1ST	10090624
367048.17000	3792257.38000	4.99466	292.16	292.16	0.00	24-HR	ALL	1ST	12122324
367052.26000	3792386.88000	2.95915	293.96	293.96	0.00	24-HR	ALL	1ST	9052824
366943.10000	3792458.17000	3.04523	294.72	294.72	0.00	24-HR	ALL	1ST	10090624
366819.84000	3792484.41000	3.37123	294.97	294.97	0.00	24-HR	ALL	1ST	10090624
367123.54000	3792323.10000	3.46692	293.34	293.34	0.00	24-HR	ALL	1ST	12122324
367126.11000	3792453.60000	2.51138	295.46	295.46	0.00	24-HR	ALL	1ST	9031124
367050.31000	3792503.10000	2.56980	295.29	295.29	0.00	24-HR	ALL	1ST	9052824
366974.51000	3792552.61000	2.56518	295.74	295.74	0.00	24-HR	ALL	1ST	10090624
366846.10000	3792579.94000	2.91565	296.03	296.03	0.00	24-HR	ALL	1ST	10090624
366755.60000	3792582.52000	3.02484	295.28	295.28	0.00	24-HR	ALL	1ST	10090624
367198.90000	3792388.83000	2.61658	295.01	295.01	0.00	24-HR	ALL	1ST	9031524
366792.31000	3792096.48000	8.21408	289.39	289.39	0.00	24-HR	ALL	1ST	12122324
367147.25000	3792560.30000	2.12795	297.18	297.18	0.00	24-HR	ALL	1ST	9052824
367112.95000	3792654.23000	2.02173	298.59	298.59	0.00	24-HR	ALL	1ST	9100924
366995.52000	3792648.16000	2.26520	297.56	297.56	0.00	24-HR	ALL	1ST	10041024
367243.10000	3792639.28000	1.87027	299.13	299.13	0.00	24-HR	ALL	1ST	9031124

367122.70000	3792750.44000	1.85303	299.87	299.87	0.00	24-HR	ALL	1ST	9100924
366975.90000	3792742.85000	2.08130	298.80	298.80	0.00	24-HR	ALL	1ST	10090624
366843.93000	3792694.67000	2.54237	297.78	297.78	0.00	24-HR	ALL	1ST	10090624
367267.52000	3792736.25000	1.68872	300.74	300.74	0.00	24-HR	ALL	1ST	9031124
367236.79000	3792266.23000	3.21163	294.06	294.06	0.00	24-HR	ALL	1ST	12122924
367334.23000	3792243.75000	2.89093	293.92	293.92	0.00	24-HR	ALL	1ST	12122924
367431.67000	3792221.28000	2.72498	294.25	294.25	0.00	24-HR	ALL	1ST	8121624
367413.49000	3792333.23000	2.33626	295.73	295.73	0.00	24-HR	ALL	1ST	8121624
367370.92000	3792430.27000	2.20123	296.36	296.36	0.00	24-HR	ALL	1ST	8120724
367279.58000	3792497.49000	1.96979	297.19	297.19	0.00	24-HR	ALL	1ST	9031124
367528.25000	3792204.13000	2.59766	294.45	294.45	0.00	24-HR	ALL	1ST	10120624
367507.47000	3792332.08000	2.18197	296.47	296.47	0.00	24-HR	ALL	1ST	8121624
367451.89000	3792485.63000	1.97940	298.37	298.37	0.00	24-HR	ALL	1ST	8120724
367347.50000	3792562.45000	1.70815	297.91	297.91	0.00	24-HR	ALL	1ST	8120724
367625.88000	3792180.47000	2.49059	294.82	294.82	0.00	24-HR	ALL	1ST	10120624
367605.68000	3792304.86000	2.15956	296.32	296.32	0.00	24-HR	ALL	1ST	10120624
367585.48000	3792429.25000	1.80977	298.50	298.50	0.00	24-HR	ALL	1ST	8121624
367538.18000	3792537.07000	1.78475	299.28	299.28	0.00	24-HR	ALL	1ST	8120724
367436.69000	3792611.76000	1.60724	299.49	299.49	0.00	24-HR	ALL	1ST	8120724
367138.03000	3792115.65000	5.29599	291.05	291.05	0.00	24-HR	ALL	1ST	8121624
367218.18000	3792165.58000	4.00143	292.32	292.32	0.00	24-HR	ALL	1ST	8121624
367115.23000	3792018.29000	5.81810	288.99	288.99	0.00	24-HR	ALL	1ST	8121624
367216.12000	3792034.94000	4.53824	290.24	290.24	0.00	24-HR	ALL	1ST	8121624
367285.91000	3792101.50000	3.75137	291.82	291.82	0.00	24-HR	ALL	1ST	8121624
367092.44000	3791920.92000	6.52788	287.65	287.65	0.00	24-HR	ALL	1ST	8121624
367193.33000	3791937.57000	5.12556	289.12	289.12	0.00	24-HR	ALL	1ST	8121624
367309.07000	3791975.02000	4.01245	289.55	289.55	0.00	24-HR	ALL	1ST	8121624
367368.50000	3792058.23000	3.41235	291.07	291.07	0.00	24-HR	ALL	1ST	8121624
367069.65000	3791823.55000	7.96988	286.26	286.26	0.00	24-HR	ALL	1ST	8121624
367170.53000	3791840.20000	5.86430	287.12	287.12	0.00	24-HR	ALL	1ST	8121624
367271.42000	3791856.85000	4.65196	288.26	288.26	0.00	24-HR	ALL	1ST	8121624
367361.94000	3791890.14000	3.91345	288.79	288.79	0.00	24-HR	ALL	1ST	11010324
367421.37000	3791973.35000	3.42363	290.55	290.55	0.00	24-HR	ALL	1ST	11010324
367480.79000	3792056.55000	2.98729	292.22	292.22	0.00	24-HR	ALL	1ST	11010324
367046.85000	3791726.18000	9.79344	284.81	284.81	0.00	24-HR	ALL	1ST	8121624
367147.74000	3791742.83000	6.67808	285.49	285.49	0.00	24-HR	ALL	1ST	8121624
367248.62000	3791759.48000	5.11262	286.37	286.37	0.00	24-HR	ALL	1ST	8121624
367349.51000	3791776.13000	4.18864	286.86	286.86	0.00	24-HR	ALL	1ST	11010324
367429.67000	3791826.06000	3.65687	288.09	288.09	0.00	24-HR	ALL	1ST	11010324
367489.09000	3791909.27000	3.28495	289.85	289.85	0.00	24-HR	ALL	1ST	11010324
367548.52000	3791992.47000	2.93552	291.69	291.69	0.00	24-HR	ALL	1ST	11010324

367607.95000	3792075.68000	2.60658	293.36	293.36	0.00	24-HR	ALL	1ST	11010324
367224.16000	3791655.67000	5.65533	285.08	285.08	0.00	24-HR	ALL	1ST	11022824
367382.18000	3791675.47000	4.09506	285.86	285.86	0.00	24-HR	ALL	1ST	12121524
367296.14000	3791586.25000	5.11009	284.34	284.34	0.00	24-HR	ALL	1ST	12121524
367014.86000	3791995.11000	8.43272	288.44	288.44	0.00	24-HR	ALL	1ST	8121624
367518.41000	3791796.26000	3.20603	288.84	288.84	0.00	24-HR	ALL	1ST	11010324
367529.79000	3791699.50000	3.22364	287.39	287.39	0.00	24-HR	ALL	1ST	12121524
367201.26000	3791534.06000	6.63723	283.76	283.76	0.00	24-HR	ALL	1ST	10012324
367175.42000	3791412.71000	6.94333	282.44	282.44	0.00	24-HR	ALL	1ST	11021124
367100.98000	3791351.05000	7.50697	281.76	281.76	0.00	24-HR	ALL	1ST	10120124
367026.54000	3791289.40000	8.07359	281.08	281.08	0.00	24-HR	ALL	1ST	10120124
366952.10000	3791227.75000	8.07838	280.41	280.41	0.00	24-HR	ALL	1ST	10120124
366877.67000	3791166.10000	7.86508	279.73	279.73	0.00	24-HR	ALL	1ST	10120124
366803.23000	3791104.44000	7.48797	278.16	278.16	0.00	24-HR	ALL	1ST	10120124
366728.79000	3791042.79000	7.02555	277.37	277.37	0.00	24-HR	ALL	1ST	10120124
366654.35000	3790981.14000	6.36636	275.89	275.89	0.00	24-HR	ALL	1ST	10120124
366579.91000	3790919.49000	5.35961	274.25	274.25	0.00	24-HR	ALL	1ST	10120124
366505.48000	3790857.84000	3.58305	273.34	273.34	0.00	24-HR	ALL	1ST	10120124
367273.22000	3791391.88000	5.38035	282.23	282.23	0.00	24-HR	ALL	1ST	10012324
367164.77000	3791274.04000	5.61356	280.94	280.94	0.00	24-HR	ALL	1ST	11021124
367090.33000	3791212.39000	6.10573	280.26	280.26	0.00	24-HR	ALL	1ST	10120124
367015.89000	3791150.73000	6.25159	279.58	279.58	0.00	24-HR	ALL	1ST	10120124
366941.45000	3791089.08000	6.14629	278.91	278.91	0.00	24-HR	ALL	1ST	10120124
366867.01000	3791027.43000	5.90487	278.18	278.18	0.00	24-HR	ALL	1ST	10120124
366792.58000	3790965.78000	5.53997	276.55	276.55	0.00	24-HR	ALL	1ST	10120124
366718.14000	3790904.12000	5.06562	275.87	275.87	0.00	24-HR	ALL	1ST	10120124
366643.70000	3790842.47000	4.30631	274.27	274.27	0.00	24-HR	ALL	1ST	10120124
366569.26000	3790780.82000	3.11541	272.63	272.63	0.00	24-HR	ALL	1ST	10120124
367337.01000	3791314.86000	4.45818	281.41	281.41	0.00	24-HR	ALL	1ST	10012324
367396.87000	3791492.41000	4.28676	283.34	283.34	0.00	24-HR	ALL	1ST	12121524
367228.55000	3791197.02000	4.50036	280.12	280.12	0.00	24-HR	ALL	1ST	12123024
367154.11000	3791135.37000	4.86111	279.44	279.44	0.00	24-HR	ALL	1ST	10120124
367079.68000	3791073.72000	5.09226	278.76	278.76	0.00	24-HR	ALL	1ST	10120124
367005.24000	3791012.07000	5.08450	278.08	278.08	0.00	24-HR	ALL	1ST	10120124
366930.80000	3790950.41000	4.93428	277.40	277.40	0.00	24-HR	ALL	1ST	10120124
366856.36000	3790888.76000	4.68014	276.57	276.57	0.00	24-HR	ALL	1ST	10120124
366781.93000	3790827.11000	4.29156	275.05	275.05	0.00	24-HR	ALL	1ST	10120124
366707.49000	3790765.46000	3.69790	274.29	274.29	0.00	24-HR	ALL	1ST	10120124
366633.05000	3790703.81000	2.81053	272.36	272.36	0.00	24-HR	ALL	1ST	10120124
367412.14000	3791256.58000	3.77987	280.79	280.79	0.00	24-HR	ALL	1ST	10012324
367491.96000	3791493.30000	3.70913	283.73	283.73	0.00	24-HR	ALL	1ST	12121524

367292.34000	3791120.01000	3.85789	279.29	279.29	0.00	24-HR	ALL	1ST	12123024
367217.90000	3791058.36000	4.00051	278.62	278.62	0.00	24-HR	ALL	1ST	10120124
367143.46000	3790996.70000	4.27168	277.94	277.94	0.00	24-HR	ALL	1ST	10120124
367069.03000	3790935.05000	4.34005	277.26	277.26	0.00	24-HR	ALL	1ST	10120124
366994.59000	3790873.40000	4.26913	276.85	276.85	0.00	24-HR	ALL	1ST	10120124
366920.15000	3790811.75000	4.08364	275.90	275.90	0.00	24-HR	ALL	1ST	10120124
366845.71000	3790750.10000	3.77252	274.95	274.95	0.00	24-HR	ALL	1ST	10120124
366771.27000	3790688.44000	3.27694	273.55	273.55	0.00	24-HR	ALL	1ST	10120124
366696.84000	3790626.79000	2.58612	272.38	272.38	0.00	24-HR	ALL	1ST	10120124
367473.09000	3791174.88000	3.23797	280.74	280.74	0.00	24-HR	ALL	1ST	10012324
367558.14000	3791315.34000	3.20435	282.35	282.35	0.00	24-HR	ALL	1ST	10012324
367590.44000	3791467.04000	3.23031	284.09	284.09	0.00	24-HR	ALL	1ST	12121524
367356.13000	3791042.99000	3.36731	278.47	278.47	0.00	24-HR	ALL	1ST	12123024
367281.69000	3790981.34000	3.39674	277.79	277.79	0.00	24-HR	ALL	1ST	11112724
367207.25000	3790919.69000	3.65988	277.11	277.11	0.00	24-HR	ALL	1ST	10120124
367132.81000	3790858.04000	3.78435	277.00	277.00	0.00	24-HR	ALL	1ST	10120124
367058.37000	3790796.39000	3.77296	276.76	276.76	0.00	24-HR	ALL	1ST	10120124
366983.94000	3790734.73000	3.63952	275.61	275.61	0.00	24-HR	ALL	1ST	10120124
366909.50000	3790673.08000	3.38002	274.40	274.40	0.00	24-HR	ALL	1ST	10120124
366835.06000	3790611.43000	2.96746	273.17	273.17	0.00	24-HR	ALL	1ST	10120124
366760.62000	3790549.78000	2.40354	271.71	271.71	0.00	24-HR	ALL	1ST	10120124
366366.76000	3790868.62000	2.84695	272.86	272.86	0.00	24-HR	ALL	1ST	9011124
366301.28000	3790942.71000	2.75540	273.82	273.82	0.00	24-HR	ALL	1ST	9011124
366235.80000	3791016.79000	2.41518	274.01	274.01	0.00	24-HR	ALL	1ST	9011124
366359.01000	3790768.93000	2.22629	271.35	271.35	0.00	24-HR	ALL	1ST	9011124
366226.35000	3790876.48000	1.86450	272.50	272.50	0.00	24-HR	ALL	1ST	9011124
366160.87000	3790950.57000	1.60404	273.12	273.12	0.00	24-HR	ALL	1ST	9112924
366284.08000	3790702.70000	1.70548	270.62	270.62	0.00	24-HR	ALL	1ST	9011124
366489.97000	3790658.44000	1.98474	270.29	270.29	0.00	24-HR	ALL	1ST	9011124
366151.43000	3790810.26000	1.36284	271.44	271.44	0.00	24-HR	ALL	1ST	9112924
366085.95000	3790884.34000	1.28226	271.56	271.56	0.00	24-HR	ALL	1ST	9112924
366209.15000	3790636.48000	1.31434	269.90	269.90	0.00	24-HR	ALL	1ST	9011124
366343.50000	3790569.53000	1.55128	269.19	269.19	0.00	24-HR	ALL	1ST	9011124
366482.21000	3790558.74000	1.68197	269.10	269.10	0.00	24-HR	ALL	1ST	9011124
366076.50000	3790744.03000	1.13771	270.04	270.04	0.00	24-HR	ALL	1ST	9112924
366011.02000	3790818.12000	1.05746	270.83	270.83	0.00	24-HR	ALL	1ST	9112924
366151.02000	3790561.88000	1.05862	269.08	269.08	0.00	24-HR	ALL	1ST	9011124
366234.98000	3790520.04000	1.21851	268.64	268.64	0.00	24-HR	ALL	1ST	9011124
366318.95000	3790478.20000	1.32940	268.20	268.20	0.00	24-HR	ALL	1ST	9011124
366492.34000	3790464.71000	1.46944	268.08	268.08	0.00	24-HR	ALL	1ST	9011124
366581.77000	3790493.07000	1.55960	268.74	268.74	0.00	24-HR	ALL	1ST	9121924

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  366671.20000 3790521.42000       1.84528   270.22   270.22     0.00   24-HR  ALL         1ST              10120124
  366067.05000 3790603.72000       0.97694   269.13   269.13     0.00   24-HR  ALL         1ST               9112924
  366001.57000 3790677.81000       0.96806   269.31   269.31     0.00   24-HR  ALL         1ST               9112924
  365936.09000 3790751.89000       0.88904   270.10   270.10     0.00   24-HR  ALL         1ST               9112924
  366441.69000 3790934.85000       4.59154   274.16   274.16     0.00   24-HR  ALL         1ST               9122624
  367111.63000 3791489.72000      10.44510   283.27   283.27     0.00   24-HR  ALL         1ST              11021124
  367032.23000 3791650.21000      11.87299   284.00   284.00     0.00   24-HR  ALL         1ST               8121624
  367026.80000 3791705.02000      11.31068   284.58   284.58     0.00   24-HR  ALL         1ST               8121624
  367004.60000 3791824.64000      11.04174   285.87   285.87     0.00   24-HR  ALL         1ST               8121624
  366979.97000 3791877.66000      10.79412   286.44   286.44     0.00   24-HR  ALL         1ST               8121624
  366936.23000 3791933.33000      11.57636   287.08   287.08     0.00   24-HR  ALL         1ST               8121624
  367022.27000 3792022.55000       9.16388   289.02   289.02     0.00   24-HR  ALL         1ST               8121624
  367109.97000 3792214.86000       6.61467   292.02   292.02     0.00   24-HR  ALL         1ST               8121624
  367135.60000 3792208.86000       5.22307   292.29   292.29     0.00   24-HR  ALL         1ST               8121624
  367145.41000 3792251.39000       4.52614   292.87   292.87     0.00   24-HR  ALL         1ST              12122924
  367073.98000 3792269.38000       5.37305   292.52   292.52     0.00   24-HR  ALL         1ST              12122324
  366953.47000 3792101.98000       8.22032   289.87   289.87     0.00   24-HR  ALL         1ST               8021924
  366856.96000 3792020.19000      10.68391   288.58   288.58     0.00   24-HR  ALL         1ST              12122324
  366787.17000 3792100.22000       8.16720   289.41   289.41     0.00   24-HR  ALL         1ST              10090624
  366505.70000 3792029.36000       8.74026   287.01   287.01     0.00   24-HR  ALL         1ST              10121624
  366497.06000 3791828.21000      11.71251   283.83   283.83     0.00   24-HR  ALL         1ST               8021924
  366374.82000 3791826.25000       9.31783   283.67   283.67     0.00   24-HR  ALL         1ST               8021924
  366257.42000 3791647.90000       9.40610   279.85   279.85     0.00   24-HR  ALL         1ST              12120624
  366223.02000 3791586.94000       9.45946   279.18   279.18     0.00   24-HR  ALL         1ST              12120624
  366218.11000 3791478.88000       9.48379   278.01   278.01     0.00   24-HR  ALL         1ST              12120624
  366207.45000 3791452.00000       9.34406   277.72   277.72     0.00   24-HR  ALL         1ST              12120624
  366173.15000 3791439.02000       8.38048   277.57   277.57     0.00   24-HR  ALL         1ST              12120624
  366159.24000 3791421.87000       8.39044   277.39   277.39     0.00   24-HR  ALL         1ST              12120624
  366183.95000 3791300.40000       7.77477   277.00   277.00     0.00   24-HR  ALL         1ST              12120624
  366274.16000 3791157.44000       6.63178   275.64   275.64     0.00   24-HR  ALL         1ST              12120624
  366310.73000 3791083.02000       5.02906   275.44   275.44     0.00   24-HR  ALL         1ST              12120624
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
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APPENDIX G

AERMOD Model Diesel PM10 Printouts Prior to Mitigation

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**
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**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.4.0
** Lakes Environmental Software Inc.
** Date: 7/12/2017
** File: C:\Vista Env\2013\13001 Pacoima\AERMOD\Pacoima PM10\Pacoima
PM10.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE Pacoima Spreading Grounds Improvement Project Diesel PM10
   TITLETWO Spreading Basin Area - Diesel PM10 Emissions
   MODELOPT DFAULT CONC
   AVERTIME 24 ANNUAL
   URBANOPT 9862049 Los_Angeles_County
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL "Pacoima PM10.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION EQUIP1       POINT      367047.698  3792163.914      290.650
** DESCRSRC Onsite diesel equipment 1
   LOCATION EQUIP2       POINT      366751.908  3792053.951      288.400
** DESCRSRC Onsite diesel equipment 2
   LOCATION EQUIP3       POINT      367051.230  3791514.562      283.530
** DESCRSRC Onsite diesel equipment 3
   LOCATION EQUIP4       POINT      366395.022  3791778.217      283.040
** DESCRSRC Onsite diesel equipment 4
   LOCATION EQUIP5       POINT      366218.498  3791400.897      277.170
** DESCRSRC Onsite diesel equipment 5
   LOCATION EQUIP6       POINT      366439.153  3790995.821      274.820
** DESCRSRC Onsite diesel equipment 6
   LOCATION IDLEN        POINT      366694.580  3791808.490      284.500
** DESCRSRC Haul truck Idling north of Devondhire
   LOCATION IDLES        POINT      366558.350  3791378.467      278.980
** DESCRSRC Haul truck Idling south of Devondhire
** ------------------------------------------------------------------------
```

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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDOFFAB
** DESCRSRC Offsite Haul Trucks Routes A & B
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 0.0004141
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 6
** 366650.445, 3791656.907, 281.71, 1.83, 5.67
** 367041.868, 3791670.338, 284.04, 1.83, 5.67
** 367032.274, 3791766.275, 284.99, 1.83, 5.67
** 367007.330, 3791843.025, 285.95, 1.83, 5.67
** 366963.199, 3791923.612, 286.99, 1.83, 5.67
** 367294.061, 3792209.300, 292.99, 1.83, 5.67
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   LOCATION L0002461     VOLUME   366668.722 3791657.534 282.27
   LOCATION L0002462     VOLUME   366680.907 3791657.952 282.43
   LOCATION L0002463     VOLUME   366693.092 3791658.371 282.60
   LOCATION L0002464     VOLUME   366705.277 3791658.789 282.76
   LOCATION L0002465     VOLUME   366717.462 3791659.207 282.93
   LOCATION L0002466     VOLUME   366729.647 3791659.625 283.05
   LOCATION L0002467     VOLUME   366741.831 3791660.043 283.05
   LOCATION L0002468     VOLUME   366754.016 3791660.461 283.06
   LOCATION L0002469     VOLUME   366766.201 3791660.879 283.06
   LOCATION L0002470     VOLUME   366778.386 3791661.297 283.07
   LOCATION L0002471     VOLUME   366790.571 3791661.715 283.08
   LOCATION L0002472     VOLUME   366802.756 3791662.134 283.08
   LOCATION L0002473     VOLUME   366814.940 3791662.552 283.25
   LOCATION L0002474     VOLUME   366827.125 3791662.970 283.41
   LOCATION L0002475     VOLUME   366839.310 3791663.388 283.58
   LOCATION L0002476     VOLUME   366851.495 3791663.806 283.74
   LOCATION L0002477     VOLUME   366863.680 3791664.224 283.91
   LOCATION L0002478     VOLUME   366875.865 3791664.642 284.07
   LOCATION L0002479     VOLUME   366888.049 3791665.060 284.13
   LOCATION L0002480     VOLUME   366900.234 3791665.478 284.14
   LOCATION L0002481     VOLUME   366912.419 3791665.896 284.14
   LOCATION L0002482     VOLUME   366924.604 3791666.315 284.15
   LOCATION L0002483     VOLUME   366936.789 3791666.733 284.15
   LOCATION L0002484     VOLUME   366948.974 3791667.151 284.16
   LOCATION L0002485     VOLUME   366961.158 3791667.569 284.17
   LOCATION L0002486     VOLUME   366973.343 3791667.987 284.17
   LOCATION L0002487     VOLUME   366985.528 3791668.405 284.18
   LOCATION L0002488     VOLUME   366997.713 3791668.823 284.19
   LOCATION L0002489     VOLUME   367009.898 3791669.241 284.19
   LOCATION L0002490     VOLUME   367022.082 3791669.659 284.20
   LOCATION L0002491     VOLUME   367034.267 3791670.078 284.21
   LOCATION L0002492     VOLUME   367041.411 3791674.903 284.26
   LOCATION L0002493     VOLUME   367040.198 3791687.034 284.39
   LOCATION L0002494     VOLUME   367038.985 3791699.166 284.52
   LOCATION L0002495     VOLUME   367037.772 3791711.297 284.65
   LOCATION L0002496     VOLUME   367036.558 3791723.429 284.78
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   LOCATION L0002498     VOLUME   367034.132 3791747.692 285.05
   LOCATION L0002499     VOLUME   367032.919 3791759.823 285.18
   LOCATION L0002500     VOLUME   367030.510 3791771.704 285.30
   LOCATION L0002501     VOLUME   367026.741 3791783.299 285.43
   LOCATION L0002502     VOLUME   367022.973 3791794.894 285.55
   LOCATION L0002503     VOLUME   367019.204 3791806.489 285.68
   LOCATION L0002504     VOLUME   367015.436 3791818.084 285.80
   LOCATION L0002505     VOLUME   367011.668 3791829.679 285.93
   LOCATION L0002506     VOLUME   367007.899 3791841.274 286.05
   LOCATION L0002507     VOLUME   367002.359 3791852.103 286.17
   LOCATION L0002508     VOLUME   366996.503 3791862.797 286.28
   LOCATION L0002509     VOLUME   366990.647 3791873.491 286.40
   LOCATION L0002510     VOLUME   366984.791 3791884.184 286.51
   LOCATION L0002511     VOLUME   366978.935 3791894.878 286.63
   LOCATION L0002512     VOLUME   366973.079 3791905.571 286.74
   LOCATION L0002513     VOLUME   366967.223 3791916.265 286.86
   LOCATION L0002514     VOLUME   366966.087 3791926.105 286.97
   LOCATION L0002515     VOLUME   366975.315 3791934.073 287.11
   LOCATION L0002516     VOLUME   366984.543 3791942.041 287.28
   LOCATION L0002517     VOLUME   366993.771 3791950.009 287.46
   LOCATION L0002518     VOLUME   367002.999 3791957.978 287.63
   LOCATION L0002519     VOLUME   367012.227 3791965.946 287.81
   LOCATION L0002520     VOLUME   367021.455 3791973.914 287.98
   LOCATION L0002521     VOLUME   367030.683 3791981.882 288.16
   LOCATION L0002522     VOLUME   367039.911 3791989.850 288.34
   LOCATION L0002523     VOLUME   367049.139 3791997.818 288.54
   LOCATION L0002524     VOLUME   367058.367 3792005.786 288.72
   LOCATION L0002525     VOLUME   367067.595 3792013.754 288.89
   LOCATION L0002526     VOLUME   367076.823 3792021.722 289.02
   LOCATION L0002527     VOLUME   367086.051 3792029.690 289.17
   LOCATION L0002528     VOLUME   367095.279 3792037.658 289.33
   LOCATION L0002529     VOLUME   367104.507 3792045.626 289.52
   LOCATION L0002530     VOLUME   367113.735 3792053.594 289.73
   LOCATION L0002531     VOLUME   367122.963 3792061.562 289.96
   LOCATION L0002532     VOLUME   367132.190 3792069.530 290.18
   LOCATION L0002533     VOLUME   367141.418 3792077.498 290.38
   LOCATION L0002534     VOLUME   367150.646 3792085.466 290.56
   LOCATION L0002535     VOLUME   367159.874 3792093.434 290.72
   LOCATION L0002536     VOLUME   367169.102 3792101.402 290.86
   LOCATION L0002537     VOLUME   367178.330 3792109.370 290.98
   LOCATION L0002538     VOLUME   367187.558 3792117.338 291.13
   LOCATION L0002539     VOLUME   367196.786 3792125.307 291.35
   LOCATION L0002540     VOLUME   367206.014 3792133.275 291.61
   LOCATION L0002541     VOLUME   367215.242 3792141.243 291.85
   LOCATION L0002542     VOLUME   367224.470 3792149.211 292.07
   LOCATION L0002543     VOLUME   367233.698 3792157.179 292.27
   LOCATION L0002544     VOLUME   367242.926 3792165.147 292.45
   LOCATION L0002545     VOLUME   367252.154 3792173.115 292.60
   LOCATION L0002546     VOLUME   367261.382 3792181.083 292.74
   LOCATION L0002547     VOLUME   367270.610 3792189.051 292.86
   LOCATION L0002548     VOLUME   367279.838 3792197.019 292.94
   LOCATION L0002549     VOLUME   367289.066 3792204.987 293.06
** End of LINE VOLUME Source ID = RDOFFAB
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONSDEV
** DESCRSRC Onsite Haul Trucks south of Devonshire
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0001566
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
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** 366546.722, 3791444.255, 279.78, 0.00, 1.70
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   LOCATION L0002553     VOLUME   366602.135 3791623.531 281.25
   LOCATION L0002554     VOLUME   366601.054 3791620.036 281.23
   LOCATION L0002555     VOLUME   366599.974 3791616.542 281.20
   LOCATION L0002556     VOLUME   366598.894 3791613.047 281.18
   LOCATION L0002557     VOLUME   366597.814 3791609.553 281.16
   LOCATION L0002558     VOLUME   366596.734 3791606.058 281.14
   LOCATION L0002559     VOLUME   366595.654 3791602.564 281.13
   LOCATION L0002560     VOLUME   366594.574 3791599.069 281.11
   LOCATION L0002561     VOLUME   366593.494 3791595.575 281.09
   LOCATION L0002562     VOLUME   366592.413 3791592.080 281.08
   LOCATION L0002563     VOLUME   366591.333 3791588.586 281.07
   LOCATION L0002564     VOLUME   366590.253 3791585.091 281.05
   LOCATION L0002565     VOLUME   366589.173 3791581.597 281.04
   LOCATION L0002566     VOLUME   366588.093 3791578.102 281.03
   LOCATION L0002567     VOLUME   366587.013 3791574.608 281.02
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   LOCATION L0002569     VOLUME   366584.853 3791567.619 281.00
   LOCATION L0002570     VOLUME   366583.773 3791564.124 280.99
   LOCATION L0002571     VOLUME   366582.692 3791560.630 280.95
   LOCATION L0002572     VOLUME   366581.612 3791557.136 280.91
   LOCATION L0002573     VOLUME   366580.532 3791553.641 280.88
   LOCATION L0002574     VOLUME   366579.452 3791550.147 280.84
   LOCATION L0002575     VOLUME   366578.372 3791546.652 280.80
   LOCATION L0002576     VOLUME   366577.292 3791543.158 280.76
   LOCATION L0002577     VOLUME   366576.212 3791539.663 280.72
   LOCATION L0002578     VOLUME   366575.132 3791536.169 280.69
   LOCATION L0002579     VOLUME   366574.052 3791532.674 280.65
   LOCATION L0002580     VOLUME   366572.971 3791529.180 280.61
   LOCATION L0002581     VOLUME   366571.891 3791525.685 280.57
   LOCATION L0002582     VOLUME   366570.811 3791522.191 280.53
   LOCATION L0002583     VOLUME   366569.731 3791518.696 280.50
   LOCATION L0002584     VOLUME   366568.651 3791515.202 280.46
   LOCATION L0002585     VOLUME   366567.571 3791511.707 280.42
   LOCATION L0002586     VOLUME   366566.491 3791508.213 280.38
   LOCATION L0002587     VOLUME   366565.411 3791504.718 280.34
   LOCATION L0002588     VOLUME   366564.331 3791501.224 280.31
   LOCATION L0002589     VOLUME   366563.250 3791497.729 280.27
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   LOCATION L0002590     VOLUME   366562.170 3791494.235 280.23
   LOCATION L0002591     VOLUME   366561.090 3791490.740 280.19
   LOCATION L0002592     VOLUME   366560.010 3791487.246 280.15
   LOCATION L0002593     VOLUME   366558.930 3791483.751 280.12
   LOCATION L0002594     VOLUME   366557.850 3791480.257 280.08
   LOCATION L0002595     VOLUME   366556.770 3791476.762 280.04
   LOCATION L0002596     VOLUME   366555.690 3791473.268 280.00
   LOCATION L0002597     VOLUME   366554.610 3791469.773 279.96
   LOCATION L0002598     VOLUME   366553.529 3791466.279 279.93
   LOCATION L0002599     VOLUME   366552.449 3791462.785 279.89
   LOCATION L0002600     VOLUME   366551.369 3791459.290 279.85
   LOCATION L0002601     VOLUME   366550.289 3791455.796 279.81
   LOCATION L0002602     VOLUME   366549.209 3791452.301 279.77
   LOCATION L0002603     VOLUME   366548.129 3791448.807 279.74
   LOCATION L0002604     VOLUME   366547.049 3791445.312 279.70
** End of LINE VOLUME Source ID = RDONSDEV
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONNDEV
** DESCRSRC Onsite Haul Trucks north of Devonshire
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0001566
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 366681.423, 3791673.301, 282.54, 0.00, 1.70
** 366791.918, 3791844.962, 285.91, 0.00, 1.70
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   LOCATION L0002605     VOLUME   366682.413 3791674.838 282.63
   LOCATION L0002606     VOLUME   366684.393 3791677.914 282.69
   LOCATION L0002607     VOLUME   366686.372 3791680.990 282.75
   LOCATION L0002608     VOLUME   366688.352 3791684.065 282.81
   LOCATION L0002609     VOLUME   366690.332 3791687.141 282.87
   LOCATION L0002610     VOLUME   366692.311 3791690.216 282.93
   LOCATION L0002611     VOLUME   366694.291 3791693.292 282.98
   LOCATION L0002612     VOLUME   366696.271 3791696.367 283.04
   LOCATION L0002613     VOLUME   366698.250 3791699.443 283.10
   LOCATION L0002614     VOLUME   366700.230 3791702.518 283.16
   LOCATION L0002615     VOLUME   366702.210 3791705.594 283.22
   LOCATION L0002616     VOLUME   366704.189 3791708.669 283.28
   LOCATION L0002617     VOLUME   366706.169 3791711.745 283.34
   LOCATION L0002618     VOLUME   366708.149 3791714.821 283.40
   LOCATION L0002619     VOLUME   366710.128 3791717.896 283.46
   LOCATION L0002620     VOLUME   366712.108 3791720.972 283.51
   LOCATION L0002621     VOLUME   366714.087 3791724.047 283.57
   LOCATION L0002622     VOLUME   366716.067 3791727.123 283.63
   LOCATION L0002623     VOLUME   366718.047 3791730.198 283.69
   LOCATION L0002624     VOLUME   366720.026 3791733.274 283.75
   LOCATION L0002625     VOLUME   366722.006 3791736.349 283.81
   LOCATION L0002626     VOLUME   366723.986 3791739.425 283.87
   LOCATION L0002627     VOLUME   366725.965 3791742.500 283.93
   LOCATION L0002628     VOLUME   366727.945 3791745.576 283.98
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   LOCATION L0002629     VOLUME   366729.925 3791748.652 284.01
   LOCATION L0002630     VOLUME   366731.904 3791751.727 284.05
   LOCATION L0002631     VOLUME   366733.884 3791754.803 284.08
   LOCATION L0002632     VOLUME   366735.864 3791757.878 284.12
   LOCATION L0002633     VOLUME   366737.843 3791760.954 284.16
   LOCATION L0002634     VOLUME   366739.823 3791764.029 284.21
   LOCATION L0002635     VOLUME   366741.803 3791767.105 284.25
   LOCATION L0002636     VOLUME   366743.782 3791770.180 284.30
   LOCATION L0002637     VOLUME   366745.762 3791773.256 284.34
   LOCATION L0002638     VOLUME   366747.742 3791776.331 284.39
   LOCATION L0002639     VOLUME   366749.721 3791779.407 284.44
   LOCATION L0002640     VOLUME   366751.701 3791782.483 284.50
   LOCATION L0002641     VOLUME   366753.681 3791785.558 284.55
   LOCATION L0002642     VOLUME   366755.660 3791788.634 284.61
   LOCATION L0002643     VOLUME   366757.640 3791791.709 284.66
   LOCATION L0002644     VOLUME   366759.620 3791794.785 284.72
   LOCATION L0002645     VOLUME   366761.599 3791797.860 284.79
   LOCATION L0002646     VOLUME   366763.579 3791800.936 284.85
   LOCATION L0002647     VOLUME   366765.559 3791804.011 284.91
   LOCATION L0002648     VOLUME   366767.538 3791807.087 284.98
   LOCATION L0002649     VOLUME   366769.518 3791810.162 285.05
   LOCATION L0002650     VOLUME   366771.498 3791813.238 285.12
   LOCATION L0002651     VOLUME   366773.477 3791816.314 285.19
   LOCATION L0002652     VOLUME   366775.457 3791819.389 285.26
   LOCATION L0002653     VOLUME   366777.437 3791822.465 285.34
   LOCATION L0002654     VOLUME   366779.416 3791825.540 285.41
   LOCATION L0002655     VOLUME   366781.396 3791828.616 285.49
   LOCATION L0002656     VOLUME   366783.376 3791831.691 285.57
   LOCATION L0002657     VOLUME   366785.355 3791834.767 285.65
   LOCATION L0002658     VOLUME   366787.335 3791837.842 285.74
   LOCATION L0002659     VOLUME   366789.315 3791840.918 285.81
   LOCATION L0002660     VOLUME   366791.294 3791843.993 285.87
** End of LINE VOLUME Source ID = RDONNDEV
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDOFFC
** DESCRSRC Offsite Haul Trucks Route C
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 0.0002272
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 366637.676, 3791653.226, 281.57, 0.00, 5.67
** 366208.216, 3791631.173, 279.81, 0.00, 5.67
** 366076.011, 3791631.521, 279.79, 0.00, 5.67
** 365695.666, 3791640.437, 278.82, 0.00, 5.67
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   LOCATION L0002661     VOLUME   366631.588 3791652.914 281.74
   LOCATION L0002662     VOLUME   366619.412 3791652.288 281.58
   LOCATION L0002663     VOLUME   366607.236 3791651.663 281.43
   LOCATION L0002664     VOLUME   366595.060 3791651.038 281.28
   LOCATION L0002665     VOLUME   366582.884 3791650.413 281.13
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LOCATION L0002666 VOLUME 366570.708 3791649.787 281.00
LOCATION L0002667 VOLUME 366558.533 3791649.162 281.00
LOCATION L0002668 VOLUME 366546.357 3791648.537 281.00
LOCATION L0002669 VOLUME 366534.181 3791647.912 281.00
LOCATION L0002670 VOLUME 366522.005 3791647.286 281.00
LOCATION L0002671 VOLUME 366509.829 3791646.661 281.00
LOCATION L0002672 VOLUME 366497.653 3791646.036 281.00
LOCATION L0002673 VOLUME 366485.477 3791645.411 280.98
LOCATION L0002674 VOLUME 366473.301 3791644.785 280.96
LOCATION L0002675 VOLUME 366461.125 3791644.160 280.93
LOCATION L0002676 VOLUME 366448.949 3791643.535 280.90
LOCATION L0002677 VOLUME 366436.773 3791642.910 280.86
LOCATION L0002678 VOLUME 366424.597 3791642.284 280.83
LOCATION L0002679 VOLUME 366412.421 3791641.659 280.80
LOCATION L0002680 VOLUME 366400.245 3791641.034 280.79
LOCATION L0002681 VOLUME 366388.069 3791640.409 280.79
LOCATION L0002682 VOLUME 366375.893 3791639.783 280.78
LOCATION L0002683 VOLUME 366363.717 3791639.158 280.77
LOCATION L0002684 VOLUME 366351.541 3791638.533 280.76
LOCATION L0002685 VOLUME 366339.365 3791637.908 280.72
LOCATION L0002686 VOLUME 366327.189 3791637.282 280.55
LOCATION L0002687 VOLUME 366315.013 3791636.657 280.38
LOCATION L0002688 VOLUME 366302.837 3791636.032 280.22
LOCATION L0002689 VOLUME 366290.661 3791635.407 280.05
LOCATION L0002690 VOLUME 366278.486 3791634.781 279.88
LOCATION L0002691 VOLUME 366266.310 3791634.156 279.71
LOCATION L0002692 VOLUME 366254.134 3791633.531 279.69
LOCATION L0002693 VOLUME 366241.958 3791632.906 279.68
LOCATION L0002694 VOLUME 366229.782 3791632.280 279.67
LOCATION L0002695 VOLUME 366217.606 3791631.655 279.66
LOCATION L0002696 VOLUME 366205.426 3791631.180 279.66
LOCATION L0002697 VOLUME 366193.234 3791631.212 279.66
LOCATION L0002698 VOLUME 366181.042 3791631.245 279.65
LOCATION L0002699 VOLUME 366168.850 3791631.277 279.65
LOCATION L0002700 VOLUME 366156.658 3791631.309 279.65
LOCATION L0002701 VOLUME 366144.466 3791631.341 279.65
LOCATION L0002702 VOLUME 366132.274 3791631.373 279.65
LOCATION L0002703 VOLUME 366120.082 3791631.405 279.65
LOCATION L0002704 VOLUME 366107.890 3791631.437 279.64
LOCATION L0002705 VOLUME 366095.699 3791631.470 279.64
LOCATION L0002706 VOLUME 366083.507 3791631.502 279.64
LOCATION L0002707 VOLUME 366071.316 3791631.631 279.64
LOCATION L0002708 VOLUME 366059.127 3791631.917 279.64
LOCATION L0002709 VOLUME 366046.939 3791632.203 279.64
LOCATION L0002710 VOLUME 366034.750 3791632.489 279.64
LOCATION L0002711 VOLUME 366022.561 3791632.774 279.65
LOCATION L0002712 VOLUME 366010.373 3791633.060 279.65
LOCATION L0002713 VOLUME 365998.184 3791633.346 279.65
LOCATION L0002714 VOLUME 365985.995 3791633.631 279.65
LOCATION L0002715 VOLUME 365973.807 3791633.917 279.65
LOCATION L0002716 VOLUME 365961.618 3791634.203 279.65
LOCATION L0002717 VOLUME 365949.429 3791634.489 279.65
LOCATION L0002718 VOLUME 365937.241 3791634.774 279.65
LOCATION L0002719 VOLUME 365925.052 3791635.060 279.66

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   LOCATION L0002720     VOLUME   365912.863 3791635.346 279.66
   LOCATION L0002721     VOLUME   365900.675 3791635.632 279.66
   LOCATION L0002722     VOLUME   365888.486 3791635.917 279.66
   LOCATION L0002723     VOLUME   365876.297 3791636.203 279.59
   LOCATION L0002724     VOLUME   365864.109 3791636.489 279.44
   LOCATION L0002725     VOLUME   365851.920 3791636.774 279.28
   LOCATION L0002726     VOLUME   365839.731 3791637.060 279.12
   LOCATION L0002727     VOLUME   365827.543 3791637.346 278.96
   LOCATION L0002728     VOLUME   365815.354 3791637.632 278.80
   LOCATION L0002729     VOLUME   365803.166 3791637.917 278.67
   LOCATION L0002730     VOLUME   365790.977 3791638.203 278.67
   LOCATION L0002731     VOLUME   365778.788 3791638.489 278.67
   LOCATION L0002732     VOLUME   365766.600 3791638.774 278.67
   LOCATION L0002733     VOLUME   365754.411 3791639.060 278.67
   LOCATION L0002734     VOLUME   365742.222 3791639.346 278.67
   LOCATION L0002735     VOLUME   365730.034 3791639.632 278.68
   LOCATION L0002736     VOLUME   365717.845 3791639.917 278.68
   LOCATION L0002737     VOLUME   365705.656 3791640.203 278.68
** End of LINE VOLUME Source ID = RDOFFC
** Source Parameters **
   SRCPARAM EQUIP1          0.0064     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP2          0.0064     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP3          0.0064     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP4          0.0064     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP5          0.0064     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP6          0.0064     3.840   366.000  51.71000
0.100
   SRCPARAM IDLEN        0.0001244     3.840   366.000  51.71000
0.100
   SRCPARAM IDLES        0.0001244     3.840   366.000  51.71000
0.100
** LINE VOLUME Source ID = RDOFFAB
   SRCPARAM L0002460     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002461     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002462     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002463     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002464     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002465     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002466     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002467     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002468     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002469     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002470     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002471     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002472     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002473     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002474     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002475     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002476     0.000004601      1.83      5.67      0.85
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SRCPARAM L0002477     0.000004601      1.83      5.67      0.85
SRCPARAM L0002478     0.000004601      1.83      5.67      0.85
SRCPARAM L0002479     0.000004601      1.83      5.67      0.85
SRCPARAM L0002480     0.000004601      1.83      5.67      0.85
SRCPARAM L0002481     0.000004601      1.83      5.67      0.85
SRCPARAM L0002482     0.000004601      1.83      5.67      0.85
SRCPARAM L0002483     0.000004601      1.83      5.67      0.85
SRCPARAM L0002484     0.000004601      1.83      5.67      0.85
SRCPARAM L0002485     0.000004601      1.83      5.67      0.85
SRCPARAM L0002486     0.000004601      1.83      5.67      0.85
SRCPARAM L0002487     0.000004601      1.83      5.67      0.85
SRCPARAM L0002488     0.000004601      1.83      5.67      0.85
SRCPARAM L0002489     0.000004601      1.83      5.67      0.85
SRCPARAM L0002490     0.000004601      1.83      5.67      0.85
SRCPARAM L0002491     0.000004601      1.83      5.67      0.85
SRCPARAM L0002492     0.000004601      1.83      5.67      0.85
SRCPARAM L0002493     0.000004601      1.83      5.67      0.85
SRCPARAM L0002494     0.000004601      1.83      5.67      0.85
SRCPARAM L0002495     0.000004601      1.83      5.67      0.85
SRCPARAM L0002496     0.000004601      1.83      5.67      0.85
SRCPARAM L0002497     0.000004601      1.83      5.67      0.85
SRCPARAM L0002498     0.000004601      1.83      5.67      0.85
SRCPARAM L0002499     0.000004601      1.83      5.67      0.85
SRCPARAM L0002500     0.000004601      1.83      5.67      0.85
SRCPARAM L0002501     0.000004601      1.83      5.67      0.85
SRCPARAM L0002502     0.000004601      1.83      5.67      0.85
SRCPARAM L0002503     0.000004601      1.83      5.67      0.85
SRCPARAM L0002504     0.000004601      1.83      5.67      0.85
SRCPARAM L0002505     0.000004601      1.83      5.67      0.85
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SRCPARAM L0002507     0.000004601      1.83      5.67      0.85
SRCPARAM L0002508     0.000004601      1.83      5.67      0.85
SRCPARAM L0002509     0.000004601      1.83      5.67      0.85
SRCPARAM L0002510     0.000004601      1.83      5.67      0.85
SRCPARAM L0002511     0.000004601      1.83      5.67      0.85
SRCPARAM L0002512     0.000004601      1.83      5.67      0.85
SRCPARAM L0002513     0.000004601      1.83      5.67      0.85
SRCPARAM L0002514     0.000004601      1.83      5.67      0.85
SRCPARAM L0002515     0.000004601      1.83      5.67      0.85
SRCPARAM L0002516     0.000004601      1.83      5.67      0.85
SRCPARAM L0002517     0.000004601      1.83      5.67      0.85
SRCPARAM L0002518     0.000004601      1.83      5.67      0.85
SRCPARAM L0002519     0.000004601      1.83      5.67      0.85
SRCPARAM L0002520     0.000004601      1.83      5.67      0.85
SRCPARAM L0002521     0.000004601      1.83      5.67      0.85
SRCPARAM L0002522     0.000004601      1.83      5.67      0.85
SRCPARAM L0002523     0.000004601      1.83      5.67      0.85
SRCPARAM L0002524     0.000004601      1.83      5.67      0.85
SRCPARAM L0002525     0.000004601      1.83      5.67      0.85
SRCPARAM L0002526     0.000004601      1.83      5.67      0.85
SRCPARAM L0002527     0.000004601      1.83      5.67      0.85
SRCPARAM L0002528     0.000004601      1.83      5.67      0.85
SRCPARAM L0002529     0.000004601      1.83      5.67      0.85
SRCPARAM L0002530     0.000004601      1.83      5.67      0.85
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   SRCPARAM L0002531     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002532     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002533     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002534     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002535     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002536     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002537     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002538     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002539     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002540     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002541     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002542     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002543     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002544     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002545     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002546     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002547     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002548     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002549     0.000004601      1.83      5.67      0.85
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** LINE VOLUME Source ID = RDONSDEV
   SRCPARAM L0002550     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002551     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002552     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002553     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002554     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002555     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002556     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002557     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002558     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002559     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002560     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002561     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002562     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002563     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002564     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002565     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002566     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002567     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002568     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002569     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002570     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002571     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002572     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002573     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002574     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002575     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002576     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002577     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002578     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002579     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002580     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002581     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002582     0.000002847      0.00      1.70      0.85
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   SRCPARAM L0002583     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002584     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002585     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002586     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002587     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002588     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002589     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002590     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002591     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002592     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002593     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002594     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002595     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002596     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002597     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002598     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002599     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002600     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002601     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002602     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002603     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002604     0.000002847      0.00      1.70      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = RDONNDEV
   SRCPARAM L0002605     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002606     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002607     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002608     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002609     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002610     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002611     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002612     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002613     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002614     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002615     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002616     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002617     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002618     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002619     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002620     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002621     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002622     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002623     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002624     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002625     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002626     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002627     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002628     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002629     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002630     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002631     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002632     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002633     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002634     0.000002796      0.00      1.70      0.85
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   SRCPARAM L0002635     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002636     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002637     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002638     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002639     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002640     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002641     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002642     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002643     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002644     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002645     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002646     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002647     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002648     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002649     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002650     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002651     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002652     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002653     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002654     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002655     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002656     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002657     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002658     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002659     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002660     0.000002796      0.00      1.70      0.85
** ----------------------------------------------------------------------
** LINE VOLUME Source ID = RDOFFC
   SRCPARAM L0002661     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002662     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002663     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002664     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002665     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002666     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002667     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002668     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002669     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002670     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002671     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002672     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002673     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002674     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002675     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002676     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002677     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002678     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002679     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002680     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002681     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002682     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002683     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002684     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002685     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002686     0.000002951      0.00      5.67      0.85
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   SRCPARAM L0002687     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002688     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002689     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002690     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002691     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002692     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002693     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002694     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002695     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002696     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002697     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002698     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002699     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002700     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002701     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002702     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002703     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002704     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002705     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002706     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002707     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002708     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002709     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002710     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002711     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002712     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002713     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002714     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002715     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002716     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002717     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002718     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002719     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002720     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002721     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002722     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002723     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002724     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002725     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002726     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002727     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002728     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002729     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002730     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002731     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002732     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002733     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002734     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002735     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002736     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002737     0.000002951      0.00      5.67      0.85
** ------------------------------------------------------------------
   URBANSRC ALL
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** Variable Emissions Type: "By Hour-of-Day (HROFDY)"
** Variable Emission Scenario: "Scenario 2"
   EMISFACT EQUIP1       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP1       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP1       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP1       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP2       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP2       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP2       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP2       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP3       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP3       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP3       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP3       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP4       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP4       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP4       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP4       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP5       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP5       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP5       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP5       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP6       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP6       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP6       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP6       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLEN        HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLEN        HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLEN        HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLEN        HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLES        HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLES        HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLES        HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLES        HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002460     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002460     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002460     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002460     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002461     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002461     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002461     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002461     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002462     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002462     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002462     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002462     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002463     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002463     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002463     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002463     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002464     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002464     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002464     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002464     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002465     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002465     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002465     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002465     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002466     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002466     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002466     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002466     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002467     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002467     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002467     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002467     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002468     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002468     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002468     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002468     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002469     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002469     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002469     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002469     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002470     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002470     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002470     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002470     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002471     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002471     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002471     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002471     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002472     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002472     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002472     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002472     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002473     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002473     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002473     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002473     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002474     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002474     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002474     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002474     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002475     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002475     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002475     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002475     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002476     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002476     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002476     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002476     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002477     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002477     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002477     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002477     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002478     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002478     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002478     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002478     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002479     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002479     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002543     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002543     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002543     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002543     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002544     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002544     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002544     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002544     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002545     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002545     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002545     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002545     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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   EMISFACT L0002546     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002546     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002546     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002546     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002547     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002547     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002547     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002547     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002548     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002548     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002548     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002548     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002549     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002549     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002549     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002549     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   SRCGROUP ALL
SO FINISHED
**
**********************************
** AERMOD Receptor Pathway
**********************************
**
**
RE STARTING
   INCLUDED "Pacoima PM10.rou"
RE FINISHED
**
**********************************
** AERMOD Meteorology Pathway
**********************************
**
**
ME STARTING
   SURFFILE ..\burk8.sfc
   PROFFILE ..\burk8.PFL
   SURFDATA 0 2008 Burbank 378.62 3782.24
   UAIRDATA 3190 2008
   SITEDATA 99999 2008
   PROFBASE 175.0 METERS
ME FINISHED
**
**********************************
** AERMOD Output Pathway
**********************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
   PLOTFILE 24 ALL 1ST "Pacoima PM10.AD\24H1GALL.PLT" 31
   PLOTFILE ANNUAL ALL "Pacoima PM10.AD\AN00GALL.PLT" 32
   SUMMFILE "Pacoima PM10.sum"
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OU FINISHED
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** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

* MODELING OPTIONS USED: RegDFAULT CONC ELEV URBAN
* PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 5 YEARS FOR SOURCE GROUP: ALL
* FOR A TOTAL OF 269 RECEPTORS.
* FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)

X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	NUM YRS	NET ID
367030.00000	3792240.00000	0.17074	291.74	291.74	0.00	ANNUAL	ALL	00000005	
366644.00000	3792082.00000	0.11135	288.12	288.12	0.00	ANNUAL	ALL	00000005	
366494.00000	3791913.00000	0.07329	284.75	284.75	0.00	ANNUAL	ALL	00000005	
366260.00000	3791664.00000	0.08025	280.02	280.02	0.00	ANNUAL	ALL	00000005	
366214.00000	3791536.00000	0.09966	278.63	278.63	0.00	ANNUAL	ALL	00000005	
366272.00000	3791136.00000	0.05318	275.44	275.44	0.00	ANNUAL	ALL	00000005	
366526.00000	3790962.00000	0.08578	274.47	274.47	0.00	ANNUAL	ALL	00000005	
367107.00000	3791450.00000	0.09524	282.84	282.84	0.00	ANNUAL	ALL	00000005	
367095.00000	3791634.00000	0.09040	284.00	284.00	0.00	ANNUAL	ALL	00000005	
367081.00000	3791995.00000	0.06265	288.61	288.61	0.00	ANNUAL	ALL	00000005	
367267.00000	3792154.00000	0.04123	292.45	292.45	0.00	ANNUAL	ALL	00000005	
366025.00000	3791611.00000	0.06233	279.41	279.41	0.00	ANNUAL	ALL	00000005	
366189.59000	3791104.07000	0.03870	274.95	274.95	0.00	ANNUAL	ALL	00000005	
366099.38000	3791247.03000	0.03934	275.48	275.48	0.00	ANNUAL	ALL	00000005	
366105.02000	3791050.71000	0.02564	274.01	274.01	0.00	ANNUAL	ALL	00000005	
366014.81000	3791193.67000	0.02574	274.89	274.89	0.00	ANNUAL	ALL	00000005	
366020.45000	3790997.34000	0.01745	272.77	272.77	0.00	ANNUAL	ALL	00000005	
365930.24000	3791140.30000	0.01838	274.30	274.30	0.00	ANNUAL	ALL	00000005	
365935.88000	3790943.98000	0.01276	272.18	272.18	0.00	ANNUAL	ALL	00000005	
365845.67000	3791086.94000	0.01370	273.71	273.71	0.00	ANNUAL	ALL	00000005	
365851.31000	3790890.61000	0.00989	271.59	271.59	0.00	ANNUAL	ALL	00000005	
365761.10000	3791033.57000	0.01058	272.72	272.72	0.00	ANNUAL	ALL	00000005	
366073.60000	3791341.20000	0.05112	276.50	276.50	0.00	ANNUAL	ALL	00000005	
365975.61000	3791321.27000	0.02969	276.27	276.27	0.00	ANNUAL	ALL	00000005	
365889.97000	3791240.60000	0.01922	275.38	275.38	0.00	ANNUAL	ALL	00000005	
365865.26000	3791362.07000	0.02212	276.53	276.53	0.00	ANNUAL	ALL	00000005	
365809.87000	3791176.09000	0.01434	274.10	274.10	0.00	ANNUAL	ALL	00000005	
365779.62000	3791281.40000	0.01524	274.81	274.81	0.00	ANNUAL	ALL	00000005	
365716.36000	3791145.01000	0.01128	273.96	273.96	0.00	ANNUAL	ALL	00000005	
365681.63000	3791261.46000	0.01199	274.58	274.58	0.00	ANNUAL	ALL	00000005	
366076.49000	3791464.13000	0.07369	277.83	277.83	0.00	ANNUAL	ALL	00000005	

365998.83000	3791527.12000	0.04628	278.50	278.50	0.00	ANNUAL	ALL	00000005
365973.42000	3791423.47000	0.03758	277.37	277.37	0.00	ANNUAL	ALL	00000005
365921.16000	3791590.12000	0.04094	279.17	279.17	0.00	ANNUAL	ALL	00000005
365895.75000	3791486.46000	0.03006	278.04	278.04	0.00	ANNUAL	ALL	00000005
365843.50000	3791653.11000	0.05270	279.34	279.34	0.00	ANNUAL	ALL	00000005
365818.09000	3791549.45000	0.02626	277.90	277.90	0.00	ANNUAL	ALL	00000005
365792.68000	3791445.79000	0.02026	276.59	276.59	0.00	ANNUAL	ALL	00000005
365765.83000	3791716.10000	0.02369	279.51	279.51	0.00	ANNUAL	ALL	00000005
365740.42000	3791612.44000	0.03339	278.38	278.38	0.00	ANNUAL	ALL	00000005
365715.01000	3791508.78000	0.01809	277.26	277.26	0.00	ANNUAL	ALL	00000005
365689.60000	3791405.13000	0.01463	276.13	276.13	0.00	ANNUAL	ALL	00000005
366137.76000	3791532.55000	0.08338	278.58	278.58	0.00	ANNUAL	ALL	00000005
366074.18000	3791605.72000	0.06551	279.36	279.36	0.00	ANNUAL	ALL	00000005
366041.61000	3791701.28000	0.04201	280.39	280.39	0.00	ANNUAL	ALL	00000005
366003.40000	3791792.77000	0.03159	281.00	281.00	0.00	ANNUAL	ALL	00000005
365918.85000	3791731.70000	0.03027	280.70	280.70	0.00	ANNUAL	ALL	00000005
365969.76000	3791887.57000	0.02629	281.39	281.39	0.00	ANNUAL	ALL	00000005
365890.50000	3791830.32000	0.02376	281.00	281.00	0.00	ANNUAL	ALL	00000005
366170.33000	3791697.05000	0.05715	280.36	280.36	0.00	ANNUAL	ALL	00000005
365787.57000	3791832.67000	0.01963	280.77	280.77	0.00	ANNUAL	ALL	00000005
366252.16000	3791821.78000	0.08225	282.30	282.30	0.00	ANNUAL	ALL	00000005
366129.50000	3791817.32000	0.04426	281.13	281.13	0.00	ANNUAL	ALL	00000005
366207.76000	3791936.22000	0.04919	283.15	283.15	0.00	ANNUAL	ALL	00000005
366085.10000	3791931.75000	0.03369	281.89	281.89	0.00	ANNUAL	ALL	00000005
366001.58000	3791986.73000	0.02531	282.47	282.47	0.00	ANNUAL	ALL	00000005
365839.78000	3791922.81000	0.01952	281.76	281.76	0.00	ANNUAL	ALL	00000005
365918.05000	3792041.71000	0.02000	283.05	283.05	0.00	ANNUAL	ALL	00000005
366373.22000	3791926.24000	0.08796	284.88	284.88	0.00	ANNUAL	ALL	00000005
366495.46000	3791928.20000	0.06958	284.92	284.92	0.00	ANNUAL	ALL	00000005
366325.07000	3792013.88000	0.05189	285.53	285.53	0.00	ANNUAL	ALL	00000005
366432.73000	3792027.20000	0.05598	286.95	286.95	0.00	ANNUAL	ALL	00000005
366323.47000	3792113.87000	0.03954	287.47	287.47	0.00	ANNUAL	ALL	00000005
366195.00000	3792056.52000	0.03486	284.52	284.52	0.00	ANNUAL	ALL	00000005
366431.13000	3792127.19000	0.04570	288.06	288.06	0.00	ANNUAL	ALL	00000005
366321.86000	3792213.86000	0.03270	287.99	287.99	0.00	ANNUAL	ALL	00000005
366228.77000	3792189.18000	0.02914	287.12	287.12	0.00	ANNUAL	ALL	00000005
366146.85000	3792144.17000	0.02728	285.56	285.56	0.00	ANNUAL	ALL	00000005
366076.09000	3792078.84000	0.02595	283.93	283.93	0.00	ANNUAL	ALL	00000005
366429.53000	3792227.18000	0.03846	289.31	289.31	0.00	ANNUAL	ALL	00000005

366308.62000	3792310.76000	0.02744	289.47	289.47	0.00	ANNUAL	ALL	00000005
366192.26000	3792279.91000	0.02388	287.60	287.60	0.00	ANNUAL	ALL	00000005
366089.86000	3792223.65000	0.02202	285.65	285.65	0.00	ANNUAL	ALL	00000005
366001.41000	3792141.99000	0.02077	284.15	284.15	0.00	ANNUAL	ALL	00000005
366427.92000	3792327.17000	0.03244	291.21	291.21	0.00	ANNUAL	ALL	00000005
366397.15000	3791832.50000	0.24802	283.82	283.82	0.00	ANNUAL	ALL	00000005
366575.11000	3792149.95000	0.06416	288.65	288.65	0.00	ANNUAL	ALL	00000005
366668.93000	3792173.57000	0.09086	289.60	289.60	0.00	ANNUAL	ALL	00000005
366762.76000	3792197.19000	0.09582	290.25	290.25	0.00	ANNUAL	ALL	00000005
366550.70000	3792246.93000	0.04736	290.37	290.37	0.00	ANNUAL	ALL	00000005
366644.52000	3792270.55000	0.05326	290.64	290.64	0.00	ANNUAL	ALL	00000005
366738.34000	3792294.17000	0.05801	291.83	291.83	0.00	ANNUAL	ALL	00000005
366526.28000	3792343.90000	0.03528	291.42	291.42	0.00	ANNUAL	ALL	00000005
366620.11000	3792367.52000	0.03759	291.69	291.69	0.00	ANNUAL	ALL	00000005
366713.93000	3792391.14000	0.04052	292.66	292.66	0.00	ANNUAL	ALL	00000005
366408.05000	3792417.26000	0.02655	291.96	291.96	0.00	ANNUAL	ALL	00000005
366501.87000	3792440.88000	0.02774	292.46	292.46	0.00	ANNUAL	ALL	00000005
366595.69000	3792464.50000	0.02893	292.84	292.84	0.00	ANNUAL	ALL	00000005
366689.52000	3792488.12000	0.03008	294.00	294.00	0.00	ANNUAL	ALL	00000005
366317.23000	3792471.96000	0.02191	292.06	292.06	0.00	ANNUAL	ALL	00000005
366184.43000	3792387.41000	0.02020	288.64	288.64	0.00	ANNUAL	ALL	00000005
366477.46000	3792537.85000	0.02251	293.81	293.81	0.00	ANNUAL	ALL	00000005
366571.28000	3792561.47000	0.02301	294.56	294.56	0.00	ANNUAL	ALL	00000005
366665.10000	3792585.09000	0.02313	295.10	295.10	0.00	ANNUAL	ALL	00000005
366862.54000	3792165.94000	0.08834	290.54	290.54	0.00	ANNUAL	ALL	00000005
366932.33000	3792085.91000	0.08193	289.69	289.69	0.00	ANNUAL	ALL	00000005
366907.59000	3792251.47000	0.08478	291.95	291.95	0.00	ANNUAL	ALL	00000005
366979.16000	3792319.67000	0.07200	293.23	293.23	0.00	ANNUAL	ALL	00000005
366836.11000	3792387.67000	0.04544	293.24	293.24	0.00	ANNUAL	ALL	00000005
367048.17000	3792257.38000	0.13774	292.16	292.16	0.00	ANNUAL	ALL	00000005
367052.26000	3792386.88000	0.04886	293.96	293.96	0.00	ANNUAL	ALL	00000005
366943.10000	3792458.17000	0.03575	294.72	294.72	0.00	ANNUAL	ALL	00000005
366819.84000	3792484.41000	0.03228	294.97	294.97	0.00	ANNUAL	ALL	00000005
367123.54000	3792323.10000	0.05672	293.34	293.34	0.00	ANNUAL	ALL	00000005
367126.11000	3792453.60000	0.03144	295.46	295.46	0.00	ANNUAL	ALL	00000005
367050.31000	3792503.10000	0.02972	295.29	295.29	0.00	ANNUAL	ALL	00000005
366974.51000	3792552.61000	0.02618	295.74	295.74	0.00	ANNUAL	ALL	00000005
366846.10000	3792579.94000	0.02440	296.03	296.03	0.00	ANNUAL	ALL	00000005
366755.60000	3792582.52000	0.02407	295.28	295.28	0.00	ANNUAL	ALL	00000005

367198.90000	3792388.83000	0.03073	295.01	295.01	0.00	ANNUAL	ALL	00000005
366792.31000	3792096.48000	0.19484	289.39	289.39	0.00	ANNUAL	ALL	00000005
367147.25000	3792560.30000	0.02161	297.18	297.18	0.00	ANNUAL	ALL	00000005
367112.95000	3792654.23000	0.01801	298.59	298.59	0.00	ANNUAL	ALL	00000005
366995.52000	3792648.16000	0.02011	297.56	297.56	0.00	ANNUAL	ALL	00000005
367243.10000	3792639.28000	0.01504	299.13	299.13	0.00	ANNUAL	ALL	00000005
367122.70000	3792750.44000	0.01453	299.87	299.87	0.00	ANNUAL	ALL	00000005
366975.90000	3792742.85000	0.01640	298.80	298.80	0.00	ANNUAL	ALL	00000005
366843.93000	3792694.67000	0.01850	297.78	297.78	0.00	ANNUAL	ALL	00000005
367267.52000	3792736.25000	0.01216	300.74	300.74	0.00	ANNUAL	ALL	00000005
367236.79000	3792266.23000	0.03545	294.06	294.06	0.00	ANNUAL	ALL	00000005
367334.23000	3792243.75000	0.02405	293.92	293.92	0.00	ANNUAL	ALL	00000005
367431.67000	3792221.28000	0.01720	294.25	294.25	0.00	ANNUAL	ALL	00000005
367413.49000	3792333.23000	0.01632	295.73	295.73	0.00	ANNUAL	ALL	00000005
367370.92000	3792430.27000	0.01626	296.36	296.36	0.00	ANNUAL	ALL	00000005
367279.58000	3792497.49000	0.01829	297.19	297.19	0.00	ANNUAL	ALL	00000005
367528.25000	3792204.13000	0.01341	294.45	294.45	0.00	ANNUAL	ALL	00000005
367507.47000	3792332.08000	0.01280	296.47	296.47	0.00	ANNUAL	ALL	00000005
367451.89000	3792485.63000	0.01242	298.37	298.37	0.00	ANNUAL	ALL	00000005
367347.50000	3792562.45000	0.01400	297.91	297.91	0.00	ANNUAL	ALL	00000005
367625.88000	3792180.47000	0.01093	294.82	294.82	0.00	ANNUAL	ALL	00000005
367605.68000	3792304.86000	0.01059	296.32	296.32	0.00	ANNUAL	ALL	00000005
367585.48000	3792429.25000	0.01006	298.50	298.50	0.00	ANNUAL	ALL	00000005
367538.18000	3792537.07000	0.00999	299.28	299.28	0.00	ANNUAL	ALL	00000005
367436.69000	3792611.76000	0.01096	299.49	299.49	0.00	ANNUAL	ALL	00000005
367138.03000	3792115.65000	0.09251	291.05	291.05	0.00	ANNUAL	ALL	00000005
367218.18000	3792165.58000	0.05696	292.32	292.32	0.00	ANNUAL	ALL	00000005
367115.23000	3792018.29000	0.06208	288.99	288.99	0.00	ANNUAL	ALL	00000005
367216.12000	3792034.94000	0.04103	290.24	290.24	0.00	ANNUAL	ALL	00000005
367285.91000	3792101.50000	0.03251	291.82	291.82	0.00	ANNUAL	ALL	00000005
367092.44000	3791920.92000	0.04556	287.65	287.65	0.00	ANNUAL	ALL	00000005
367193.33000	3791937.57000	0.03620	289.12	289.12	0.00	ANNUAL	ALL	00000005
367309.07000	3791975.02000	0.02650	289.55	289.55	0.00	ANNUAL	ALL	00000005
367368.50000	3792058.23000	0.02300	291.07	291.07	0.00	ANNUAL	ALL	00000005
367069.65000	3791823.55000	0.04778	286.26	286.26	0.00	ANNUAL	ALL	00000005
367170.53000	3791840.20000	0.03636	287.12	287.12	0.00	ANNUAL	ALL	00000005
367271.42000	3791856.85000	0.02749	288.26	288.26	0.00	ANNUAL	ALL	00000005
367361.94000	3791890.14000	0.02175	288.79	288.79	0.00	ANNUAL	ALL	00000005
367421.37000	3791973.35000	0.01902	290.55	290.55	0.00	ANNUAL	ALL	00000005

367480.79000	3792056.55000	0.01614	292.22	292.22	0.00	ANNUAL	ALL	00000005
367046.85000	3791726.18000	0.07006	284.81	284.81	0.00	ANNUAL	ALL	00000005
367147.74000	3791742.83000	0.04397	285.49	285.49	0.00	ANNUAL	ALL	00000005
367248.62000	3791759.48000	0.03004	286.37	286.37	0.00	ANNUAL	ALL	00000005
367349.51000	3791776.13000	0.02212	286.86	286.86	0.00	ANNUAL	ALL	00000005
367429.67000	3791826.06000	0.01811	288.09	288.09	0.00	ANNUAL	ALL	00000005
367489.09000	3791909.27000	0.01590	289.85	289.85	0.00	ANNUAL	ALL	00000005
367548.52000	3791992.47000	0.01384	291.69	291.69	0.00	ANNUAL	ALL	00000005
367607.95000	3792075.68000	0.01184	293.36	293.36	0.00	ANNUAL	ALL	00000005
367224.16000	3791655.67000	0.03734	285.08	285.08	0.00	ANNUAL	ALL	00000005
367382.18000	3791675.47000	0.02038	285.86	285.86	0.00	ANNUAL	ALL	00000005
367296.14000	3791586.25000	0.02867	284.34	284.34	0.00	ANNUAL	ALL	00000005
367014.86000	3791995.11000	0.06887	288.44	288.44	0.00	ANNUAL	ALL	00000005
367518.41000	3791796.26000	0.01466	288.84	288.84	0.00	ANNUAL	ALL	00000005
367529.79000	3791699.50000	0.01407	287.39	287.39	0.00	ANNUAL	ALL	00000005
367201.26000	3791534.06000	0.05150	283.76	283.76	0.00	ANNUAL	ALL	00000005
367175.42000	3791412.71000	0.04373	282.44	282.44	0.00	ANNUAL	ALL	00000005
367100.98000	3791351.05000	0.03889	281.76	281.76	0.00	ANNUAL	ALL	00000005
367026.54000	3791289.40000	0.02873	281.08	281.08	0.00	ANNUAL	ALL	00000005
366952.10000	3791227.75000	0.02327	280.41	280.41	0.00	ANNUAL	ALL	00000005
366877.67000	3791166.10000	0.02127	279.73	279.73	0.00	ANNUAL	ALL	00000005
366803.23000	3791104.44000	0.02166	278.16	278.16	0.00	ANNUAL	ALL	00000005
366728.79000	3791042.79000	0.02438	277.37	277.37	0.00	ANNUAL	ALL	00000005
366654.35000	3790981.14000	0.03172	275.89	275.89	0.00	ANNUAL	ALL	00000005
366579.91000	3790919.49000	0.04277	274.25	274.25	0.00	ANNUAL	ALL	00000005
366505.48000	3790857.84000	0.04120	273.34	273.34	0.00	ANNUAL	ALL	00000005
367273.22000	3791391.88000	0.02560	282.23	282.23	0.00	ANNUAL	ALL	00000005
367164.77000	3791274.04000	0.02339	280.94	280.94	0.00	ANNUAL	ALL	00000005
367090.33000	3791212.39000	0.02068	280.26	280.26	0.00	ANNUAL	ALL	00000005
367015.89000	3791150.73000	0.01855	279.58	279.58	0.00	ANNUAL	ALL	00000005
366941.45000	3791089.08000	0.01757	278.91	278.91	0.00	ANNUAL	ALL	00000005
366867.01000	3791027.43000	0.01772	278.18	278.18	0.00	ANNUAL	ALL	00000005
366792.58000	3790965.78000	0.01920	276.55	276.55	0.00	ANNUAL	ALL	00000005
366718.14000	3790904.12000	0.02156	275.87	275.87	0.00	ANNUAL	ALL	00000005
366643.70000	3790842.47000	0.02355	274.27	274.27	0.00	ANNUAL	ALL	00000005
366569.26000	3790780.82000	0.02199	272.63	272.63	0.00	ANNUAL	ALL	00000005
367337.01000	3791314.86000	0.01764	281.41	281.41	0.00	ANNUAL	ALL	00000005
367396.87000	3791492.41000	0.01916	283.34	283.34	0.00	ANNUAL	ALL	00000005
367228.55000	3791197.02000	0.01668	280.12	280.12	0.00	ANNUAL	ALL	00000005

367154.11000	3791135.37000	0.01583	279.44	279.44	0.00	ANNUAL	ALL	00000005
367079.68000	3791073.72000	0.01500	278.76	278.76	0.00	ANNUAL	ALL	00000005
367005.24000	3791012.07000	0.01460	278.08	278.08	0.00	ANNUAL	ALL	00000005
366930.80000	3790950.41000	0.01465	277.40	277.40	0.00	ANNUAL	ALL	00000005
366856.36000	3790888.76000	0.01510	276.57	276.57	0.00	ANNUAL	ALL	00000005
366781.93000	3790827.11000	0.01593	275.05	275.05	0.00	ANNUAL	ALL	00000005
366707.49000	3790765.46000	0.01599	274.29	274.29	0.00	ANNUAL	ALL	00000005
366633.05000	3790703.81000	0.01491	272.36	272.36	0.00	ANNUAL	ALL	00000005
367412.14000	3791256.58000	0.01351	280.79	280.79	0.00	ANNUAL	ALL	00000005
367491.96000	3791493.30000	0.01479	283.73	283.73	0.00	ANNUAL	ALL	00000005
367292.34000	3791120.01000	0.01298	279.29	279.29	0.00	ANNUAL	ALL	00000005
367217.90000	3791058.36000	0.01271	278.62	278.62	0.00	ANNUAL	ALL	00000005
367143.46000	3790996.70000	0.01240	277.94	277.94	0.00	ANNUAL	ALL	00000005
367069.03000	3790935.05000	0.01220	277.26	277.26	0.00	ANNUAL	ALL	00000005
366994.59000	3790873.40000	0.01214	276.85	276.85	0.00	ANNUAL	ALL	00000005
366920.15000	3790811.75000	0.01227	275.90	275.90	0.00	ANNUAL	ALL	00000005
366845.71000	3790750.10000	0.01235	274.95	274.95	0.00	ANNUAL	ALL	00000005
366771.27000	3790688.44000	0.01204	273.55	273.55	0.00	ANNUAL	ALL	00000005
366696.84000	3790626.79000	0.01131	272.38	272.38	0.00	ANNUAL	ALL	00000005
367473.09000	3791174.88000	0.01086	280.74	280.74	0.00	ANNUAL	ALL	00000005
367558.14000	3791315.34000	0.01109	282.35	282.35	0.00	ANNUAL	ALL	00000005
367590.44000	3791467.04000	0.01175	284.09	284.09	0.00	ANNUAL	ALL	00000005
367356.13000	3791042.99000	0.01061	278.47	278.47	0.00	ANNUAL	ALL	00000005
367281.69000	3790981.34000	0.01055	277.79	277.79	0.00	ANNUAL	ALL	00000005
367207.25000	3790919.69000	0.01042	277.11	277.11	0.00	ANNUAL	ALL	00000005
367132.81000	3790858.04000	0.01028	277.00	277.00	0.00	ANNUAL	ALL	00000005
367058.37000	3790796.39000	0.01016	276.76	276.76	0.00	ANNUAL	ALL	00000005
366983.94000	3790734.73000	0.01015	275.61	275.61	0.00	ANNUAL	ALL	00000005
366909.50000	3790673.08000	0.00999	274.40	274.40	0.00	ANNUAL	ALL	00000005
366835.06000	3790611.43000	0.00965	273.17	273.17	0.00	ANNUAL	ALL	00000005
366760.62000	3790549.78000	0.00909	271.71	271.71	0.00	ANNUAL	ALL	00000005
366366.76000	3790868.62000	0.04126	272.86	272.86	0.00	ANNUAL	ALL	00000005
366301.28000	3790942.71000	0.04709	273.82	273.82	0.00	ANNUAL	ALL	00000005
366235.80000	3791016.79000	0.04197	274.01	274.01	0.00	ANNUAL	ALL	00000005
366359.01000	3790768.93000	0.02098	271.35	271.35	0.00	ANNUAL	ALL	00000005
366226.35000	3790876.48000	0.02304	272.50	272.50	0.00	ANNUAL	ALL	00000005
366160.87000	3790950.57000	0.02354	273.12	273.12	0.00	ANNUAL	ALL	00000005
366284.08000	3790702.70000	0.01416	270.62	270.62	0.00	ANNUAL	ALL	00000005
366489.97000	3790658.44000	0.01393	270.29	270.29	0.00	ANNUAL	ALL	00000005

366151.43000	3790810.26000	0.01500	271.44	271.44	0.00	ANNUAL	ALL	00000005
366085.95000	3790884.34000	0.01546	271.56	271.56	0.00	ANNUAL	ALL	00000005
366209.15000	3790636.48000	0.01057	269.90	269.90	0.00	ANNUAL	ALL	00000005
366343.50000	3790569.53000	0.01004	269.19	269.19	0.00	ANNUAL	ALL	00000005
366482.21000	3790558.74000	0.01022	269.10	269.10	0.00	ANNUAL	ALL	00000005
366076.50000	3790744.03000	0.01102	270.04	270.04	0.00	ANNUAL	ALL	00000005
366011.02000	3790818.12000	0.01141	270.83	270.83	0.00	ANNUAL	ALL	00000005
366151.02000	3790561.88000	0.00839	269.08	269.08	0.00	ANNUAL	ALL	00000005
366234.98000	3790520.04000	0.00827	268.64	268.64	0.00	ANNUAL	ALL	00000005
366318.95000	3790478.20000	0.00797	268.20	268.20	0.00	ANNUAL	ALL	00000005
366492.34000	3790464.71000	0.00814	268.08	268.08	0.00	ANNUAL	ALL	00000005
366581.77000	3790493.07000	0.00864	268.74	268.74	0.00	ANNUAL	ALL	00000005
366671.20000	3790521.42000	0.00899	270.22	270.22	0.00	ANNUAL	ALL	00000005
366067.05000	3790603.72000	0.00829	269.13	269.13	0.00	ANNUAL	ALL	00000005
366001.57000	3790677.81000	0.00869	269.31	269.31	0.00	ANNUAL	ALL	00000005
365936.09000	3790751.89000	0.00897	270.10	270.10	0.00	ANNUAL	ALL	00000005
366441.69000	3790934.85000	0.13441	274.16	274.16	0.00	ANNUAL	ALL	00000005
367111.63000	3791489.72000	0.13553	283.27	283.27	0.00	ANNUAL	ALL	00000005
367032.23000	3791650.21000	0.09860	284.00	284.00	0.00	ANNUAL	ALL	00000005
367026.80000	3791705.02000	0.07761	284.58	284.58	0.00	ANNUAL	ALL	00000005
367004.60000	3791824.64000	0.05719	285.87	285.87	0.00	ANNUAL	ALL	00000005
366979.97000	3791877.66000	0.05839	286.44	286.44	0.00	ANNUAL	ALL	00000005
366936.23000	3791933.33000	0.06044	287.08	287.08	0.00	ANNUAL	ALL	00000005
367022.27000	3792022.55000	0.07154	289.02	289.02	0.00	ANNUAL	ALL	00000005
367109.97000	3792214.86000	0.12255	292.02	292.02	0.00	ANNUAL	ALL	00000005
367135.60000	3792208.86000	0.09005	292.29	292.29	0.00	ANNUAL	ALL	00000005
367145.41000	3792251.39000	0.06879	292.87	292.87	0.00	ANNUAL	ALL	00000005
367073.98000	3792269.38000	0.11040	292.52	292.52	0.00	ANNUAL	ALL	00000005
366953.47000	3792101.98000	0.09167	289.87	289.87	0.00	ANNUAL	ALL	00000005
366856.96000	3792020.19000	0.09522	288.58	288.58	0.00	ANNUAL	ALL	00000005
366787.17000	3792100.22000	0.20326	289.41	289.41	0.00	ANNUAL	ALL	00000005
366505.70000	3792029.36000	0.05711	287.01	287.01	0.00	ANNUAL	ALL	00000005
366497.06000	3791828.21000	0.09572	283.83	283.83	0.00	ANNUAL	ALL	00000005
366374.82000	3791826.25000	0.25973	283.67	283.67	0.00	ANNUAL	ALL	00000005
366257.42000	3791647.90000	0.09734	279.85	279.85	0.00	ANNUAL	ALL	00000005
366223.02000	3791586.94000	0.08183	279.18	279.18	0.00	ANNUAL	ALL	00000005
366218.11000	3791478.88000	0.17238	278.01	278.01	0.00	ANNUAL	ALL	00000005
366207.45000	3791452.00000	0.25380	277.72	277.72	0.00	ANNUAL	ALL	00000005
366173.15000	3791439.02000	0.22241	277.57	277.57	0.00	ANNUAL	ALL	00000005

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  366159.24000 3791421.87000       0.19815   277.39   277.39     0.00  ANNUAL  ALL       00000005
  366183.95000 3791300.40000       0.07892   277.00   277.00     0.00  ANNUAL  ALL       00000005
  366274.16000 3791157.44000       0.05263   275.64   275.64     0.00  ANNUAL  ALL       00000005
  366310.73000 3791083.02000       0.07234   275.44   275.44     0.00  ANNUAL  ALL       00000005
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
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* MODELING OPTIONS USED: RegDFAULT CONC ELEV URBAN
* PLOT FILE OF HIGH 1ST HIGH 24-HR VALUES FOR SOURCE GROUP: ALL
* FOR A TOTAL OF 269 RECEPTORS.
* FORMAT: (3(1X,F13.5),3(1X,F8.2),3X,A5,2X,A8,2X,A5,5X,A8,2X,I8)

X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	RANK	NET ID	DATE(CONC)
367030.00000	3792240.00000	0.36636	291.74	291.74	0.00	24-HR	ALL	1ST		10090824
366644.00000	3792082.00000	0.22798	288.12	288.12	0.00	24-HR	ALL	1ST		12120524
366494.00000	3791913.00000	0.18668	284.75	284.75	0.00	24-HR	ALL	1ST		10112024
366260.00000	3791664.00000	0.16466	280.02	280.02	0.00	24-HR	ALL	1ST		12120124
366214.00000	3791536.00000	0.21351	278.63	278.63	0.00	24-HR	ALL	1ST		10090824
366272.00000	3791136.00000	0.13083	275.44	275.44	0.00	24-HR	ALL	1ST		8121824
366526.00000	3790962.00000	0.22710	274.47	274.47	0.00	24-HR	ALL	1ST		12122724
367107.00000	3791450.00000	0.26862	282.84	282.84	0.00	24-HR	ALL	1ST		8122624
367095.00000	3791634.00000	0.21555	284.00	284.00	0.00	24-HR	ALL	1ST		10090824
367081.00000	3791995.00000	0.16028	288.61	288.61	0.00	24-HR	ALL	1ST		10120724
367267.00000	3792154.00000	0.17155	292.45	292.45	0.00	24-HR	ALL	1ST		10120724
366025.00000	3791611.00000	0.14338	279.41	279.41	0.00	24-HR	ALL	1ST		8121824
366189.59000	3791104.07000	0.09087	274.95	274.95	0.00	24-HR	ALL	1ST		9121624
366099.38000	3791247.03000	0.12722	275.48	275.48	0.00	24-HR	ALL	1ST		9112924
366105.02000	3791050.71000	0.07055	274.01	274.01	0.00	24-HR	ALL	1ST		9112924
366014.81000	3791193.67000	0.08563	274.89	274.89	0.00	24-HR	ALL	1ST		9112924
366020.45000	3790997.34000	0.05691	272.77	272.77	0.00	24-HR	ALL	1ST		9112924
365930.24000	3791140.30000	0.05967	274.30	274.30	0.00	24-HR	ALL	1ST		9112924
365935.88000	3790943.98000	0.04658	272.18	272.18	0.00	24-HR	ALL	1ST		9112924
365845.67000	3791086.94000	0.04351	273.71	273.71	0.00	24-HR	ALL	1ST		9112924
365851.31000	3790890.61000	0.03829	271.59	271.59	0.00	24-HR	ALL	1ST		9112924
365761.10000	3791033.57000	0.03334	272.72	272.72	0.00	24-HR	ALL	1ST		11112224
366073.60000	3791341.20000	0.12439	276.50	276.50	0.00	24-HR	ALL	1ST		9112924
365975.61000	3791321.27000	0.07341	276.27	276.27	0.00	24-HR	ALL	1ST		9112924
365889.97000	3791240.60000	0.05315	275.38	275.38	0.00	24-HR	ALL	1ST		10010124
365865.26000	3791362.07000	0.06357	276.53	276.53	0.00	24-HR	ALL	1ST		10121424
365809.87000	3791176.09000	0.04217	274.10	274.10	0.00	24-HR	ALL	1ST		10010124
365779.62000	3791281.40000	0.04355	274.81	274.81	0.00	24-HR	ALL	1ST		10121424
365716.36000	3791145.01000	0.03416	273.96	273.96	0.00	24-HR	ALL	1ST		11112224
365681.63000	3791261.46000	0.03624	274.58	274.58	0.00	24-HR	ALL	1ST		10121424
366076.49000	3791464.13000	0.16975	277.83	277.83	0.00	24-HR	ALL	1ST		8111224
365998.83000	3791527.12000	0.11504	278.50	278.50	0.00	24-HR	ALL	1ST		11111624
365973.42000	3791423.47000	0.10162	277.37	277.37	0.00	24-HR	ALL	1ST		10121424

365921.16000	3791590.12000	0.09543	279.17	279.17	0.00	24-HR	ALL	1ST	11111624
365895.75000	3791486.46000	0.08457	278.04	278.04	0.00	24-HR	ALL	1ST	10121424
365843.50000	3791653.11000	0.10104	279.34	279.34	0.00	24-HR	ALL	1ST	9011024
365818.09000	3791549.45000	0.07058	277.90	277.90	0.00	24-HR	ALL	1ST	10121424
365792.68000	3791445.79000	0.06220	276.59	276.59	0.00	24-HR	ALL	1ST	10121424
365765.83000	3791716.10000	0.06050	279.51	279.51	0.00	24-HR	ALL	1ST	10121424
365740.42000	3791612.44000	0.07546	278.38	278.38	0.00	24-HR	ALL	1ST	10121424
365715.01000	3791508.78000	0.05605	277.26	277.26	0.00	24-HR	ALL	1ST	10121424
365689.60000	3791405.13000	0.04782	276.13	276.13	0.00	24-HR	ALL	1ST	10121424
366137.76000	3791532.55000	0.22284	278.58	278.58	0.00	24-HR	ALL	1ST	8121824
366074.18000	3791605.72000	0.16150	279.36	279.36	0.00	24-HR	ALL	1ST	8121824
366041.61000	3791701.28000	0.11356	280.39	280.39	0.00	24-HR	ALL	1ST	8121824
366003.40000	3791792.77000	0.08984	281.00	281.00	0.00	24-HR	ALL	1ST	10121424
365918.85000	3791731.70000	0.08501	280.70	280.70	0.00	24-HR	ALL	1ST	8121824
365969.76000	3791887.57000	0.08374	281.39	281.39	0.00	24-HR	ALL	1ST	10121424
365890.50000	3791830.32000	0.06903	281.00	281.00	0.00	24-HR	ALL	1ST	8121824
366170.33000	3791697.05000	0.12668	280.36	280.36	0.00	24-HR	ALL	1ST	8011224
365787.57000	3791832.67000	0.05727	280.77	280.77	0.00	24-HR	ALL	1ST	8121824
366252.16000	3791821.78000	0.17483	282.30	282.30	0.00	24-HR	ALL	1ST	8111224
366129.50000	3791817.32000	0.12049	281.13	281.13	0.00	24-HR	ALL	1ST	10121424
366207.76000	3791936.22000	0.11986	283.15	283.15	0.00	24-HR	ALL	1ST	8121824
366085.10000	3791931.75000	0.09719	281.89	281.89	0.00	24-HR	ALL	1ST	10121424
366001.58000	3791986.73000	0.08156	282.47	282.47	0.00	24-HR	ALL	1ST	10121424
365839.78000	3791922.81000	0.06048	281.76	281.76	0.00	24-HR	ALL	1ST	10121424
365918.05000	3792041.71000	0.06825	283.05	283.05	0.00	24-HR	ALL	1ST	10121424
366373.22000	3791926.24000	0.20772	284.88	284.88	0.00	24-HR	ALL	1ST	9120624
366495.46000	3791928.20000	0.17498	284.92	284.92	0.00	24-HR	ALL	1ST	10102124
366325.07000	3792013.88000	0.13407	285.53	285.53	0.00	24-HR	ALL	1ST	11121824
366432.73000	3792027.20000	0.15649	286.95	286.95	0.00	24-HR	ALL	1ST	12120124
366323.47000	3792113.87000	0.11103	287.47	287.47	0.00	24-HR	ALL	1ST	11121824
366195.00000	3792056.52000	0.09755	284.52	284.52	0.00	24-HR	ALL	1ST	8121824
366431.13000	3792127.19000	0.12946	288.06	288.06	0.00	24-HR	ALL	1ST	12120124
366321.86000	3792213.86000	0.09362	287.99	287.99	0.00	24-HR	ALL	1ST	11121824
366228.77000	3792189.18000	0.08121	287.12	287.12	0.00	24-HR	ALL	1ST	11121824
366146.85000	3792144.17000	0.08162	285.56	285.56	0.00	24-HR	ALL	1ST	8121824
366076.09000	3792078.84000	0.07792	283.93	283.93	0.00	24-HR	ALL	1ST	8121824
366429.53000	3792227.18000	0.10574	289.31	289.31	0.00	24-HR	ALL	1ST	12120124
366308.62000	3792310.76000	0.08187	289.47	289.47	0.00	24-HR	ALL	1ST	11121824
366192.26000	3792279.91000	0.06860	287.60	287.60	0.00	24-HR	ALL	1ST	8121824
366089.86000	3792223.65000	0.06953	285.65	285.65	0.00	24-HR	ALL	1ST	8121824
366001.41000	3792141.99000	0.06724	284.15	284.15	0.00	24-HR	ALL	1ST	8121824

366427.92000	3792327.17000	0.08615	291.21	291.21	0.00	24-HR	ALL	1ST	12120124
366397.15000	3791832.50000	0.61397	283.82	283.82	0.00	24-HR	ALL	1ST	10090824
366575.11000	3792149.95000	0.13159	288.65	288.65	0.00	24-HR	ALL	1ST	11111624
366668.93000	3792173.57000	0.22049	289.60	289.60	0.00	24-HR	ALL	1ST	8121824
366762.76000	3792197.19000	0.23890	290.25	290.25	0.00	24-HR	ALL	1ST	10090824
366550.70000	3792246.93000	0.11453	290.37	290.37	0.00	24-HR	ALL	1ST	8121824
366644.52000	3792270.55000	0.13948	290.64	290.64	0.00	24-HR	ALL	1ST	8121824
366738.34000	3792294.17000	0.13792	291.83	291.83	0.00	24-HR	ALL	1ST	9120624
366526.28000	3792343.90000	0.09472	291.42	291.42	0.00	24-HR	ALL	1ST	8121824
366620.11000	3792367.52000	0.10258	291.69	291.69	0.00	24-HR	ALL	1ST	8121824
366713.93000	3792391.14000	0.09967	292.66	292.66	0.00	24-HR	ALL	1ST	9120624
366408.05000	3792417.26000	0.07156	291.96	291.96	0.00	24-HR	ALL	1ST	11121824
366501.87000	3792440.88000	0.07882	292.46	292.46	0.00	24-HR	ALL	1ST	8121824
366595.69000	3792464.50000	0.08396	292.84	292.84	0.00	24-HR	ALL	1ST	8121824
366689.52000	3792488.12000	0.08192	294.00	294.00	0.00	24-HR	ALL	1ST	8121824
366317.23000	3792471.96000	0.06920	292.06	292.06	0.00	24-HR	ALL	1ST	11121824
366184.43000	3792387.41000	0.06092	288.64	288.64	0.00	24-HR	ALL	1ST	8121824
366477.46000	3792537.85000	0.06829	293.81	293.81	0.00	24-HR	ALL	1ST	8121824
366571.28000	3792561.47000	0.07275	294.56	294.56	0.00	24-HR	ALL	1ST	8121824
366665.10000	3792585.09000	0.06874	295.10	295.10	0.00	24-HR	ALL	1ST	8121824
366862.54000	3792165.94000	0.22434	290.54	290.54	0.00	24-HR	ALL	1ST	10112024
366932.33000	3792085.91000	0.22767	289.69	289.69	0.00	24-HR	ALL	1ST	10120724
366907.59000	3792251.47000	0.18442	291.95	291.95	0.00	24-HR	ALL	1ST	10112024
366979.16000	3792319.67000	0.17720	293.23	293.23	0.00	24-HR	ALL	1ST	8122424
366836.11000	3792387.67000	0.11050	293.24	293.24	0.00	24-HR	ALL	1ST	9120624
367048.17000	3792257.38000	0.36081	292.16	292.16	0.00	24-HR	ALL	1ST	10090824
367052.26000	3792386.88000	0.14105	293.96	293.96	0.00	24-HR	ALL	1ST	10090824
366943.10000	3792458.17000	0.09942	294.72	294.72	0.00	24-HR	ALL	1ST	9120624
366819.84000	3792484.41000	0.09445	294.97	294.97	0.00	24-HR	ALL	1ST	9120624
367123.54000	3792323.10000	0.17395	293.34	293.34	0.00	24-HR	ALL	1ST	10102124
367126.11000	3792453.60000	0.11312	295.46	295.46	0.00	24-HR	ALL	1ST	12120124
367050.31000	3792503.10000	0.10223	295.29	295.29	0.00	24-HR	ALL	1ST	9121024
366974.51000	3792552.61000	0.08936	295.74	295.74	0.00	24-HR	ALL	1ST	9121024
366846.10000	3792579.94000	0.08132	296.03	296.03	0.00	24-HR	ALL	1ST	9120624
366755.60000	3792582.52000	0.07610	295.28	295.28	0.00	24-HR	ALL	1ST	9120624
367198.90000	3792388.83000	0.12747	295.01	295.01	0.00	24-HR	ALL	1ST	11111224
366792.31000	3792096.48000	0.48385	289.39	289.39	0.00	24-HR	ALL	1ST	10112024
367147.25000	3792560.30000	0.08752	297.18	297.18	0.00	24-HR	ALL	1ST	12120124
367112.95000	3792654.23000	0.07990	298.59	298.59	0.00	24-HR	ALL	1ST	12120124
366995.52000	3792648.16000	0.07902	297.56	297.56	0.00	24-HR	ALL	1ST	9121024
367243.10000	3792639.28000	0.07837	299.13	299.13	0.00	24-HR	ALL	1ST	10102124

367122.70000	3792750.44000	0.06983	299.87	299.87	0.00	24-HR	ALL	1ST	12120124
366975.90000	3792742.85000	0.06680	298.80	298.80	0.00	24-HR	ALL	1ST	9121024
366843.93000	3792694.67000	0.06886	297.78	297.78	0.00	24-HR	ALL	1ST	9120624
367267.52000	3792736.25000	0.06787	300.74	300.74	0.00	24-HR	ALL	1ST	10102124
367236.79000	3792266.23000	0.20055	294.06	294.06	0.00	24-HR	ALL	1ST	10120724
367334.23000	3792243.75000	0.15366	293.92	293.92	0.00	24-HR	ALL	1ST	10120724
367431.67000	3792221.28000	0.11239	294.25	294.25	0.00	24-HR	ALL	1ST	10120724
367413.49000	3792333.23000	0.12765	295.73	295.73	0.00	24-HR	ALL	1ST	10120724
367370.92000	3792430.27000	0.10470	296.36	296.36	0.00	24-HR	ALL	1ST	9122824
367279.58000	3792497.49000	0.09698	297.19	297.19	0.00	24-HR	ALL	1ST	11111224
367528.25000	3792204.13000	0.08795	294.45	294.45	0.00	24-HR	ALL	1ST	10120724
367507.47000	3792332.08000	0.10722	296.47	296.47	0.00	24-HR	ALL	1ST	10120724
367451.89000	3792485.63000	0.09204	298.37	298.37	0.00	24-HR	ALL	1ST	8110124
367347.50000	3792562.45000	0.08540	297.91	297.91	0.00	24-HR	ALL	1ST	11111224
367625.88000	3792180.47000	0.07363	294.82	294.82	0.00	24-HR	ALL	1ST	8010224
367605.68000	3792304.86000	0.08661	296.32	296.32	0.00	24-HR	ALL	1ST	10120724
367585.48000	3792429.25000	0.09327	298.50	298.50	0.00	24-HR	ALL	1ST	10120724
367538.18000	3792537.07000	0.08106	299.28	299.28	0.00	24-HR	ALL	1ST	8110124
367436.69000	3792611.76000	0.07936	299.49	299.49	0.00	24-HR	ALL	1ST	11111224
367138.03000	3792115.65000	0.25559	291.05	291.05	0.00	24-HR	ALL	1ST	10120724
367218.18000	3792165.58000	0.21869	292.32	292.32	0.00	24-HR	ALL	1ST	10120724
367115.23000	3792018.29000	0.16619	288.99	288.99	0.00	24-HR	ALL	1ST	8010224
367216.12000	3792034.94000	0.14069	290.24	290.24	0.00	24-HR	ALL	1ST	10120724
367285.91000	3792101.50000	0.13554	291.82	291.82	0.00	24-HR	ALL	1ST	10120724
367092.44000	3791920.92000	0.12323	287.65	287.65	0.00	24-HR	ALL	1ST	10120724
367193.33000	3791937.57000	0.11292	289.12	289.12	0.00	24-HR	ALL	1ST	8010224
367309.07000	3791975.02000	0.09837	289.55	289.55	0.00	24-HR	ALL	1ST	10120724
367368.50000	3792058.23000	0.09964	291.07	291.07	0.00	24-HR	ALL	1ST	10120724
367069.65000	3791823.55000	0.12008	286.26	286.26	0.00	24-HR	ALL	1ST	12120124
367170.53000	3791840.20000	0.10059	287.12	287.12	0.00	24-HR	ALL	1ST	8010224
367271.42000	3791856.85000	0.09009	288.26	288.26	0.00	24-HR	ALL	1ST	8010224
367361.94000	3791890.14000	0.08717	288.79	288.79	0.00	24-HR	ALL	1ST	10120724
367421.37000	3791973.35000	0.08555	290.55	290.55	0.00	24-HR	ALL	1ST	10120724
367480.79000	3792056.55000	0.08136	292.22	292.22	0.00	24-HR	ALL	1ST	10120724
367046.85000	3791726.18000	0.15122	284.81	284.81	0.00	24-HR	ALL	1ST	8010224
367147.74000	3791742.83000	0.11093	285.49	285.49	0.00	24-HR	ALL	1ST	10011724
367248.62000	3791759.48000	0.10087	286.37	286.37	0.00	24-HR	ALL	1ST	10120724
367349.51000	3791776.13000	0.10240	286.86	286.86	0.00	24-HR	ALL	1ST	10120724
367429.67000	3791826.06000	0.09469	288.09	288.09	0.00	24-HR	ALL	1ST	10120724
367489.09000	3791909.27000	0.08555	289.85	289.85	0.00	24-HR	ALL	1ST	10120724
367548.52000	3791992.47000	0.07770	291.69	291.69	0.00	24-HR	ALL	1ST	10120724

367607.95000	3792075.68000	0.07181	293.36	293.36	0.00	24-HR	ALL	1ST	10120724
367224.16000	3791655.67000	0.14585	285.08	285.08	0.00	24-HR	ALL	1ST	10120724
367382.18000	3791675.47000	0.11782	285.86	285.86	0.00	24-HR	ALL	1ST	10120724
367296.14000	3791586.25000	0.13938	284.34	284.34	0.00	24-HR	ALL	1ST	10120724
367014.86000	3791995.11000	0.17753	288.44	288.44	0.00	24-HR	ALL	1ST	10120724
367518.41000	3791796.26000	0.09610	288.84	288.84	0.00	24-HR	ALL	1ST	10120724
367529.79000	3791699.50000	0.09512	287.39	287.39	0.00	24-HR	ALL	1ST	10120724
367201.26000	3791534.06000	0.18881	283.76	283.76	0.00	24-HR	ALL	1ST	10120724
367175.42000	3791412.71000	0.13915	282.44	282.44	0.00	24-HR	ALL	1ST	10120724
367100.98000	3791351.05000	0.11164	281.76	281.76	0.00	24-HR	ALL	1ST	8010224
367026.54000	3791289.40000	0.09335	281.08	281.08	0.00	24-HR	ALL	1ST	10120724
366952.10000	3791227.75000	0.08933	280.41	280.41	0.00	24-HR	ALL	1ST	10120724
366877.67000	3791166.10000	0.09163	279.73	279.73	0.00	24-HR	ALL	1ST	10120724
366803.23000	3791104.44000	0.09542	278.16	278.16	0.00	24-HR	ALL	1ST	10120724
366728.79000	3791042.79000	0.10353	277.37	277.37	0.00	24-HR	ALL	1ST	8010224
366654.35000	3790981.14000	0.11087	275.89	275.89	0.00	24-HR	ALL	1ST	8010224
366579.91000	3790919.49000	0.12947	274.25	274.25	0.00	24-HR	ALL	1ST	10011524
366505.48000	3790857.84000	0.11997	273.34	273.34	0.00	24-HR	ALL	1ST	10112824
367273.22000	3791391.88000	0.10159	282.23	282.23	0.00	24-HR	ALL	1ST	10120724
367164.77000	3791274.04000	0.08683	280.94	280.94	0.00	24-HR	ALL	1ST	8010224
367090.33000	3791212.39000	0.07287	280.26	280.26	0.00	24-HR	ALL	1ST	10120724
367015.89000	3791150.73000	0.07033	279.58	279.58	0.00	24-HR	ALL	1ST	10120724
366941.45000	3791089.08000	0.07186	278.91	278.91	0.00	24-HR	ALL	1ST	8010224
366867.01000	3791027.43000	0.07641	278.18	278.18	0.00	24-HR	ALL	1ST	8010224
366792.58000	3790965.78000	0.07310	276.55	276.55	0.00	24-HR	ALL	1ST	8010224
366718.14000	3790904.12000	0.07888	275.87	275.87	0.00	24-HR	ALL	1ST	10011524
366643.70000	3790842.47000	0.08382	274.27	274.27	0.00	24-HR	ALL	1ST	10010924
366569.26000	3790780.82000	0.07472	272.63	272.63	0.00	24-HR	ALL	1ST	8120524
367337.01000	3791314.86000	0.07210	281.41	281.41	0.00	24-HR	ALL	1ST	10120724
367396.87000	3791492.41000	0.09044	283.34	283.34	0.00	24-HR	ALL	1ST	8010224
367228.55000	3791197.02000	0.07065	280.12	280.12	0.00	24-HR	ALL	1ST	8010224
367154.11000	3791135.37000	0.06415	279.44	279.44	0.00	24-HR	ALL	1ST	8010224
367079.68000	3791073.72000	0.06012	278.76	278.76	0.00	24-HR	ALL	1ST	8010224
367005.24000	3791012.07000	0.05900	278.08	278.08	0.00	24-HR	ALL	1ST	8010224
366930.80000	3790950.41000	0.05603	277.40	277.40	0.00	24-HR	ALL	1ST	8010224
366856.36000	3790888.76000	0.05592	276.57	276.57	0.00	24-HR	ALL	1ST	10011524
366781.93000	3790827.11000	0.05891	275.05	275.05	0.00	24-HR	ALL	1ST	10011524
366707.49000	3790765.46000	0.06115	274.29	274.29	0.00	24-HR	ALL	1ST	10010924
366633.05000	3790703.81000	0.05542	272.36	272.36	0.00	24-HR	ALL	1ST	8120524
367412.14000	3791256.58000	0.05605	280.79	280.79	0.00	24-HR	ALL	1ST	8010224
367491.96000	3791493.30000	0.07537	283.73	283.73	0.00	24-HR	ALL	1ST	8010224

367292.34000	3791120.01000	0.05883	279.29	279.29	0.00	24-HR	ALL	1ST	8010224
367217.90000	3791058.36000	0.05477	278.62	278.62	0.00	24-HR	ALL	1ST	8010224
367143.46000	3790996.70000	0.04957	277.94	277.94	0.00	24-HR	ALL	1ST	8010224
367069.03000	3790935.05000	0.04493	277.26	277.26	0.00	24-HR	ALL	1ST	8010224
366994.59000	3790873.40000	0.04376	276.85	276.85	0.00	24-HR	ALL	1ST	10011524
366920.15000	3790811.75000	0.04611	275.90	275.90	0.00	24-HR	ALL	1ST	10011524
366845.71000	3790750.10000	0.04528	274.95	274.95	0.00	24-HR	ALL	1ST	10011524
366771.27000	3790688.44000	0.04734	273.55	273.55	0.00	24-HR	ALL	1ST	10010924
366696.84000	3790626.79000	0.04372	272.38	272.38	0.00	24-HR	ALL	1ST	8120524
367473.09000	3791174.88000	0.04863	280.74	280.74	0.00	24-HR	ALL	1ST	8010224
367558.14000	3791315.34000	0.04984	282.35	282.35	0.00	24-HR	ALL	1ST	8010224
367590.44000	3791467.04000	0.06205	284.09	284.09	0.00	24-HR	ALL	1ST	8010224
367356.13000	3791042.99000	0.04876	278.47	278.47	0.00	24-HR	ALL	1ST	8010224
367281.69000	3790981.34000	0.04503	277.79	277.79	0.00	24-HR	ALL	1ST	8010224
367207.25000	3790919.69000	0.03942	277.11	277.11	0.00	24-HR	ALL	1ST	8010224
367132.81000	3790858.04000	0.03783	277.00	277.00	0.00	24-HR	ALL	1ST	10122624
367058.37000	3790796.39000	0.03829	276.76	276.76	0.00	24-HR	ALL	1ST	10011524
366983.94000	3790734.73000	0.03775	275.61	275.61	0.00	24-HR	ALL	1ST	10011524
366909.50000	3790673.08000	0.03760	274.40	274.40	0.00	24-HR	ALL	1ST	10010924
366835.06000	3790611.43000	0.03854	273.17	273.17	0.00	24-HR	ALL	1ST	10010924
366760.62000	3790549.78000	0.03576	271.71	271.71	0.00	24-HR	ALL	1ST	8120524
366366.76000	3790868.62000	0.12176	272.86	272.86	0.00	24-HR	ALL	1ST	9112924
366301.28000	3790942.71000	0.10955	273.82	273.82	0.00	24-HR	ALL	1ST	11120324
366235.80000	3791016.79000	0.10279	274.01	274.01	0.00	24-HR	ALL	1ST	10121424
366359.01000	3790768.93000	0.06932	271.35	271.35	0.00	24-HR	ALL	1ST	8112024
366226.35000	3790876.48000	0.06623	272.50	272.50	0.00	24-HR	ALL	1ST	9112924
366160.87000	3790950.57000	0.05856	273.12	273.12	0.00	24-HR	ALL	1ST	8112024
366284.08000	3790702.70000	0.05347	270.62	270.62	0.00	24-HR	ALL	1ST	9112924
366489.97000	3790658.44000	0.04878	270.29	270.29	0.00	24-HR	ALL	1ST	10011724
366151.43000	3790810.26000	0.04932	271.44	271.44	0.00	24-HR	ALL	1ST	9112924
366085.95000	3790884.34000	0.04686	271.56	271.56	0.00	24-HR	ALL	1ST	9112924
366209.15000	3790636.48000	0.04341	269.90	269.90	0.00	24-HR	ALL	1ST	9112924
366343.50000	3790569.53000	0.04185	269.19	269.19	0.00	24-HR	ALL	1ST	8112024
366482.21000	3790558.74000	0.03831	269.10	269.10	0.00	24-HR	ALL	1ST	10011724
366076.50000	3790744.03000	0.04018	270.04	270.04	0.00	24-HR	ALL	1ST	9112924
366011.02000	3790818.12000	0.04013	270.83	270.83	0.00	24-HR	ALL	1ST	9112924
366151.02000	3790561.88000	0.03608	269.08	269.08	0.00	24-HR	ALL	1ST	9112924
366234.98000	3790520.04000	0.03633	268.64	268.64	0.00	24-HR	ALL	1ST	8112024
366318.95000	3790478.20000	0.03539	268.20	268.20	0.00	24-HR	ALL	1ST	8112024
366492.34000	3790464.71000	0.03171	268.08	268.08	0.00	24-HR	ALL	1ST	10011724
366581.77000	3790493.07000	0.03219	268.74	268.74	0.00	24-HR	ALL	1ST	12121324

366671.20000	3790521.42000	0.03236	270.22	270.22	0.00	24-HR	ALL	1ST	11011424
366067.05000	3790603.72000	0.03548	269.13	269.13	0.00	24-HR	ALL	1ST	9112924
366001.57000	3790677.81000	0.03452	269.31	269.31	0.00	24-HR	ALL	1ST	9112924
365936.09000	3790751.89000	0.03487	270.10	270.10	0.00	24-HR	ALL	1ST	9112924
366441.69000	3790934.85000	0.29802	274.16	274.16	0.00	24-HR	ALL	1ST	10112824
367111.63000	3791489.72000	0.35431	283.27	283.27	0.00	24-HR	ALL	1ST	12122724
367032.23000	3791650.21000	0.19160	284.00	284.00	0.00	24-HR	ALL	1ST	10090824
367026.80000	3791705.02000	0.16329	284.58	284.58	0.00	24-HR	ALL	1ST	8010224
367004.60000	3791824.64000	0.13887	285.87	285.87	0.00	24-HR	ALL	1ST	8010224
366979.97000	3791877.66000	0.14832	286.44	286.44	0.00	24-HR	ALL	1ST	10120724
366936.23000	3791933.33000	0.16552	287.08	287.08	0.00	24-HR	ALL	1ST	10120724
367022.27000	3792022.55000	0.17907	289.02	289.02	0.00	24-HR	ALL	1ST	10120724
367109.97000	3792214.86000	0.33654	292.02	292.02	0.00	24-HR	ALL	1ST	10112024
367135.60000	3792208.86000	0.32361	292.29	292.29	0.00	24-HR	ALL	1ST	11010524
367145.41000	3792251.39000	0.24497	292.87	292.87	0.00	24-HR	ALL	1ST	9121324
367073.98000	3792269.38000	0.32761	292.52	292.52	0.00	24-HR	ALL	1ST	10090824
366953.47000	3792101.98000	0.23023	289.87	289.87	0.00	24-HR	ALL	1ST	10120724
366856.96000	3792020.19000	0.23834	288.58	288.58	0.00	24-HR	ALL	1ST	10120724
366787.17000	3792100.22000	0.50641	289.41	289.41	0.00	24-HR	ALL	1ST	8050524
366505.70000	3792029.36000	0.14192	287.01	287.01	0.00	24-HR	ALL	1ST	12120124
366497.06000	3791828.21000	0.23864	283.83	283.83	0.00	24-HR	ALL	1ST	11010524
366374.82000	3791826.25000	0.52399	283.67	283.67	0.00	24-HR	ALL	1ST	10100524
366257.42000	3791647.90000	0.18846	279.85	279.85	0.00	24-HR	ALL	1ST	12120124
366223.02000	3791586.94000	0.16670	279.18	279.18	0.00	24-HR	ALL	1ST	11121824
366218.11000	3791478.88000	0.40607	278.01	278.01	0.00	24-HR	ALL	1ST	10090824
366207.45000	3791452.00000	0.51727	277.72	277.72	0.00	24-HR	ALL	1ST	10090824
366173.15000	3791439.02000	0.45269	277.57	277.57	0.00	24-HR	ALL	1ST	10100524
366159.24000	3791421.87000	0.39859	277.39	277.39	0.00	24-HR	ALL	1ST	12120524
366183.95000	3791300.40000	0.18299	277.00	277.00	0.00	24-HR	ALL	1ST	11120124
366274.16000	3791157.44000	0.13563	275.64	275.64	0.00	24-HR	ALL	1ST	8121824
366310.73000	3791083.02000	0.16152	275.44	275.44	0.00	24-HR	ALL	1ST	8121824

** CONCUNIT ug/m^3
** DEPUNIT g/m^2

APPENDIX H

AERMOD Model Mitigated Diesel PM10 Printouts

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**
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**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.4.0
** Lakes Environmental Software Inc.
** Date: 7/13/2017
** File: C:\Vista Env\2013\13001 Pacoima\AERMOD\Pacoima PM10 Mit\Pacoima
PM10 Mit.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE Pacoima Spreading Grounds Project Mitigated Diesel PM10
   TITLETWO Offroad Equipment Tier 4 Diesel PM10 Emissions
   MODELOPT DFAULT CONC
   AVERTIME 24 ANNUAL
   URBANOPT 9862049 Los_Angeles_County
   POLLUTID PM_10
   RUNORNOT RUN
   ERRORFIL "Pacoima PM10 Mit.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION EQUIP1       POINT      367047.698  3792163.914      290.650
** DESCRSRC Onsite diesel equipment 1
   LOCATION EQUIP2       POINT      366751.908  3792053.951      288.400
** DESCRSRC Onsite diesel equipment 2
   LOCATION EQUIP3       POINT      367051.230  3791514.562      283.530
** DESCRSRC Onsite diesel equipment 3
   LOCATION EQUIP4       POINT      366395.022  3791778.217      283.040
** DESCRSRC Onsite diesel equipment 4
   LOCATION EQUIP5       POINT      366218.498  3791400.897      277.170
** DESCRSRC Onsite diesel equipment 5
   LOCATION EQUIP6       POINT      366439.153  3790995.821      274.820
** DESCRSRC Onsite diesel equipment 6
   LOCATION IDLEN        POINT      366694.580  3791808.490      284.500
** DESCRSRC Haul truck Idling north of Devondhire
   LOCATION IDLES        POINT      366558.350  3791378.467      278.980
** DESCRSRC Haul truck Idling south of Devondhire
** ------------------------------------------------------------------------
```

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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDOFFAB
** DESCRSRC Offsite Haul Trucks Routes A & B
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 0.0004141
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 6
** 366650.445, 3791656.907, 281.71, 1.83, 5.67
** 367041.868, 3791670.338, 284.04, 1.83, 5.67
** 367032.274, 3791766.275, 284.99, 1.83, 5.67
** 367007.330, 3791843.025, 285.95, 1.83, 5.67
** 366963.199, 3791923.612, 286.99, 1.83, 5.67
** 367294.061, 3792209.300, 292.99, 1.83, 5.67
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   LOCATION L0002460     VOLUME   366656.538 3791657.116 282.10
   LOCATION L0002461     VOLUME   366668.722 3791657.534 282.27
   LOCATION L0002462     VOLUME   366680.907 3791657.952 282.43
   LOCATION L0002463     VOLUME   366693.092 3791658.371 282.60
   LOCATION L0002464     VOLUME   366705.277 3791658.789 282.76
   LOCATION L0002465     VOLUME   366717.462 3791659.207 282.93
   LOCATION L0002466     VOLUME   366729.647 3791659.625 283.05
   LOCATION L0002467     VOLUME   366741.831 3791660.043 283.05
   LOCATION L0002468     VOLUME   366754.016 3791660.461 283.06
   LOCATION L0002469     VOLUME   366766.201 3791660.879 283.06
   LOCATION L0002470     VOLUME   366778.386 3791661.297 283.07
   LOCATION L0002471     VOLUME   366790.571 3791661.715 283.08
   LOCATION L0002472     VOLUME   366802.756 3791662.134 283.08
   LOCATION L0002473     VOLUME   366814.940 3791662.552 283.25
   LOCATION L0002474     VOLUME   366827.125 3791662.970 283.41
   LOCATION L0002475     VOLUME   366839.310 3791663.388 283.58
   LOCATION L0002476     VOLUME   366851.495 3791663.806 283.74
   LOCATION L0002477     VOLUME   366863.680 3791664.224 283.91
   LOCATION L0002478     VOLUME   366875.865 3791664.642 284.07
   LOCATION L0002479     VOLUME   366888.049 3791665.060 284.13
   LOCATION L0002480     VOLUME   366900.234 3791665.478 284.14
   LOCATION L0002481     VOLUME   366912.419 3791665.896 284.14
   LOCATION L0002482     VOLUME   366924.604 3791666.315 284.15
   LOCATION L0002483     VOLUME   366936.789 3791666.733 284.15
   LOCATION L0002484     VOLUME   366948.974 3791667.151 284.16
   LOCATION L0002485     VOLUME   366961.158 3791667.569 284.17
   LOCATION L0002486     VOLUME   366973.343 3791667.987 284.17
   LOCATION L0002487     VOLUME   366985.528 3791668.405 284.18
   LOCATION L0002488     VOLUME   366997.713 3791668.823 284.19
   LOCATION L0002489     VOLUME   367009.898 3791669.241 284.19
   LOCATION L0002490     VOLUME   367022.082 3791669.659 284.20
   LOCATION L0002491     VOLUME   367034.267 3791670.078 284.21
   LOCATION L0002492     VOLUME   367041.411 3791674.903 284.26
   LOCATION L0002493     VOLUME   367040.198 3791687.034 284.39
   LOCATION L0002494     VOLUME   367038.985 3791699.166 284.52
   LOCATION L0002495     VOLUME   367037.772 3791711.297 284.65
   LOCATION L0002496     VOLUME   367036.558 3791723.429 284.78
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   LOCATION L0002497     VOLUME   367035.345 3791735.560 284.91
   LOCATION L0002498     VOLUME   367034.132 3791747.692 285.05
   LOCATION L0002499     VOLUME   367032.919 3791759.823 285.18
   LOCATION L0002500     VOLUME   367030.510 3791771.704 285.30
   LOCATION L0002501     VOLUME   367026.741 3791783.299 285.43
   LOCATION L0002502     VOLUME   367022.973 3791794.894 285.55
   LOCATION L0002503     VOLUME   367019.204 3791806.489 285.68
   LOCATION L0002504     VOLUME   367015.436 3791818.084 285.80
   LOCATION L0002505     VOLUME   367011.668 3791829.679 285.93
   LOCATION L0002506     VOLUME   367007.899 3791841.274 286.05
   LOCATION L0002507     VOLUME   367002.359 3791852.103 286.17
   LOCATION L0002508     VOLUME   366996.503 3791862.797 286.28
   LOCATION L0002509     VOLUME   366990.647 3791873.491 286.40
   LOCATION L0002510     VOLUME   366984.791 3791884.184 286.51
   LOCATION L0002511     VOLUME   366978.935 3791894.878 286.63
   LOCATION L0002512     VOLUME   366973.079 3791905.571 286.74
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   LOCATION L0002514     VOLUME   366966.087 3791926.105 286.97
   LOCATION L0002515     VOLUME   366975.315 3791934.073 287.11
   LOCATION L0002516     VOLUME   366984.543 3791942.041 287.28
   LOCATION L0002517     VOLUME   366993.771 3791950.009 287.46
   LOCATION L0002518     VOLUME   367002.999 3791957.978 287.63
   LOCATION L0002519     VOLUME   367012.227 3791965.946 287.81
   LOCATION L0002520     VOLUME   367021.455 3791973.914 287.98
   LOCATION L0002521     VOLUME   367030.683 3791981.882 288.16
   LOCATION L0002522     VOLUME   367039.911 3791989.850 288.34
   LOCATION L0002523     VOLUME   367049.139 3791997.818 288.54
   LOCATION L0002524     VOLUME   367058.367 3792005.786 288.72
   LOCATION L0002525     VOLUME   367067.595 3792013.754 288.89
   LOCATION L0002526     VOLUME   367076.823 3792021.722 289.02
   LOCATION L0002527     VOLUME   367086.051 3792029.690 289.17
   LOCATION L0002528     VOLUME   367095.279 3792037.658 289.33
   LOCATION L0002529     VOLUME   367104.507 3792045.626 289.52
   LOCATION L0002530     VOLUME   367113.735 3792053.594 289.73
   LOCATION L0002531     VOLUME   367122.963 3792061.562 289.96
   LOCATION L0002532     VOLUME   367132.190 3792069.530 290.18
   LOCATION L0002533     VOLUME   367141.418 3792077.498 290.38
   LOCATION L0002534     VOLUME   367150.646 3792085.466 290.56
   LOCATION L0002535     VOLUME   367159.874 3792093.434 290.72
   LOCATION L0002536     VOLUME   367169.102 3792101.402 290.86
   LOCATION L0002537     VOLUME   367178.330 3792109.370 290.98
   LOCATION L0002538     VOLUME   367187.558 3792117.338 291.13
   LOCATION L0002539     VOLUME   367196.786 3792125.307 291.35
   LOCATION L0002540     VOLUME   367206.014 3792133.275 291.61
   LOCATION L0002541     VOLUME   367215.242 3792141.243 291.85
   LOCATION L0002542     VOLUME   367224.470 3792149.211 292.07
   LOCATION L0002543     VOLUME   367233.698 3792157.179 292.27
   LOCATION L0002544     VOLUME   367242.926 3792165.147 292.45
   LOCATION L0002545     VOLUME   367252.154 3792173.115 292.60
   LOCATION L0002546     VOLUME   367261.382 3792181.083 292.74
   LOCATION L0002547     VOLUME   367270.610 3792189.051 292.86
   LOCATION L0002548     VOLUME   367279.838 3792197.019 292.94
   LOCATION L0002549     VOLUME   367289.066 3792204.987 293.06
** End of LINE VOLUME Source ID = RDOFFAB
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** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONSDEV
** DESCRSRC Onsite Haul Trucks south of Devonshire
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0001566
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 366605.915, 3791635.761, 281.49, 0.00, 1.70
** 366546.722, 3791444.255, 279.78, 0.00, 1.70
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   LOCATION L0002550     VOLUME   366605.375 3791634.014 281.32
   LOCATION L0002551     VOLUME   366604.295 3791630.520 281.30
   LOCATION L0002552     VOLUME   366603.215 3791627.025 281.27
   LOCATION L0002553     VOLUME   366602.135 3791623.531 281.25
   LOCATION L0002554     VOLUME   366601.054 3791620.036 281.23
   LOCATION L0002555     VOLUME   366599.974 3791616.542 281.20
   LOCATION L0002556     VOLUME   366598.894 3791613.047 281.18
   LOCATION L0002557     VOLUME   366597.814 3791609.553 281.16
   LOCATION L0002558     VOLUME   366596.734 3791606.058 281.14
   LOCATION L0002559     VOLUME   366595.654 3791602.564 281.13
   LOCATION L0002560     VOLUME   366594.574 3791599.069 281.11
   LOCATION L0002561     VOLUME   366593.494 3791595.575 281.09
   LOCATION L0002562     VOLUME   366592.413 3791592.080 281.08
   LOCATION L0002563     VOLUME   366591.333 3791588.586 281.07
   LOCATION L0002564     VOLUME   366590.253 3791585.091 281.05
   LOCATION L0002565     VOLUME   366589.173 3791581.597 281.04
   LOCATION L0002566     VOLUME   366588.093 3791578.102 281.03
   LOCATION L0002567     VOLUME   366587.013 3791574.608 281.02
   LOCATION L0002568     VOLUME   366585.933 3791571.113 281.01
   LOCATION L0002569     VOLUME   366584.853 3791567.619 281.00
   LOCATION L0002570     VOLUME   366583.773 3791564.124 280.99
   LOCATION L0002571     VOLUME   366582.692 3791560.630 280.95
   LOCATION L0002572     VOLUME   366581.612 3791557.136 280.91
   LOCATION L0002573     VOLUME   366580.532 3791553.641 280.88
   LOCATION L0002574     VOLUME   366579.452 3791550.147 280.84
   LOCATION L0002575     VOLUME   366578.372 3791546.652 280.80
   LOCATION L0002576     VOLUME   366577.292 3791543.158 280.76
   LOCATION L0002577     VOLUME   366576.212 3791539.663 280.72
   LOCATION L0002578     VOLUME   366575.132 3791536.169 280.69
   LOCATION L0002579     VOLUME   366574.052 3791532.674 280.65
   LOCATION L0002580     VOLUME   366572.971 3791529.180 280.61
   LOCATION L0002581     VOLUME   366571.891 3791525.685 280.57
   LOCATION L0002582     VOLUME   366570.811 3791522.191 280.53
   LOCATION L0002583     VOLUME   366569.731 3791518.696 280.50
   LOCATION L0002584     VOLUME   366568.651 3791515.202 280.46
   LOCATION L0002585     VOLUME   366567.571 3791511.707 280.42
   LOCATION L0002586     VOLUME   366566.491 3791508.213 280.38
   LOCATION L0002587     VOLUME   366565.411 3791504.718 280.34
   LOCATION L0002588     VOLUME   366564.331 3791501.224 280.31
   LOCATION L0002589     VOLUME   366563.250 3791497.729 280.27
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   LOCATION L0002590     VOLUME   366562.170 3791494.235 280.23
   LOCATION L0002591     VOLUME   366561.090 3791490.740 280.19
   LOCATION L0002592     VOLUME   366560.010 3791487.246 280.15
   LOCATION L0002593     VOLUME   366558.930 3791483.751 280.12
   LOCATION L0002594     VOLUME   366557.850 3791480.257 280.08
   LOCATION L0002595     VOLUME   366556.770 3791476.762 280.04
   LOCATION L0002596     VOLUME   366555.690 3791473.268 280.00
   LOCATION L0002597     VOLUME   366554.610 3791469.773 279.96
   LOCATION L0002598     VOLUME   366553.529 3791466.279 279.93
   LOCATION L0002599     VOLUME   366552.449 3791462.785 279.89
   LOCATION L0002600     VOLUME   366551.369 3791459.290 279.85
   LOCATION L0002601     VOLUME   366550.289 3791455.796 279.81
   LOCATION L0002602     VOLUME   366549.209 3791452.301 279.77
   LOCATION L0002603     VOLUME   366548.129 3791448.807 279.74
   LOCATION L0002604     VOLUME   366547.049 3791445.312 279.70
** End of LINE VOLUME Source ID = RDONSDEV
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONNDEV
** DESCRSRC Onsite Haul Trucks north of Devonshire
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.0001566
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
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** 366791.918, 3791844.962, 285.91, 0.00, 1.70
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   LOCATION L0002606     VOLUME   366684.393 3791677.914 282.69
   LOCATION L0002607     VOLUME   366686.372 3791680.990 282.75
   LOCATION L0002608     VOLUME   366688.352 3791684.065 282.81
   LOCATION L0002609     VOLUME   366690.332 3791687.141 282.87
   LOCATION L0002610     VOLUME   366692.311 3791690.216 282.93
   LOCATION L0002611     VOLUME   366694.291 3791693.292 282.98
   LOCATION L0002612     VOLUME   366696.271 3791696.367 283.04
   LOCATION L0002613     VOLUME   366698.250 3791699.443 283.10
   LOCATION L0002614     VOLUME   366700.230 3791702.518 283.16
   LOCATION L0002615     VOLUME   366702.210 3791705.594 283.22
   LOCATION L0002616     VOLUME   366704.189 3791708.669 283.28
   LOCATION L0002617     VOLUME   366706.169 3791711.745 283.34
   LOCATION L0002618     VOLUME   366708.149 3791714.821 283.40
   LOCATION L0002619     VOLUME   366710.128 3791717.896 283.46
   LOCATION L0002620     VOLUME   366712.108 3791720.972 283.51
   LOCATION L0002621     VOLUME   366714.087 3791724.047 283.57
   LOCATION L0002622     VOLUME   366716.067 3791727.123 283.63
   LOCATION L0002623     VOLUME   366718.047 3791730.198 283.69
   LOCATION L0002624     VOLUME   366720.026 3791733.274 283.75
   LOCATION L0002625     VOLUME   366722.006 3791736.349 283.81
   LOCATION L0002626     VOLUME   366723.986 3791739.425 283.87
   LOCATION L0002627     VOLUME   366725.965 3791742.500 283.93
   LOCATION L0002628     VOLUME   366727.945 3791745.576 283.98
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   LOCATION L0002629     VOLUME   366729.925 3791748.652 284.01
   LOCATION L0002630     VOLUME   366731.904 3791751.727 284.05
   LOCATION L0002631     VOLUME   366733.884 3791754.803 284.08
   LOCATION L0002632     VOLUME   366735.864 3791757.878 284.12
   LOCATION L0002633     VOLUME   366737.843 3791760.954 284.16
   LOCATION L0002634     VOLUME   366739.823 3791764.029 284.21
   LOCATION L0002635     VOLUME   366741.803 3791767.105 284.25
   LOCATION L0002636     VOLUME   366743.782 3791770.180 284.30
   LOCATION L0002637     VOLUME   366745.762 3791773.256 284.34
   LOCATION L0002638     VOLUME   366747.742 3791776.331 284.39
   LOCATION L0002639     VOLUME   366749.721 3791779.407 284.44
   LOCATION L0002640     VOLUME   366751.701 3791782.483 284.50
   LOCATION L0002641     VOLUME   366753.681 3791785.558 284.55
   LOCATION L0002642     VOLUME   366755.660 3791788.634 284.61
   LOCATION L0002643     VOLUME   366757.640 3791791.709 284.66
   LOCATION L0002644     VOLUME   366759.620 3791794.785 284.72
   LOCATION L0002645     VOLUME   366761.599 3791797.860 284.79
   LOCATION L0002646     VOLUME   366763.579 3791800.936 284.85
   LOCATION L0002647     VOLUME   366765.559 3791804.011 284.91
   LOCATION L0002648     VOLUME   366767.538 3791807.087 284.98
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   LOCATION L0002650     VOLUME   366771.498 3791813.238 285.12
   LOCATION L0002651     VOLUME   366773.477 3791816.314 285.19
   LOCATION L0002652     VOLUME   366775.457 3791819.389 285.26
   LOCATION L0002653     VOLUME   366777.437 3791822.465 285.34
   LOCATION L0002654     VOLUME   366779.416 3791825.540 285.41
   LOCATION L0002655     VOLUME   366781.396 3791828.616 285.49
   LOCATION L0002656     VOLUME   366783.376 3791831.691 285.57
   LOCATION L0002657     VOLUME   366785.355 3791834.767 285.65
   LOCATION L0002658     VOLUME   366787.335 3791837.842 285.74
   LOCATION L0002659     VOLUME   366789.315 3791840.918 285.81
   LOCATION L0002660     VOLUME   366791.294 3791843.993 285.87
** End of LINE VOLUME Source ID = RDONNDEV
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDOFFC
** DESCRSRC Offsite Haul Trucks Route C
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 0.0002272
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 366637.676, 3791653.226, 281.57, 0.00, 5.67
** 366208.216, 3791631.173, 279.81, 0.00, 5.67
** 366076.011, 3791631.521, 279.79, 0.00, 5.67
** 365695.666, 3791640.437, 278.82, 0.00, 5.67
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   LOCATION L0002662     VOLUME   366619.412 3791652.288 281.58
   LOCATION L0002663     VOLUME   366607.236 3791651.663 281.43
   LOCATION L0002664     VOLUME   366595.060 3791651.038 281.28
   LOCATION L0002665     VOLUME   366582.884 3791650.413 281.13
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LOCATION L0002666 VOLUME 366570.708 3791649.787 281.00
LOCATION L0002667 VOLUME 366558.533 3791649.162 281.00
LOCATION L0002668 VOLUME 366546.357 3791648.537 281.00
LOCATION L0002669 VOLUME 366534.181 3791647.912 281.00
LOCATION L0002670 VOLUME 366522.005 3791647.286 281.00
LOCATION L0002671 VOLUME 366509.829 3791646.661 281.00
LOCATION L0002672 VOLUME 366497.653 3791646.036 281.00
LOCATION L0002673 VOLUME 366485.477 3791645.411 280.98
LOCATION L0002674 VOLUME 366473.301 3791644.785 280.96
LOCATION L0002675 VOLUME 366461.125 3791644.160 280.93
LOCATION L0002676 VOLUME 366448.949 3791643.535 280.90
LOCATION L0002677 VOLUME 366436.773 3791642.910 280.86
LOCATION L0002678 VOLUME 366424.597 3791642.284 280.83
LOCATION L0002679 VOLUME 366412.421 3791641.659 280.80
LOCATION L0002680 VOLUME 366400.245 3791641.034 280.79
LOCATION L0002681 VOLUME 366388.069 3791640.409 280.79
LOCATION L0002682 VOLUME 366375.893 3791639.783 280.78
LOCATION L0002683 VOLUME 366363.717 3791639.158 280.77
LOCATION L0002684 VOLUME 366351.541 3791638.533 280.76
LOCATION L0002685 VOLUME 366339.365 3791637.908 280.72
LOCATION L0002686 VOLUME 366327.189 3791637.282 280.55
LOCATION L0002687 VOLUME 366315.013 3791636.657 280.38
LOCATION L0002688 VOLUME 366302.837 3791636.032 280.22
LOCATION L0002689 VOLUME 366290.661 3791635.407 280.05
LOCATION L0002690 VOLUME 366278.486 3791634.781 279.88
LOCATION L0002691 VOLUME 366266.310 3791634.156 279.71
LOCATION L0002692 VOLUME 366254.134 3791633.531 279.69
LOCATION L0002693 VOLUME 366241.958 3791632.906 279.68
LOCATION L0002694 VOLUME 366229.782 3791632.280 279.67
LOCATION L0002695 VOLUME 366217.606 3791631.655 279.66
LOCATION L0002696 VOLUME 366205.426 3791631.180 279.66
LOCATION L0002697 VOLUME 366193.234 3791631.212 279.66
LOCATION L0002698 VOLUME 366181.042 3791631.245 279.65
LOCATION L0002699 VOLUME 366168.850 3791631.277 279.65
LOCATION L0002700 VOLUME 366156.658 3791631.309 279.65
LOCATION L0002701 VOLUME 366144.466 3791631.341 279.65
LOCATION L0002702 VOLUME 366132.274 3791631.373 279.65
LOCATION L0002703 VOLUME 366120.082 3791631.405 279.65
LOCATION L0002704 VOLUME 366107.890 3791631.437 279.64
LOCATION L0002705 VOLUME 366095.699 3791631.470 279.64
LOCATION L0002706 VOLUME 366083.507 3791631.502 279.64
LOCATION L0002707 VOLUME 366071.316 3791631.631 279.64
LOCATION L0002708 VOLUME 366059.127 3791631.917 279.64
LOCATION L0002709 VOLUME 366046.939 3791632.203 279.64
LOCATION L0002710 VOLUME 366034.750 3791632.489 279.64
LOCATION L0002711 VOLUME 366022.561 3791632.774 279.65
LOCATION L0002712 VOLUME 366010.373 3791633.060 279.65
LOCATION L0002713 VOLUME 365998.184 3791633.346 279.65
LOCATION L0002714 VOLUME 365985.995 3791633.631 279.65
LOCATION L0002715 VOLUME 365973.807 3791633.917 279.65
LOCATION L0002716 VOLUME 365961.618 3791634.203 279.65
LOCATION L0002717 VOLUME 365949.429 3791634.489 279.65
LOCATION L0002718 VOLUME 365937.241 3791634.774 279.65
LOCATION L0002719 VOLUME 365925.052 3791635.060 279.66

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   LOCATION L0002720     VOLUME   365912.863 3791635.346 279.66
   LOCATION L0002721     VOLUME   365900.675 3791635.632 279.66
   LOCATION L0002722     VOLUME   365888.486 3791635.917 279.66
   LOCATION L0002723     VOLUME   365876.297 3791636.203 279.59
   LOCATION L0002724     VOLUME   365864.109 3791636.489 279.44
   LOCATION L0002725     VOLUME   365851.920 3791636.774 279.28
   LOCATION L0002726     VOLUME   365839.731 3791637.060 279.12
   LOCATION L0002727     VOLUME   365827.543 3791637.346 278.96
   LOCATION L0002728     VOLUME   365815.354 3791637.632 278.80
   LOCATION L0002729     VOLUME   365803.166 3791637.917 278.67
   LOCATION L0002730     VOLUME   365790.977 3791638.203 278.67
   LOCATION L0002731     VOLUME   365778.788 3791638.489 278.67
   LOCATION L0002732     VOLUME   365766.600 3791638.774 278.67
   LOCATION L0002733     VOLUME   365754.411 3791639.060 278.67
   LOCATION L0002734     VOLUME   365742.222 3791639.346 278.67
   LOCATION L0002735     VOLUME   365730.034 3791639.632 278.68
   LOCATION L0002736     VOLUME   365717.845 3791639.917 278.68
   LOCATION L0002737     VOLUME   365705.656 3791640.203 278.68
** End of LINE VOLUME Source ID = RDOFFC
** Source Parameters **
   SRCPARAM EQUIP1          0.0021     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP2          0.0021     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP3          0.0021     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP4          0.0021     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP5          0.0021     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP6          0.0021     3.840   366.000  51.71000
0.100
   SRCPARAM IDLEN         0.0001244     3.840   366.000  51.71000
0.100
   SRCPARAM IDLES         0.0001244     3.840   366.000  51.71000
0.100
** LINE VOLUME Source ID = RDOFFAB
   SRCPARAM L0002460     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002461     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002462     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002463     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002464     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002465     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002466     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002467     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002468     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002469     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002470     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002471     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002472     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002473     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002474     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002475     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002476     0.000004601      1.83      5.67      0.85
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SRCPARAM L0002477     0.000004601      1.83      5.67      0.85
SRCPARAM L0002478     0.000004601      1.83      5.67      0.85
SRCPARAM L0002479     0.000004601      1.83      5.67      0.85
SRCPARAM L0002480     0.000004601      1.83      5.67      0.85
SRCPARAM L0002481     0.000004601      1.83      5.67      0.85
SRCPARAM L0002482     0.000004601      1.83      5.67      0.85
SRCPARAM L0002483     0.000004601      1.83      5.67      0.85
SRCPARAM L0002484     0.000004601      1.83      5.67      0.85
SRCPARAM L0002485     0.000004601      1.83      5.67      0.85
SRCPARAM L0002486     0.000004601      1.83      5.67      0.85
SRCPARAM L0002487     0.000004601      1.83      5.67      0.85
SRCPARAM L0002488     0.000004601      1.83      5.67      0.85
SRCPARAM L0002489     0.000004601      1.83      5.67      0.85
SRCPARAM L0002490     0.000004601      1.83      5.67      0.85
SRCPARAM L0002491     0.000004601      1.83      5.67      0.85
SRCPARAM L0002492     0.000004601      1.83      5.67      0.85
SRCPARAM L0002493     0.000004601      1.83      5.67      0.85
SRCPARAM L0002494     0.000004601      1.83      5.67      0.85
SRCPARAM L0002495     0.000004601      1.83      5.67      0.85
SRCPARAM L0002496     0.000004601      1.83      5.67      0.85
SRCPARAM L0002497     0.000004601      1.83      5.67      0.85
SRCPARAM L0002498     0.000004601      1.83      5.67      0.85
SRCPARAM L0002499     0.000004601      1.83      5.67      0.85
SRCPARAM L0002500     0.000004601      1.83      5.67      0.85
SRCPARAM L0002501     0.000004601      1.83      5.67      0.85
SRCPARAM L0002502     0.000004601      1.83      5.67      0.85
SRCPARAM L0002503     0.000004601      1.83      5.67      0.85
SRCPARAM L0002504     0.000004601      1.83      5.67      0.85
SRCPARAM L0002505     0.000004601      1.83      5.67      0.85
SRCPARAM L0002506     0.000004601      1.83      5.67      0.85
SRCPARAM L0002507     0.000004601      1.83      5.67      0.85
SRCPARAM L0002508     0.000004601      1.83      5.67      0.85
SRCPARAM L0002509     0.000004601      1.83      5.67      0.85
SRCPARAM L0002510     0.000004601      1.83      5.67      0.85
SRCPARAM L0002511     0.000004601      1.83      5.67      0.85
SRCPARAM L0002512     0.000004601      1.83      5.67      0.85
SRCPARAM L0002513     0.000004601      1.83      5.67      0.85
SRCPARAM L0002514     0.000004601      1.83      5.67      0.85
SRCPARAM L0002515     0.000004601      1.83      5.67      0.85
SRCPARAM L0002516     0.000004601      1.83      5.67      0.85
SRCPARAM L0002517     0.000004601      1.83      5.67      0.85
SRCPARAM L0002518     0.000004601      1.83      5.67      0.85
SRCPARAM L0002519     0.000004601      1.83      5.67      0.85
SRCPARAM L0002520     0.000004601      1.83      5.67      0.85
SRCPARAM L0002521     0.000004601      1.83      5.67      0.85
SRCPARAM L0002522     0.000004601      1.83      5.67      0.85
SRCPARAM L0002523     0.000004601      1.83      5.67      0.85
SRCPARAM L0002524     0.000004601      1.83      5.67      0.85
SRCPARAM L0002525     0.000004601      1.83      5.67      0.85
SRCPARAM L0002526     0.000004601      1.83      5.67      0.85
SRCPARAM L0002527     0.000004601      1.83      5.67      0.85
SRCPARAM L0002528     0.000004601      1.83      5.67      0.85
SRCPARAM L0002529     0.000004601      1.83      5.67      0.85
SRCPARAM L0002530     0.000004601      1.83      5.67      0.85
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   SRCPARAM L0002531     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002532     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002533     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002534     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002535     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002536     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002537     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002538     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002539     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002540     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002541     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002542     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002543     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002544     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002545     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002546     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002547     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002548     0.000004601      1.83      5.67      0.85
   SRCPARAM L0002549     0.000004601      1.83      5.67      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = RDONSDEV
   SRCPARAM L0002550     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002551     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002552     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002553     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002554     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002555     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002556     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002557     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002558     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002559     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002560     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002561     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002562     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002563     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002564     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002565     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002566     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002567     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002568     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002569     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002570     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002571     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002572     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002573     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002574     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002575     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002576     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002577     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002578     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002579     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002580     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002581     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002582     0.000002847      0.00      1.70      0.85
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   SRCPARAM L0002583     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002584     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002585     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002586     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002587     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002588     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002589     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002590     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002591     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002592     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002593     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002594     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002595     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002596     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002597     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002598     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002599     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002600     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002601     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002602     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002603     0.000002847      0.00      1.70      0.85
   SRCPARAM L0002604     0.000002847      0.00      1.70      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = RDONNDEV
   SRCPARAM L0002605     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002606     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002607     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002608     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002609     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002610     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002611     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002612     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002613     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002614     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002615     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002616     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002617     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002618     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002619     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002620     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002621     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002622     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002623     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002624     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002625     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002626     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002627     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002628     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002629     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002630     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002631     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002632     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002633     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002634     0.000002796      0.00      1.70      0.85
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   SRCPARAM L0002635     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002636     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002637     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002638     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002639     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002640     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002641     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002642     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002643     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002644     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002645     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002646     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002647     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002648     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002649     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002650     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002651     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002652     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002653     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002654     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002655     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002656     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002657     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002658     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002659     0.000002796      0.00      1.70      0.85
   SRCPARAM L0002660     0.000002796      0.00      1.70      0.85
** ----------------------------------------------------------------------
** LINE VOLUME Source ID = RDOFFC
   SRCPARAM L0002661     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002662     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002663     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002664     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002665     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002666     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002667     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002668     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002669     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002670     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002671     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002672     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002673     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002674     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002675     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002676     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002677     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002678     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002679     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002680     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002681     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002682     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002683     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002684     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002685     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002686     0.000002951      0.00      5.67      0.85
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   SRCPARAM L0002687     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002688     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002689     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002690     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002691     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002692     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002693     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002694     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002695     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002696     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002697     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002698     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002699     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002700     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002701     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002702     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002703     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002704     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002705     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002706     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002707     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002708     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002709     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002710     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002711     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002712     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002713     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002714     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002715     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002716     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002717     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002718     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002719     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002720     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002721     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002722     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002723     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002724     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002725     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002726     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002727     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002728     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002729     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002730     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002731     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002732     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002733     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002734     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002735     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002736     0.000002951      0.00      5.67      0.85
   SRCPARAM L0002737     0.000002951      0.00      5.67      0.85
** ------------------------------------------------------------------
   URBANSRC ALL
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** Variable Emissions Type: "By Hour-of-Day (HROFDY)"
** Variable Emission Scenario: "Scenario 2"
   EMISFACT EQUIP1       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP1       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP1       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP1       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP2       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP2       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP2       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP2       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP3       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP3       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP3       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP3       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP4       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP4       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP4       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP4       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP5       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP5       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP5       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP5       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP6       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP6       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP6       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP6       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLEN        HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLEN        HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLEN        HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLEN        HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLES        HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLES        HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLES        HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLES        HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002460     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002460     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002460     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002460     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002461     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002461     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002461     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002461     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002462     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002462     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002462     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002462     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002463     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002463     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002463     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002463     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002464     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002464     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002464     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002464     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002465     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002465     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002465     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002465     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002466     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002466     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002466     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002466     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002467     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002467     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002467     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002467     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002468     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002468     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002468     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002468     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002469     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002469     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002469     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002469     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002470     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002470     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002470     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002470     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002471     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002471     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002471     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002472     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002472     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002472     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002473     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002473     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002473     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002474     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002475     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002475     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002475     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002475     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002476     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002476     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002476     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002476     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002477     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002477     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002477     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002477     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002478     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002478     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002478     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002478     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002479     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002480     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002480     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002480     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002480     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002481     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002481     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002483     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002483     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002484     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002484     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002485     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002486     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002486     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002486     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002489     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002489     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002490     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002490     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002491     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002491     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002492     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002492     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002492     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002492     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002493     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002493     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002493     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002493     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002494     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002494     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002494     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002496     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002496     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002496     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002497     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002497     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002498     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002498     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002498     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002499     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002499     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002500     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002500     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002501     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002502     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002502     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002502     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002503     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002503     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002503     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002503     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002504     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002504     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002504     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002504     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002505     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002505     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
```

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EMISFACT L0002505     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002505     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002506     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002506     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002506     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002506     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002507     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002507     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002507     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002507     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002508     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002508     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002508     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002508     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002509     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002509     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002510     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002510     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002510     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002510     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002511     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002518     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002518     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002518     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002522     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002530     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002530     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002531     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002531     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002532     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002532     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002539     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002544     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002545     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002545     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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   EMISFACT L0002547     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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   EMISFACT L0002549     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002549     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002549     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002549     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "Pacoima PM10 Mit.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE ..\burk8.sfc
   PROFFILE ..\burk8.PFL
   SURFDATA 0 2008 Burbank 378.62 3782.24
   UAIRDATA 3190 2008
   SITEDATA 99999 2008
   PROFBASE 175.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
   PLOTFILE 24 ALL 1ST "PACOIMA PM10 MIT.AD\24H1GALL.PLT" 31
   PLOTFILE ANNUAL ALL "PACOIMA PM10 MIT.AD\AN00GALL.PLT" 32
   SUMMFILE "Pacoima PM10 Mit.sum"
```

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OU FINISHED
**
****************************************
** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
```

* AERMOD (16216r): Pacoima Spreading Grounds Project Mitigated Diesel PM10 07/13/17
* AERMET (14134): 07:32:46
* MODELING OPTIONS USED: RegDFAULT CONC ELEV URBAN
* PLOT FILE OF ANNUAL VALUES AVERAGED ACROSS 5 YEARS FOR SOURCE GROUP: ALL
* FOR A TOTAL OF 269 RECEPTORS.
* FORMAT: (3(1X,F13.5),3(1X,F8.2),2X,A6,2X,A8,2X,I8.8,2X,A8)

X	Y	AVERAGE CONC	ZELEV	ZHILL	ZFLAG	AVE	GRP	NUM YRS	NET ID
367030.00000	3792240.00000	0.05776	291.74	291.74	0.00	ANNUAL	ALL	00000005	
366644.00000	3792082.00000	0.03941	288.12	288.12	0.00	ANNUAL	ALL	00000005	
366494.00000	3791913.00000	0.02839	284.75	284.75	0.00	ANNUAL	ALL	00000005	
366260.00000	3791664.00000	0.04060	280.02	280.02	0.00	ANNUAL	ALL	00000005	
366214.00000	3791536.00000	0.03849	278.63	278.63	0.00	ANNUAL	ALL	00000005	
366272.00000	3791136.00000	0.01900	275.44	275.44	0.00	ANNUAL	ALL	00000005	
366526.00000	3790962.00000	0.02928	274.47	274.47	0.00	ANNUAL	ALL	00000005	
367107.00000	3791450.00000	0.03303	282.84	282.84	0.00	ANNUAL	ALL	00000005	
367095.00000	3791634.00000	0.03294	284.00	284.00	0.00	ANNUAL	ALL	00000005	
367081.00000	3791995.00000	0.02873	288.61	288.61	0.00	ANNUAL	ALL	00000005	
367267.00000	3792154.00000	0.01979	292.45	292.45	0.00	ANNUAL	ALL	00000005	
366025.00000	3791611.00000	0.03767	279.41	279.41	0.00	ANNUAL	ALL	00000005	
366189.59000	3791104.07000	0.01401	274.95	274.95	0.00	ANNUAL	ALL	00000005	
366099.38000	3791247.03000	0.01457	275.48	275.48	0.00	ANNUAL	ALL	00000005	
366105.02000	3791050.71000	0.00949	274.01	274.01	0.00	ANNUAL	ALL	00000005	
366014.81000	3791193.67000	0.00978	274.89	274.89	0.00	ANNUAL	ALL	00000005	
366020.45000	3790997.34000	0.00663	272.77	272.77	0.00	ANNUAL	ALL	00000005	
365930.24000	3791140.30000	0.00711	274.30	274.30	0.00	ANNUAL	ALL	00000005	
365935.88000	3790943.98000	0.00495	272.18	272.18	0.00	ANNUAL	ALL	00000005	
365845.67000	3791086.94000	0.00539	273.71	273.71	0.00	ANNUAL	ALL	00000005	
365851.31000	3790890.61000	0.00390	271.59	271.59	0.00	ANNUAL	ALL	00000005	
365761.10000	3791033.57000	0.00422	272.72	272.72	0.00	ANNUAL	ALL	00000005	
366073.60000	3791341.20000	0.01886	276.50	276.50	0.00	ANNUAL	ALL	00000005	
365975.61000	3791321.27000	0.01149	276.27	276.27	0.00	ANNUAL	ALL	00000005	
365889.97000	3791240.60000	0.00758	275.38	275.38	0.00	ANNUAL	ALL	00000005	
365865.26000	3791362.07000	0.00897	276.53	276.53	0.00	ANNUAL	ALL	00000005	
365809.87000	3791176.09000	0.00571	274.10	274.10	0.00	ANNUAL	ALL	00000005	
365779.62000	3791281.40000	0.00620	274.81	274.81	0.00	ANNUAL	ALL	00000005	
365716.36000	3791145.01000	0.00454	273.96	273.96	0.00	ANNUAL	ALL	00000005	
365681.63000	3791261.46000	0.00492	274.58	274.58	0.00	ANNUAL	ALL	00000005	
366076.49000	3791464.13000	0.02749	277.83	277.83	0.00	ANNUAL	ALL	00000005	

365998.83000	3791527.12000	0.01970	278.50	278.50	0.00	ANNUAL	ALL	00000005
365973.42000	3791423.47000	0.01480	277.37	277.37	0.00	ANNUAL	ALL	00000005
365921.16000	3791590.12000	0.02242	279.17	279.17	0.00	ANNUAL	ALL	00000005
365895.75000	3791486.46000	0.01293	278.04	278.04	0.00	ANNUAL	ALL	00000005
365843.50000	3791653.11000	0.03867	279.34	279.34	0.00	ANNUAL	ALL	00000005
365818.09000	3791549.45000	0.01308	277.90	277.90	0.00	ANNUAL	ALL	00000005
365792.68000	3791445.79000	0.00873	276.59	276.59	0.00	ANNUAL	ALL	00000005
365765.83000	3791716.10000	0.01239	279.51	279.51	0.00	ANNUAL	ALL	00000005
365740.42000	3791612.44000	0.02255	278.38	278.38	0.00	ANNUAL	ALL	00000005
365715.01000	3791508.78000	0.00828	277.26	277.26	0.00	ANNUAL	ALL	00000005
365689.60000	3791405.13000	0.00621	276.13	276.13	0.00	ANNUAL	ALL	00000005
366137.76000	3791532.55000	0.03264	278.58	278.58	0.00	ANNUAL	ALL	00000005
366074.18000	3791605.72000	0.03647	279.36	279.36	0.00	ANNUAL	ALL	00000005
366041.61000	3791701.28000	0.02059	280.39	280.39	0.00	ANNUAL	ALL	00000005
366003.40000	3791792.77000	0.01381	281.00	281.00	0.00	ANNUAL	ALL	00000005
365918.85000	3791731.70000	0.01475	280.70	280.70	0.00	ANNUAL	ALL	00000005
365969.76000	3791887.57000	0.01089	281.39	281.39	0.00	ANNUAL	ALL	00000005
365890.50000	3791830.32000	0.01038	281.00	281.00	0.00	ANNUAL	ALL	00000005
366170.33000	3791697.05000	0.02632	280.36	280.36	0.00	ANNUAL	ALL	00000005
365787.57000	3791832.67000	0.00863	280.77	280.77	0.00	ANNUAL	ALL	00000005
366252.16000	3791821.78000	0.03084	282.30	282.30	0.00	ANNUAL	ALL	00000005
366129.50000	3791817.32000	0.01795	281.13	281.13	0.00	ANNUAL	ALL	00000005
366207.76000	3791936.22000	0.01866	283.15	283.15	0.00	ANNUAL	ALL	00000005
366085.10000	3791931.75000	0.01328	281.89	281.89	0.00	ANNUAL	ALL	00000005
366001.58000	3791986.73000	0.01007	282.47	282.47	0.00	ANNUAL	ALL	00000005
365839.78000	3791922.81000	0.00813	281.76	281.76	0.00	ANNUAL	ALL	00000005
365918.05000	3792041.71000	0.00798	283.05	283.05	0.00	ANNUAL	ALL	00000005
366373.22000	3791926.24000	0.03213	284.88	284.88	0.00	ANNUAL	ALL	00000005
366495.46000	3791928.20000	0.02695	284.92	284.92	0.00	ANNUAL	ALL	00000005
366325.07000	3792013.88000	0.01941	285.53	285.53	0.00	ANNUAL	ALL	00000005
366432.73000	3792027.20000	0.02104	286.95	286.95	0.00	ANNUAL	ALL	00000005
366323.47000	3792113.87000	0.01482	287.47	287.47	0.00	ANNUAL	ALL	00000005
366195.00000	3792056.52000	0.01328	284.52	284.52	0.00	ANNUAL	ALL	00000005
366431.13000	3792127.19000	0.01700	288.06	288.06	0.00	ANNUAL	ALL	00000005
366321.86000	3792213.86000	0.01220	287.99	287.99	0.00	ANNUAL	ALL	00000005
366228.77000	3792189.18000	0.01099	287.12	287.12	0.00	ANNUAL	ALL	00000005
366146.85000	3792144.17000	0.01040	285.56	285.56	0.00	ANNUAL	ALL	00000005
366076.09000	3792078.84000	0.01006	283.93	283.93	0.00	ANNUAL	ALL	00000005
366429.53000	3792227.18000	0.01417	289.31	289.31	0.00	ANNUAL	ALL	00000005

366308.62000	3792310.76000	0.01019	289.47	289.47	0.00	ANNUAL	ALL	00000005
366192.26000	3792279.91000	0.00899	287.60	287.60	0.00	ANNUAL	ALL	00000005
366089.86000	3792223.65000	0.00840	285.65	285.65	0.00	ANNUAL	ALL	00000005
366001.41000	3792141.99000	0.00807	284.15	284.15	0.00	ANNUAL	ALL	00000005
366427.92000	3792327.17000	0.01189	291.21	291.21	0.00	ANNUAL	ALL	00000005
366397.15000	3791832.50000	0.08604	283.82	283.82	0.00	ANNUAL	ALL	00000005
366575.11000	3792149.95000	0.02320	288.65	288.65	0.00	ANNUAL	ALL	00000005
366668.93000	3792173.57000	0.03192	289.60	289.60	0.00	ANNUAL	ALL	00000005
366762.76000	3792197.19000	0.03343	290.25	290.25	0.00	ANNUAL	ALL	00000005
366550.70000	3792246.93000	0.01715	290.37	290.37	0.00	ANNUAL	ALL	00000005
366644.52000	3792270.55000	0.01906	290.64	290.64	0.00	ANNUAL	ALL	00000005
366738.34000	3792294.17000	0.02054	291.83	291.83	0.00	ANNUAL	ALL	00000005
366526.28000	3792343.90000	0.01284	291.42	291.42	0.00	ANNUAL	ALL	00000005
366620.11000	3792367.52000	0.01358	291.69	291.69	0.00	ANNUAL	ALL	00000005
366713.93000	3792391.14000	0.01449	292.66	292.66	0.00	ANNUAL	ALL	00000005
366408.05000	3792417.26000	0.00974	291.96	291.96	0.00	ANNUAL	ALL	00000005
366501.87000	3792440.88000	0.01013	292.46	292.46	0.00	ANNUAL	ALL	00000005
366595.69000	3792464.50000	0.01050	292.84	292.84	0.00	ANNUAL	ALL	00000005
366689.52000	3792488.12000	0.01085	294.00	294.00	0.00	ANNUAL	ALL	00000005
366317.23000	3792471.96000	0.00808	292.06	292.06	0.00	ANNUAL	ALL	00000005
366184.43000	3792387.41000	0.00757	288.64	288.64	0.00	ANNUAL	ALL	00000005
366477.46000	3792537.85000	0.00825	293.81	293.81	0.00	ANNUAL	ALL	00000005
366571.28000	3792561.47000	0.00839	294.56	294.56	0.00	ANNUAL	ALL	00000005
366665.10000	3792585.09000	0.00840	295.10	295.10	0.00	ANNUAL	ALL	00000005
366862.54000	3792165.94000	0.03113	290.54	290.54	0.00	ANNUAL	ALL	00000005
366932.33000	3792085.91000	0.02977	289.69	289.69	0.00	ANNUAL	ALL	00000005
366907.59000	3792251.47000	0.02946	291.95	291.95	0.00	ANNUAL	ALL	00000005
366979.16000	3792319.67000	0.02496	293.23	293.23	0.00	ANNUAL	ALL	00000005
366836.11000	3792387.67000	0.01609	293.24	293.24	0.00	ANNUAL	ALL	00000005
367048.17000	3792257.38000	0.04684	292.16	292.16	0.00	ANNUAL	ALL	00000005
367052.26000	3792386.88000	0.01713	293.96	293.96	0.00	ANNUAL	ALL	00000005
366943.10000	3792458.17000	0.01270	294.72	294.72	0.00	ANNUAL	ALL	00000005
366819.84000	3792484.41000	0.01155	294.97	294.97	0.00	ANNUAL	ALL	00000005
367123.54000	3792323.10000	0.01993	293.34	293.34	0.00	ANNUAL	ALL	00000005
367126.11000	3792453.60000	0.01120	295.46	295.46	0.00	ANNUAL	ALL	00000005
367050.31000	3792503.10000	0.01058	295.29	295.29	0.00	ANNUAL	ALL	00000005
366974.51000	3792552.61000	0.00937	295.74	295.74	0.00	ANNUAL	ALL	00000005
366846.10000	3792579.94000	0.00880	296.03	296.03	0.00	ANNUAL	ALL	00000005
366755.60000	3792582.52000	0.00871	295.28	295.28	0.00	ANNUAL	ALL	00000005

367198.90000	3792388.83000	0.01109	295.01	295.01	0.00	ANNUAL	ALL	00000005
366792.31000	3792096.48000	0.06674	289.39	289.39	0.00	ANNUAL	ALL	00000005
367147.25000	3792560.30000	0.00778	297.18	297.18	0.00	ANNUAL	ALL	00000005
367112.95000	3792654.23000	0.00650	298.59	298.59	0.00	ANNUAL	ALL	00000005
366995.52000	3792648.16000	0.00725	297.56	297.56	0.00	ANNUAL	ALL	00000005
367243.10000	3792639.28000	0.00548	299.13	299.13	0.00	ANNUAL	ALL	00000005
367122.70000	3792750.44000	0.00527	299.87	299.87	0.00	ANNUAL	ALL	00000005
366975.90000	3792742.85000	0.00594	298.80	298.80	0.00	ANNUAL	ALL	00000005
366843.93000	3792694.67000	0.00672	297.78	297.78	0.00	ANNUAL	ALL	00000005
367267.52000	3792736.25000	0.00444	300.74	300.74	0.00	ANNUAL	ALL	00000005
367236.79000	3792266.23000	0.01351	294.06	294.06	0.00	ANNUAL	ALL	00000005
367334.23000	3792243.75000	0.00944	293.92	293.92	0.00	ANNUAL	ALL	00000005
367431.67000	3792221.28000	0.00652	294.25	294.25	0.00	ANNUAL	ALL	00000005
367413.49000	3792333.23000	0.00612	295.73	295.73	0.00	ANNUAL	ALL	00000005
367370.92000	3792430.27000	0.00603	296.36	296.36	0.00	ANNUAL	ALL	00000005
367279.58000	3792497.49000	0.00669	297.19	297.19	0.00	ANNUAL	ALL	00000005
367528.25000	3792204.13000	0.00507	294.45	294.45	0.00	ANNUAL	ALL	00000005
367507.47000	3792332.08000	0.00481	296.47	296.47	0.00	ANNUAL	ALL	00000005
367451.89000	3792485.63000	0.00462	298.37	298.37	0.00	ANNUAL	ALL	00000005
367347.50000	3792562.45000	0.00515	297.91	297.91	0.00	ANNUAL	ALL	00000005
367625.88000	3792180.47000	0.00414	294.82	294.82	0.00	ANNUAL	ALL	00000005
367605.68000	3792304.86000	0.00400	296.32	296.32	0.00	ANNUAL	ALL	00000005
367585.48000	3792429.25000	0.00377	298.50	298.50	0.00	ANNUAL	ALL	00000005
367538.18000	3792537.07000	0.00373	299.28	299.28	0.00	ANNUAL	ALL	00000005
367436.69000	3792611.76000	0.00406	299.49	299.49	0.00	ANNUAL	ALL	00000005
367138.03000	3792115.65000	0.03624	291.05	291.05	0.00	ANNUAL	ALL	00000005
367218.18000	3792165.58000	0.02815	292.32	292.32	0.00	ANNUAL	ALL	00000005
367115.23000	3792018.29000	0.02714	288.99	288.99	0.00	ANNUAL	ALL	00000005
367216.12000	3792034.94000	0.01609	290.24	290.24	0.00	ANNUAL	ALL	00000005
367285.91000	3792101.50000	0.01294	291.82	291.82	0.00	ANNUAL	ALL	00000005
367092.44000	3791920.92000	0.01869	287.65	287.65	0.00	ANNUAL	ALL	00000005
367193.33000	3791937.57000	0.01408	289.12	289.12	0.00	ANNUAL	ALL	00000005
367309.07000	3791975.02000	0.01014	289.55	289.55	0.00	ANNUAL	ALL	00000005
367368.50000	3792058.23000	0.00877	291.07	291.07	0.00	ANNUAL	ALL	00000005
367069.65000	3791823.55000	0.02070	286.26	286.26	0.00	ANNUAL	ALL	00000005
367170.53000	3791840.20000	0.01427	287.12	287.12	0.00	ANNUAL	ALL	00000005
367271.42000	3791856.85000	0.01058	288.26	288.26	0.00	ANNUAL	ALL	00000005
367361.94000	3791890.14000	0.00832	288.79	288.79	0.00	ANNUAL	ALL	00000005
367421.37000	3791973.35000	0.00724	290.55	290.55	0.00	ANNUAL	ALL	00000005

367480.79000	3792056.55000	0.00612	292.22	292.22	0.00	ANNUAL	ALL	00000005
367046.85000	3791726.18000	0.03462	284.81	284.81	0.00	ANNUAL	ALL	00000005
367147.74000	3791742.83000	0.01711	285.49	285.49	0.00	ANNUAL	ALL	00000005
367248.62000	3791759.48000	0.01153	286.37	286.37	0.00	ANNUAL	ALL	00000005
367349.51000	3791776.13000	0.00848	286.86	286.86	0.00	ANNUAL	ALL	00000005
367429.67000	3791826.06000	0.00693	288.09	288.09	0.00	ANNUAL	ALL	00000005
367489.09000	3791909.27000	0.00606	289.85	289.85	0.00	ANNUAL	ALL	00000005
367548.52000	3791992.47000	0.00526	291.69	291.69	0.00	ANNUAL	ALL	00000005
367607.95000	3792075.68000	0.00449	293.36	293.36	0.00	ANNUAL	ALL	00000005
367224.16000	3791655.67000	0.01397	285.08	285.08	0.00	ANNUAL	ALL	00000005
367382.18000	3791675.47000	0.00777	285.86	285.86	0.00	ANNUAL	ALL	00000005
367296.14000	3791586.25000	0.01069	284.34	284.34	0.00	ANNUAL	ALL	00000005
367014.86000	3791995.11000	0.03209	288.44	288.44	0.00	ANNUAL	ALL	00000005
367518.41000	3791796.26000	0.00561	288.84	288.84	0.00	ANNUAL	ALL	00000005
367529.79000	3791699.50000	0.00540	287.39	287.39	0.00	ANNUAL	ALL	00000005
367201.26000	3791534.06000	0.01848	283.76	283.76	0.00	ANNUAL	ALL	00000005
367175.42000	3791412.71000	0.01575	282.44	282.44	0.00	ANNUAL	ALL	00000005
367100.98000	3791351.05000	0.01426	281.76	281.76	0.00	ANNUAL	ALL	00000005
367026.54000	3791289.40000	0.01098	281.08	281.08	0.00	ANNUAL	ALL	00000005
366952.10000	3791227.75000	0.00921	280.41	280.41	0.00	ANNUAL	ALL	00000005
366877.67000	3791166.10000	0.00852	279.73	279.73	0.00	ANNUAL	ALL	00000005
366803.23000	3791104.44000	0.00856	278.16	278.16	0.00	ANNUAL	ALL	00000005
366728.79000	3791042.79000	0.00932	277.37	277.37	0.00	ANNUAL	ALL	00000005
366654.35000	3790981.14000	0.01158	275.89	275.89	0.00	ANNUAL	ALL	00000005
366579.91000	3790919.49000	0.01506	274.25	274.25	0.00	ANNUAL	ALL	00000005
366505.48000	3790857.84000	0.01442	273.34	273.34	0.00	ANNUAL	ALL	00000005
367273.22000	3791391.88000	0.00950	282.23	282.23	0.00	ANNUAL	ALL	00000005
367164.77000	3791274.04000	0.00883	280.94	280.94	0.00	ANNUAL	ALL	00000005
367090.33000	3791212.39000	0.00798	280.26	280.26	0.00	ANNUAL	ALL	00000005
367015.89000	3791150.73000	0.00729	279.58	279.58	0.00	ANNUAL	ALL	00000005
366941.45000	3791089.08000	0.00695	278.91	278.91	0.00	ANNUAL	ALL	00000005
366867.01000	3791027.43000	0.00694	278.18	278.18	0.00	ANNUAL	ALL	00000005
366792.58000	3790965.78000	0.00735	276.55	276.55	0.00	ANNUAL	ALL	00000005
366718.14000	3790904.12000	0.00803	275.87	275.87	0.00	ANNUAL	ALL	00000005
366643.70000	3790842.47000	0.00859	274.27	274.27	0.00	ANNUAL	ALL	00000005
366569.26000	3790780.82000	0.00798	272.63	272.63	0.00	ANNUAL	ALL	00000005
367337.01000	3791314.86000	0.00668	281.41	281.41	0.00	ANNUAL	ALL	00000005
367396.87000	3791492.41000	0.00722	283.34	283.34	0.00	ANNUAL	ALL	00000005
367228.55000	3791197.02000	0.00640	280.12	280.12	0.00	ANNUAL	ALL	00000005

367154.11000	3791135.37000	0.00614	279.44	279.44	0.00	ANNUAL	ALL	00000005
367079.68000	3791073.72000	0.00588	278.76	278.76	0.00	ANNUAL	ALL	00000005
367005.24000	3791012.07000	0.00573	278.08	278.08	0.00	ANNUAL	ALL	00000005
366930.80000	3790950.41000	0.00571	277.40	277.40	0.00	ANNUAL	ALL	00000005
366856.36000	3790888.76000	0.00581	276.57	276.57	0.00	ANNUAL	ALL	00000005
366781.93000	3790827.11000	0.00602	275.05	275.05	0.00	ANNUAL	ALL	00000005
366707.49000	3790765.46000	0.00598	274.29	274.29	0.00	ANNUAL	ALL	00000005
366633.05000	3790703.81000	0.00556	272.36	272.36	0.00	ANNUAL	ALL	00000005
367412.14000	3791256.58000	0.00517	280.79	280.79	0.00	ANNUAL	ALL	00000005
367491.96000	3791493.30000	0.00563	283.73	283.73	0.00	ANNUAL	ALL	00000005
367292.34000	3791120.01000	0.00502	279.29	279.29	0.00	ANNUAL	ALL	00000005
367217.90000	3791058.36000	0.00495	278.62	278.62	0.00	ANNUAL	ALL	00000005
367143.46000	3790996.70000	0.00485	277.94	277.94	0.00	ANNUAL	ALL	00000005
367069.03000	3790935.05000	0.00477	277.26	277.26	0.00	ANNUAL	ALL	00000005
366994.59000	3790873.40000	0.00473	276.85	276.85	0.00	ANNUAL	ALL	00000005
366920.15000	3790811.75000	0.00474	275.90	275.90	0.00	ANNUAL	ALL	00000005
366845.71000	3790750.10000	0.00472	274.95	274.95	0.00	ANNUAL	ALL	00000005
366771.27000	3790688.44000	0.00457	273.55	273.55	0.00	ANNUAL	ALL	00000005
366696.84000	3790626.79000	0.00429	272.38	272.38	0.00	ANNUAL	ALL	00000005
367473.09000	3791174.88000	0.00419	280.74	280.74	0.00	ANNUAL	ALL	00000005
367558.14000	3791315.34000	0.00426	282.35	282.35	0.00	ANNUAL	ALL	00000005
367590.44000	3791467.04000	0.00450	284.09	284.09	0.00	ANNUAL	ALL	00000005
367356.13000	3791042.99000	0.00412	278.47	278.47	0.00	ANNUAL	ALL	00000005
367281.69000	3790981.34000	0.00411	277.79	277.79	0.00	ANNUAL	ALL	00000005
367207.25000	3790919.69000	0.00407	277.11	277.11	0.00	ANNUAL	ALL	00000005
367132.81000	3790858.04000	0.00402	277.00	277.00	0.00	ANNUAL	ALL	00000005
367058.37000	3790796.39000	0.00396	276.76	276.76	0.00	ANNUAL	ALL	00000005
366983.94000	3790734.73000	0.00394	275.61	275.61	0.00	ANNUAL	ALL	00000005
366909.50000	3790673.08000	0.00385	274.40	274.40	0.00	ANNUAL	ALL	00000005
366835.06000	3790611.43000	0.00371	273.17	273.17	0.00	ANNUAL	ALL	00000005
366760.62000	3790549.78000	0.00349	271.71	271.71	0.00	ANNUAL	ALL	00000005
366366.76000	3790868.62000	0.01443	272.86	272.86	0.00	ANNUAL	ALL	00000005
366301.28000	3790942.71000	0.01646	273.82	273.82	0.00	ANNUAL	ALL	00000005
366235.80000	3791016.79000	0.01490	274.01	274.01	0.00	ANNUAL	ALL	00000005
366359.01000	3790768.93000	0.00762	271.35	271.35	0.00	ANNUAL	ALL	00000005
366226.35000	3790876.48000	0.00840	272.50	272.50	0.00	ANNUAL	ALL	00000005
366160.87000	3790950.57000	0.00865	273.12	273.12	0.00	ANNUAL	ALL	00000005
366284.08000	3790702.70000	0.00528	270.62	270.62	0.00	ANNUAL	ALL	00000005
366489.97000	3790658.44000	0.00519	270.29	270.29	0.00	ANNUAL	ALL	00000005

366151.43000	3790810.26000	0.00564	271.44	271.44	0.00	ANNUAL	ALL	00000005
366085.95000	3790884.34000	0.00586	271.56	271.56	0.00	ANNUAL	ALL	00000005
366209.15000	3790636.48000	0.00403	269.90	269.90	0.00	ANNUAL	ALL	00000005
366343.50000	3790569.53000	0.00382	269.19	269.19	0.00	ANNUAL	ALL	00000005
366482.21000	3790558.74000	0.00388	269.10	269.10	0.00	ANNUAL	ALL	00000005
366076.50000	3790744.03000	0.00424	270.04	270.04	0.00	ANNUAL	ALL	00000005
366011.02000	3790818.12000	0.00441	270.83	270.83	0.00	ANNUAL	ALL	00000005
366151.02000	3790561.88000	0.00325	269.08	269.08	0.00	ANNUAL	ALL	00000005
366234.98000	3790520.04000	0.00319	268.64	268.64	0.00	ANNUAL	ALL	00000005
366318.95000	3790478.20000	0.00308	268.20	268.20	0.00	ANNUAL	ALL	00000005
366492.34000	3790464.71000	0.00313	268.08	268.08	0.00	ANNUAL	ALL	00000005
366581.77000	3790493.07000	0.00332	268.74	268.74	0.00	ANNUAL	ALL	00000005
366671.20000	3790521.42000	0.00344	270.22	270.22	0.00	ANNUAL	ALL	00000005
366067.05000	3790603.72000	0.00322	269.13	269.13	0.00	ANNUAL	ALL	00000005
366001.57000	3790677.81000	0.00339	269.31	269.31	0.00	ANNUAL	ALL	00000005
365936.09000	3790751.89000	0.00352	270.10	270.10	0.00	ANNUAL	ALL	00000005
366441.69000	3790934.85000	0.04515	274.16	274.16	0.00	ANNUAL	ALL	00000005
367111.63000	3791489.72000	0.04637	283.27	283.27	0.00	ANNUAL	ALL	00000005
367032.23000	3791650.21000	0.04166	284.00	284.00	0.00	ANNUAL	ALL	00000005
367026.80000	3791705.02000	0.03833	284.58	284.58	0.00	ANNUAL	ALL	00000005
367004.60000	3791824.64000	0.02872	285.87	285.87	0.00	ANNUAL	ALL	00000005
366979.97000	3791877.66000	0.02931	286.44	286.44	0.00	ANNUAL	ALL	00000005
366936.23000	3791933.33000	0.02687	287.08	287.08	0.00	ANNUAL	ALL	00000005
367022.27000	3792022.55000	0.02954	289.02	289.02	0.00	ANNUAL	ALL	00000005
367109.97000	3792214.86000	0.04230	292.02	292.02	0.00	ANNUAL	ALL	00000005
367135.60000	3792208.86000	0.03184	292.29	292.29	0.00	ANNUAL	ALL	00000005
367145.41000	3792251.39000	0.02440	292.87	292.87	0.00	ANNUAL	ALL	00000005
367073.98000	3792269.38000	0.03781	292.52	292.52	0.00	ANNUAL	ALL	00000005
366953.47000	3792101.98000	0.03283	289.87	289.87	0.00	ANNUAL	ALL	00000005
366856.96000	3792020.19000	0.03498	288.58	288.58	0.00	ANNUAL	ALL	00000005
366787.17000	3792100.22000	0.06946	289.41	289.41	0.00	ANNUAL	ALL	00000005
366505.70000	3792029.36000	0.02169	287.01	287.01	0.00	ANNUAL	ALL	00000005
366497.06000	3791828.21000	0.03739	283.83	283.83	0.00	ANNUAL	ALL	00000005
366374.82000	3791826.25000	0.08980	283.67	283.67	0.00	ANNUAL	ALL	00000005
366257.42000	3791647.90000	0.05782	279.85	279.85	0.00	ANNUAL	ALL	00000005
366223.02000	3791586.94000	0.03703	279.18	279.18	0.00	ANNUAL	ALL	00000005
366218.11000	3791478.88000	0.06074	278.01	278.01	0.00	ANNUAL	ALL	00000005
366207.45000	3791452.00000	0.08694	277.72	277.72	0.00	ANNUAL	ALL	00000005
366173.15000	3791439.02000	0.07629	277.57	277.57	0.00	ANNUAL	ALL	00000005

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  366159.24000 3791421.87000       0.06806   277.39   277.39     0.00  ANNUAL  ALL       00000005
  366183.95000 3791300.40000       0.02804   277.00   277.00     0.00  ANNUAL  ALL       00000005
  366274.16000 3791157.44000       0.01891   275.64   275.64     0.00  ANNUAL  ALL       00000005
  366310.73000 3791083.02000       0.02514   275.44   275.44     0.00  ANNUAL  ALL       00000005
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
```

APPENDIX I

AERMOD Model Diesel TOG Printouts

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**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 9.4.0
** Lakes Environmental Software Inc.
** Date: 7/12/2017
** File: C:\Vista Env\2013\13001 Pacoima\AERMOD\Pacoima TOG\Pacoima
TOG.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE Pacoima Spreading Grounds Improvement Project Diesel TOG
   TITLETWO Spreading Basin Area - Diesel ROG Emissions
   MODELOPT DFAULT CONC
   AVERTIME 1 24 ANNUAL
   URBANOPT 9862049 Los_Angeles_County
   POLLUTID TOG
   RUNORNOT RUN
   ERRORFIL "Pacoima TOG.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION EQUIP1       POINT      367047.698  3792163.914      290.650
** DESCRSRC Onsite diesel equipment 1
   LOCATION EQUIP2       POINT      366751.908  3792053.951      288.400
** DESCRSRC Onsite diesel equipment 2
   LOCATION EQUIP3       POINT      367051.230  3791514.562      283.530
** DESCRSRC Onsite diesel equipment 3
   LOCATION EQUIP4       POINT      366395.022  3791778.217      283.040
** DESCRSRC Onsite diesel equipment 4
   LOCATION EQUIP5       POINT      366218.498  3791400.897      277.170
** DESCRSRC Onsite diesel equipment 5
   LOCATION EQUIP6       POINT      366439.153  3790995.821      274.820
** DESCRSRC Onsite diesel equipment 6
   LOCATION IDLEN        POINT      366694.580  3791808.490      284.500
** DESCRSRC Haul truck Idling north of Devondhire
   LOCATION IDLES        POINT      366558.350  3791378.467      278.980
** DESCRSRC Haul truck Idling south of Devondhire
** ------------------------------------------------------------------------
```

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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDOFFAB
** DESCRSRC Offsite Haul Trucks Routes A & B
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 0.001787
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 6
** 366650.445, 3791656.907, 281.71, 1.83, 5.67
** 367041.868, 3791670.338, 284.04, 1.83, 5.67
** 367032.274, 3791766.275, 284.99, 1.83, 5.67
** 367007.330, 3791843.025, 285.95, 1.83, 5.67
** 366963.199, 3791923.612, 286.99, 1.83, 5.67
** 367294.061, 3792209.300, 292.99, 1.83, 5.67
** ------------------------------------------------------------------
   LOCATION L0002738     VOLUME   366656.538 3791657.116 281.75
   LOCATION L0002739     VOLUME   366668.722 3791657.534 281.82
   LOCATION L0002740     VOLUME   366680.907 3791657.952 281.89
   LOCATION L0002741     VOLUME   366693.092 3791658.371 281.96
   LOCATION L0002742     VOLUME   366705.277 3791658.789 282.04
   LOCATION L0002743     VOLUME   366717.462 3791659.207 282.11
   LOCATION L0002744     VOLUME   366729.647 3791659.625 282.18
   LOCATION L0002745     VOLUME   366741.831 3791660.043 282.25
   LOCATION L0002746     VOLUME   366754.016 3791660.461 282.33
   LOCATION L0002747     VOLUME   366766.201 3791660.879 282.40
   LOCATION L0002748     VOLUME   366778.386 3791661.297 282.47
   LOCATION L0002749     VOLUME   366790.571 3791661.715 282.54
   LOCATION L0002750     VOLUME   366802.756 3791662.134 282.62
   LOCATION L0002751     VOLUME   366814.940 3791662.552 282.69
   LOCATION L0002752     VOLUME   366827.125 3791662.970 282.76
   LOCATION L0002753     VOLUME   366839.310 3791663.388 282.83
   LOCATION L0002754     VOLUME   366851.495 3791663.806 282.91
   LOCATION L0002755     VOLUME   366863.680 3791664.224 282.98
   LOCATION L0002756     VOLUME   366875.865 3791664.642 283.05
   LOCATION L0002757     VOLUME   366888.049 3791665.060 283.12
   LOCATION L0002758     VOLUME   366900.234 3791665.478 283.20
   LOCATION L0002759     VOLUME   366912.419 3791665.896 283.27
   LOCATION L0002760     VOLUME   366924.604 3791666.315 283.34
   LOCATION L0002761     VOLUME   366936.789 3791666.733 283.41
   LOCATION L0002762     VOLUME   366948.974 3791667.151 283.49
   LOCATION L0002763     VOLUME   366961.158 3791667.569 283.56
   LOCATION L0002764     VOLUME   366973.343 3791667.987 283.63
   LOCATION L0002765     VOLUME   366985.528 3791668.405 283.70
   LOCATION L0002766     VOLUME   366997.713 3791668.823 283.78
   LOCATION L0002767     VOLUME   367009.898 3791669.241 283.85
   LOCATION L0002768     VOLUME   367022.082 3791669.659 283.92
   LOCATION L0002769     VOLUME   367034.267 3791670.078 283.99
   LOCATION L0002770     VOLUME   367041.411 3791674.903 284.09
   LOCATION L0002771     VOLUME   367040.198 3791687.034 284.21
   LOCATION L0002772     VOLUME   367038.985 3791699.166 284.33
   LOCATION L0002773     VOLUME   367037.772 3791711.297 284.45
   LOCATION L0002774     VOLUME   367036.558 3791723.429 284.57
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   LOCATION L0002775     VOLUME   367035.345 3791735.560 284.69
   LOCATION L0002776     VOLUME   367034.132 3791747.692 284.81
   LOCATION L0002777     VOLUME   367032.919 3791759.823 284.93
   LOCATION L0002778     VOLUME   367030.510 3791771.704 285.06
   LOCATION L0002779     VOLUME   367026.741 3791783.299 285.20
   LOCATION L0002780     VOLUME   367022.973 3791794.894 285.35
   LOCATION L0002781     VOLUME   367019.204 3791806.489 285.49
   LOCATION L0002782     VOLUME   367015.436 3791818.084 285.64
   LOCATION L0002783     VOLUME   367011.668 3791829.679 285.78
   LOCATION L0002784     VOLUME   367007.899 3791841.274 285.93
   LOCATION L0002785     VOLUME   367002.359 3791852.103 286.07
   LOCATION L0002786     VOLUME   366996.503 3791862.797 286.21
   LOCATION L0002787     VOLUME   366990.647 3791873.491 286.34
   LOCATION L0002788     VOLUME   366984.791 3791884.184 286.48
   LOCATION L0002789     VOLUME   366978.935 3791894.878 286.62
   LOCATION L0002790     VOLUME   366973.079 3791905.571 286.76
   LOCATION L0002791     VOLUME   366967.223 3791916.265 286.90
   LOCATION L0002792     VOLUME   366966.087 3791926.105 287.04
   LOCATION L0002793     VOLUME   366975.315 3791934.073 287.21
   LOCATION L0002794     VOLUME   366984.543 3791942.041 287.38
   LOCATION L0002795     VOLUME   366993.771 3791950.009 287.54
   LOCATION L0002796     VOLUME   367002.999 3791957.978 287.71
   LOCATION L0002797     VOLUME   367012.227 3791965.946 287.88
   LOCATION L0002798     VOLUME   367021.455 3791973.914 288.05
   LOCATION L0002799     VOLUME   367030.683 3791981.882 288.21
   LOCATION L0002800     VOLUME   367039.911 3791989.850 288.38
   LOCATION L0002801     VOLUME   367049.139 3791997.818 288.55
   LOCATION L0002802     VOLUME   367058.367 3792005.786 288.72
   LOCATION L0002803     VOLUME   367067.595 3792013.754 288.88
   LOCATION L0002804     VOLUME   367076.823 3792021.722 289.05
   LOCATION L0002805     VOLUME   367086.051 3792029.690 289.22
   LOCATION L0002806     VOLUME   367095.279 3792037.658 289.39
   LOCATION L0002807     VOLUME   367104.507 3792045.626 289.55
   LOCATION L0002808     VOLUME   367113.735 3792053.594 289.72
   LOCATION L0002809     VOLUME   367122.963 3792061.562 289.89
   LOCATION L0002810     VOLUME   367132.190 3792069.530 290.05
   LOCATION L0002811     VOLUME   367141.418 3792077.498 290.22
   LOCATION L0002812     VOLUME   367150.646 3792085.466 290.39
   LOCATION L0002813     VOLUME   367159.874 3792093.434 290.56
   LOCATION L0002814     VOLUME   367169.102 3792101.402 290.72
   LOCATION L0002815     VOLUME   367178.330 3792109.370 290.89
   LOCATION L0002816     VOLUME   367187.558 3792117.338 291.06
   LOCATION L0002817     VOLUME   367196.786 3792125.307 291.23
   LOCATION L0002818     VOLUME   367206.014 3792133.275 291.39
   LOCATION L0002819     VOLUME   367215.242 3792141.243 291.56
   LOCATION L0002820     VOLUME   367224.470 3792149.211 291.73
   LOCATION L0002821     VOLUME   367233.698 3792157.179 291.90
   LOCATION L0002822     VOLUME   367242.926 3792165.147 292.06
   LOCATION L0002823     VOLUME   367252.154 3792173.115 292.23
   LOCATION L0002824     VOLUME   367261.382 3792181.083 292.40
   LOCATION L0002825     VOLUME   367270.610 3792189.051 292.56
   LOCATION L0002826     VOLUME   367279.838 3792197.019 292.73
   LOCATION L0002827     VOLUME   367289.066 3792204.987 292.90
** End of LINE VOLUME Source ID = RDOFFAB
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** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONSDEV
** DESCRSRC Onsite Haul Trucks south of Devonshire
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.002066
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 366605.915, 3791635.761, 281.49, 0.00, 1.70
** 366546.722, 3791444.255, 279.78, 0.00, 1.70
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   LOCATION L0002828     VOLUME   366605.375 3791634.014 281.47
   LOCATION L0002829     VOLUME   366604.295 3791630.520 281.44
   LOCATION L0002830     VOLUME   366603.215 3791627.025 281.41
   LOCATION L0002831     VOLUME   366602.135 3791623.531 281.38
   LOCATION L0002832     VOLUME   366601.054 3791620.036 281.35
   LOCATION L0002833     VOLUME   366599.974 3791616.542 281.32
   LOCATION L0002834     VOLUME   366598.894 3791613.047 281.29
   LOCATION L0002835     VOLUME   366597.814 3791609.553 281.26
   LOCATION L0002836     VOLUME   366596.734 3791606.058 281.22
   LOCATION L0002837     VOLUME   366595.654 3791602.564 281.19
   LOCATION L0002838     VOLUME   366594.574 3791599.069 281.16
   LOCATION L0002839     VOLUME   366593.494 3791595.575 281.13
   LOCATION L0002840     VOLUME   366592.413 3791592.080 281.10
   LOCATION L0002841     VOLUME   366591.333 3791588.586 281.07
   LOCATION L0002842     VOLUME   366590.253 3791585.091 281.04
   LOCATION L0002843     VOLUME   366589.173 3791581.597 281.01
   LOCATION L0002844     VOLUME   366588.093 3791578.102 280.98
   LOCATION L0002845     VOLUME   366587.013 3791574.608 280.94
   LOCATION L0002846     VOLUME   366585.933 3791571.113 280.91
   LOCATION L0002847     VOLUME   366584.853 3791567.619 280.88
   LOCATION L0002848     VOLUME   366583.773 3791564.124 280.85
   LOCATION L0002849     VOLUME   366582.692 3791560.630 280.82
   LOCATION L0002850     VOLUME   366581.612 3791557.136 280.79
   LOCATION L0002851     VOLUME   366580.532 3791553.641 280.76
   LOCATION L0002852     VOLUME   366579.452 3791550.147 280.73
   LOCATION L0002853     VOLUME   366578.372 3791546.652 280.69
   LOCATION L0002854     VOLUME   366577.292 3791543.158 280.66
   LOCATION L0002855     VOLUME   366576.212 3791539.663 280.63
   LOCATION L0002856     VOLUME   366575.132 3791536.169 280.60
   LOCATION L0002857     VOLUME   366574.052 3791532.674 280.57
   LOCATION L0002858     VOLUME   366572.971 3791529.180 280.54
   LOCATION L0002859     VOLUME   366571.891 3791525.685 280.51
   LOCATION L0002860     VOLUME   366570.811 3791522.191 280.48
   LOCATION L0002861     VOLUME   366569.731 3791518.696 280.44
   LOCATION L0002862     VOLUME   366568.651 3791515.202 280.41
   LOCATION L0002863     VOLUME   366567.571 3791511.707 280.38
   LOCATION L0002864     VOLUME   366566.491 3791508.213 280.35
   LOCATION L0002865     VOLUME   366565.411 3791504.718 280.32
   LOCATION L0002866     VOLUME   366564.331 3791501.224 280.29
   LOCATION L0002867     VOLUME   366563.250 3791497.729 280.26
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   LOCATION L0002868     VOLUME   366562.170 3791494.235 280.23
   LOCATION L0002869     VOLUME   366561.090 3791490.740 280.20
   LOCATION L0002870     VOLUME   366560.010 3791487.246 280.16
   LOCATION L0002871     VOLUME   366558.930 3791483.751 280.13
   LOCATION L0002872     VOLUME   366557.850 3791480.257 280.10
   LOCATION L0002873     VOLUME   366556.770 3791476.762 280.07
   LOCATION L0002874     VOLUME   366555.690 3791473.268 280.04
   LOCATION L0002875     VOLUME   366554.610 3791469.773 280.01
   LOCATION L0002876     VOLUME   366553.529 3791466.279 279.98
   LOCATION L0002877     VOLUME   366552.449 3791462.785 279.95
   LOCATION L0002878     VOLUME   366551.369 3791459.290 279.91
   LOCATION L0002879     VOLUME   366550.289 3791455.796 279.88
   LOCATION L0002880     VOLUME   366549.209 3791452.301 279.85
   LOCATION L0002881     VOLUME   366548.129 3791448.807 279.82
   LOCATION L0002882     VOLUME   366547.049 3791445.312 279.79
** End of LINE VOLUME Source ID = RDONSDEV
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDONNDEV
** DESCRSRC Onsite Haul Trucks north of Devonshire
** PREFIX
** Length of Side = 3.66
** Configuration = Adjacent
** Emission Rate = 0.002066
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 2
** 366681.423, 3791673.301, 282.54, 0.00, 1.70
** 366791.918, 3791844.962, 285.91, 0.00, 1.70
** ----------------------------------------------------------------------
   LOCATION L0002883     VOLUME   366682.413 3791674.838 282.57
   LOCATION L0002884     VOLUME   366684.393 3791677.914 282.63
   LOCATION L0002885     VOLUME   366686.372 3791680.990 282.69
   LOCATION L0002886     VOLUME   366688.352 3791684.065 282.75
   LOCATION L0002887     VOLUME   366690.332 3791687.141 282.81
   LOCATION L0002888     VOLUME   366692.311 3791690.216 282.87
   LOCATION L0002889     VOLUME   366694.291 3791693.292 282.93
   LOCATION L0002890     VOLUME   366696.271 3791696.367 282.99
   LOCATION L0002891     VOLUME   366698.250 3791699.443 283.05
   LOCATION L0002892     VOLUME   366700.230 3791702.518 283.11
   LOCATION L0002893     VOLUME   366702.210 3791705.594 283.17
   LOCATION L0002894     VOLUME   366704.189 3791708.669 283.23
   LOCATION L0002895     VOLUME   366706.169 3791711.745 283.29
   LOCATION L0002896     VOLUME   366708.149 3791714.821 283.36
   LOCATION L0002897     VOLUME   366710.128 3791717.896 283.42
   LOCATION L0002898     VOLUME   366712.108 3791720.972 283.48
   LOCATION L0002899     VOLUME   366714.087 3791724.047 283.54
   LOCATION L0002900     VOLUME   366716.067 3791727.123 283.60
   LOCATION L0002901     VOLUME   366718.047 3791730.198 283.66
   LOCATION L0002902     VOLUME   366720.026 3791733.274 283.72
   LOCATION L0002903     VOLUME   366722.006 3791736.349 283.78
   LOCATION L0002904     VOLUME   366723.986 3791739.425 283.84
   LOCATION L0002905     VOLUME   366725.965 3791742.500 283.90
   LOCATION L0002906     VOLUME   366727.945 3791745.576 283.96
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   LOCATION L0002907     VOLUME   366729.925 3791748.652 284.02
   LOCATION L0002908     VOLUME   366731.904 3791751.727 284.08
   LOCATION L0002909     VOLUME   366733.884 3791754.803 284.14
   LOCATION L0002910     VOLUME   366735.864 3791757.878 284.20
   LOCATION L0002911     VOLUME   366737.843 3791760.954 284.26
   LOCATION L0002912     VOLUME   366739.823 3791764.029 284.32
   LOCATION L0002913     VOLUME   366741.803 3791767.105 284.38
   LOCATION L0002914     VOLUME   366743.782 3791770.180 284.44
   LOCATION L0002915     VOLUME   366745.762 3791773.256 284.50
   LOCATION L0002916     VOLUME   366747.742 3791776.331 284.56
   LOCATION L0002917     VOLUME   366749.721 3791779.407 284.62
   LOCATION L0002918     VOLUME   366751.701 3791782.483 284.68
   LOCATION L0002919     VOLUME   366753.681 3791785.558 284.74
   LOCATION L0002920     VOLUME   366755.660 3791788.634 284.80
   LOCATION L0002921     VOLUME   366757.640 3791791.709 284.86
   LOCATION L0002922     VOLUME   366759.620 3791794.785 284.92
   LOCATION L0002923     VOLUME   366761.599 3791797.860 284.99
   LOCATION L0002924     VOLUME   366763.579 3791800.936 285.05
   LOCATION L0002925     VOLUME   366765.559 3791804.011 285.11
   LOCATION L0002926     VOLUME   366767.538 3791807.087 285.17
   LOCATION L0002927     VOLUME   366769.518 3791810.162 285.23
   LOCATION L0002928     VOLUME   366771.498 3791813.238 285.29
   LOCATION L0002929     VOLUME   366773.477 3791816.314 285.35
   LOCATION L0002930     VOLUME   366775.457 3791819.389 285.41
   LOCATION L0002931     VOLUME   366777.437 3791822.465 285.47
   LOCATION L0002932     VOLUME   366779.416 3791825.540 285.53
   LOCATION L0002933     VOLUME   366781.396 3791828.616 285.59
   LOCATION L0002934     VOLUME   366783.376 3791831.691 285.65
   LOCATION L0002935     VOLUME   366785.355 3791834.767 285.71
   LOCATION L0002936     VOLUME   366787.335 3791837.842 285.77
   LOCATION L0002937     VOLUME   366789.315 3791840.918 285.83
   LOCATION L0002938     VOLUME   366791.294 3791843.993 285.89
** End of LINE VOLUME Source ID = RDONNDEV
** ----------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = RDOFFC
** DESCRSRC Offsite Haul Trucks Route C
** PREFIX
** Length of Side = 12.19
** Configuration = Adjacent
** Emission Rate = 0.0009803
** Vertical Dimension = 1.83
** SZINIT = 0.85
** Nodes = 4
** 366637.676, 3791653.226, 281.57, 0.00, 5.67
** 366208.216, 3791631.173, 279.81, 0.00, 5.67
** 366076.011, 3791631.521, 279.79, 0.00, 5.67
** 365695.666, 3791640.437, 278.82, 0.00, 5.67
** ----------------------------------------------------------------
   LOCATION L0002939     VOLUME   366631.588 3791652.914 281.55
   LOCATION L0002940     VOLUME   366619.412 3791652.288 281.50
   LOCATION L0002941     VOLUME   366607.236 3791651.663 281.45
   LOCATION L0002942     VOLUME   366595.060 3791651.038 281.40
   LOCATION L0002943     VOLUME   366582.884 3791650.413 281.35
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LOCATION L0002944 VOLUME 366570.708 3791649.787 281.30
LOCATION L0002945 VOLUME 366558.533 3791649.162 281.25
LOCATION L0002946 VOLUME 366546.357 3791648.537 281.20
LOCATION L0002947 VOLUME 366534.181 3791647.912 281.15
LOCATION L0002948 VOLUME 366522.005 3791647.286 281.10
LOCATION L0002949 VOLUME 366509.829 3791646.661 281.05
LOCATION L0002950 VOLUME 366497.653 3791646.036 281.00
LOCATION L0002951 VOLUME 366485.477 3791645.411 280.95
LOCATION L0002952 VOLUME 366473.301 3791644.785 280.90
LOCATION L0002953 VOLUME 366461.125 3791644.160 280.85
LOCATION L0002954 VOLUME 366448.949 3791643.535 280.80
LOCATION L0002955 VOLUME 366436.773 3791642.910 280.75
LOCATION L0002956 VOLUME 366424.597 3791642.284 280.70
LOCATION L0002957 VOLUME 366412.421 3791641.659 280.65
LOCATION L0002958 VOLUME 366400.245 3791641.034 280.60
LOCATION L0002959 VOLUME 366388.069 3791640.409 280.55
LOCATION L0002960 VOLUME 366375.893 3791639.783 280.50
LOCATION L0002961 VOLUME 366363.717 3791639.158 280.45
LOCATION L0002962 VOLUME 366351.541 3791638.533 280.40
LOCATION L0002963 VOLUME 366339.365 3791637.908 280.35
LOCATION L0002964 VOLUME 366327.189 3791637.282 280.30
LOCATION L0002965 VOLUME 366315.013 3791636.657 280.25
LOCATION L0002966 VOLUME 366302.837 3791636.032 280.20
LOCATION L0002967 VOLUME 366290.661 3791635.407 280.15
LOCATION L0002968 VOLUME 366278.486 3791634.781 280.10
LOCATION L0002969 VOLUME 366266.310 3791634.156 280.05
LOCATION L0002970 VOLUME 366254.134 3791633.531 280.00
LOCATION L0002971 VOLUME 366241.958 3791632.906 279.95
LOCATION L0002972 VOLUME 366229.782 3791632.280 279.90
LOCATION L0002973 VOLUME 366217.606 3791631.655 279.85
LOCATION L0002974 VOLUME 366205.426 3791631.180 279.81
LOCATION L0002975 VOLUME 366193.234 3791631.212 279.81
LOCATION L0002976 VOLUME 366181.042 3791631.245 279.81
LOCATION L0002977 VOLUME 366168.850 3791631.277 279.80
LOCATION L0002978 VOLUME 366156.658 3791631.309 279.80
LOCATION L0002979 VOLUME 366144.466 3791631.341 279.80
LOCATION L0002980 VOLUME 366132.274 3791631.373 279.80
LOCATION L0002981 VOLUME 366120.082 3791631.405 279.80
LOCATION L0002982 VOLUME 366107.890 3791631.437 279.79
LOCATION L0002983 VOLUME 366095.699 3791631.470 279.79
LOCATION L0002984 VOLUME 366083.507 3791631.502 279.79
LOCATION L0002985 VOLUME 366071.316 3791631.631 279.78
LOCATION L0002986 VOLUME 366059.127 3791631.917 279.75
LOCATION L0002987 VOLUME 366046.939 3791632.203 279.72
LOCATION L0002988 VOLUME 366034.750 3791632.489 279.68
LOCATION L0002989 VOLUME 366022.561 3791632.774 279.65
LOCATION L0002990 VOLUME 366010.373 3791633.060 279.62
LOCATION L0002991 VOLUME 365998.184 3791633.346 279.59
LOCATION L0002992 VOLUME 365985.995 3791633.631 279.56
LOCATION L0002993 VOLUME 365973.807 3791633.917 279.53
LOCATION L0002994 VOLUME 365961.618 3791634.203 279.50
LOCATION L0002995 VOLUME 365949.429 3791634.489 279.47
LOCATION L0002996 VOLUME 365937.241 3791634.774 279.44
LOCATION L0002997 VOLUME 365925.052 3791635.060 279.41

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   LOCATION L0002998     VOLUME   365912.863 3791635.346 279.37
   LOCATION L0002999     VOLUME   365900.675 3791635.632 279.34
   LOCATION L0003000     VOLUME   365888.486 3791635.917 279.31
   LOCATION L0003001     VOLUME   365876.297 3791636.203 279.28
   LOCATION L0003002     VOLUME   365864.109 3791636.489 279.25
   LOCATION L0003003     VOLUME   365851.920 3791636.774 279.22
   LOCATION L0003004     VOLUME   365839.731 3791637.060 279.19
   LOCATION L0003005     VOLUME   365827.543 3791637.346 279.16
   LOCATION L0003006     VOLUME   365815.354 3791637.632 279.13
   LOCATION L0003007     VOLUME   365803.166 3791637.917 279.09
   LOCATION L0003008     VOLUME   365790.977 3791638.203 279.06
   LOCATION L0003009     VOLUME   365778.788 3791638.489 279.03
   LOCATION L0003010     VOLUME   365766.600 3791638.774 279.00
   LOCATION L0003011     VOLUME   365754.411 3791639.060 278.97
   LOCATION L0003012     VOLUME   365742.222 3791639.346 278.94
   LOCATION L0003013     VOLUME   365730.034 3791639.632 278.91
   LOCATION L0003014     VOLUME   365717.845 3791639.917 278.88
   LOCATION L0003015     VOLUME   365705.656 3791640.203 278.85
** End of LINE VOLUME Source ID = RDOFFC
** Source Parameters **
   SRCPARAM EQUIP1          0.0129     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP2          0.0129     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP3          0.0129     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP4          0.0129     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP5          0.0129     3.840   366.000  51.71000
0.100
   SRCPARAM EQUIP6          0.0129     3.840   366.000  51.71000
0.100
   SRCPARAM IDLEN          0.00182     3.840   366.000  51.71000
0.100
   SRCPARAM IDLES          0.00182     3.840   366.000  51.71000
0.100
** LINE VOLUME Source ID = RDOFFAB
   SRCPARAM L0002738     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002739     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002740     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002741     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002742     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002743     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002744     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002745     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002746     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002747     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002748     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002749     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002750     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002751     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002752     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002753     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002754     0.0000198556      1.83      5.67      0.85
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SRCPARAM L0002755     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002756     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002757     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002758     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002759     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002760     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002761     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002762     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002763     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002764     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002765     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002766     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002767     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002768     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002769     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002770     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002771     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002772     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002773     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002774     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002775     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002776     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002777     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002778     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002779     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002780     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002781     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002782     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002783     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002784     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002785     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002786     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002787     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002788     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002789     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002790     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002791     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002792     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002793     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002794     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002795     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002796     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002797     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002798     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002799     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002800     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002801     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002802     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002803     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002804     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002805     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002806     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002807     0.0000198556      1.83      5.67      0.85
SRCPARAM L0002808     0.0000198556      1.83      5.67      0.85
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   SRCPARAM L0002809     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002810     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002811     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002812     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002813     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002814     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002815     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002816     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002817     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002818     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002819     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002820     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002821     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002822     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002823     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002824     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002825     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002826     0.0000198556      1.83      5.67      0.85
   SRCPARAM L0002827     0.0000198556      1.83      5.67      0.85
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** LINE VOLUME Source ID = RDONSDEV
   SRCPARAM L0002828     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002829     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002830     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002831     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002832     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002833     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002834     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002835     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002836     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002837     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002838     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002839     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002840     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002841     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002842     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002843     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002844     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002845     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002846     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002847     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002848     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002849     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002850     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002851     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002852     0.0000375636      0.00      1.70      0.85
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   SRCPARAM L0002854     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002855     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002856     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002857     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002858     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002859     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002860     0.0000375636      0.00      1.70      0.85
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   SRCPARAM L0002862     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002863     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002864     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002865     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002866     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002867     0.0000375636      0.00      1.70      0.85
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   SRCPARAM L0002870     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002871     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002872     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002873     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002874     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002875     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002876     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002877     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002878     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002879     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002880     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002881     0.0000375636      0.00      1.70      0.85
   SRCPARAM L0002882     0.0000375636      0.00      1.70      0.85
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** LINE VOLUME Source ID = RDONNDEV
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   SRCPARAM L0002885     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002886     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002887     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002888     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002889     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002890     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002891     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002892     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002893     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002894     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002895     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002896     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002897     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002898     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002899     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002900     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002901     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002902     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002903     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002904     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002905     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002906     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002907     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002908     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002909     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002910     0.0000368929      0.00      1.70      0.85
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   SRCPARAM L0002912     0.0000368929      0.00      1.70      0.85
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   SRCPARAM L0002914     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002915     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002916     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002917     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002918     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002919     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002920     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002921     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002922     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002923     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002924     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002925     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002926     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002927     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002928     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002929     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002930     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002931     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002932     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002933     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002934     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002935     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002936     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002937     0.0000368929      0.00      1.70      0.85
   SRCPARAM L0002938     0.0000368929      0.00      1.70      0.85
** ------------------------------------------------------------------
** LINE VOLUME Source ID = RDOFFC
   SRCPARAM L0002939     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002940     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002941     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002942     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002943     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002944     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002945     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002946     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002947     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002948     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002949     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002950     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002951     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002952     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002953     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002954     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002955     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002956     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002957     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002958     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002959     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002960     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002961     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002962     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002963     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002964     0.0000127312      0.00      5.67      0.85
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   SRCPARAM L0002965     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002966     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002967     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002968     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002969     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002970     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002971     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002972     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002973     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002974     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002975     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002976     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002977     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002978     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002979     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002980     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002981     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002982     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002983     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002984     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002985     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002986     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002987     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002988     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002989     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002990     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002991     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002992     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002993     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002994     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002995     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002996     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002997     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002998     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0002999     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003000     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003001     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003002     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003003     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003004     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003005     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003006     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003007     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003008     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003009     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003010     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003011     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003012     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003013     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003014     0.0000127312      0.00      5.67      0.85
   SRCPARAM L0003015     0.0000127312      0.00      5.67      0.85
** ------------------------------------------------------------------
   URBANSRC ALL
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** Variable Emissions Type: "By Hour-of-Day (HROFDY)"
** Variable Emission Scenario: "Scenario 2"
   EMISFACT EQUIP1       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP1       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP1       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP1       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP2       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP2       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP2       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP2       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP3       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP3       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP3       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP3       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP4       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP4       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP4       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP4       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP5       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP5       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP5       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP5       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP6       HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT EQUIP6       HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP6       HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT EQUIP6       HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLEN        HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLEN        HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLEN        HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLEN        HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLES        HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT IDLES        HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLES        HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT IDLES        HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002738     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002738     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002738     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002738     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002739     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002739     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002739     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002739     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002740     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002740     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002740     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002740     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002741     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002741     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002741     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002741     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002742     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
   EMISFACT L0002742     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002742     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
   EMISFACT L0002742     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002743     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002743     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002743     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002743     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002744     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002744     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002744     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002744     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002745     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002745     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002745     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002745     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002746     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002746     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002746     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002746     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002747     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002747     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002747     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002747     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002748     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002748     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002748     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002748     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002749     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002749     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002749     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002749     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002750     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002750     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002750     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002750     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002751     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002751     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002751     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002752     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002753     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002753     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002753     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002754     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002754     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002755     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002755     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002755     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002756     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002756     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002756     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002756     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002757     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002757     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002757     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002758     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002758     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002758     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002759     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002759     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002761     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002761     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002761     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002761     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002762     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002762     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002762     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002762     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002763     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002763     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002763     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002764     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002764     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002764     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002764     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002765     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002765     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002765     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002766     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002766     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002767     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002767     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002767     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002767     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002768     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002768     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002768     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002768     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002769     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002769     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002769     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002769     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002770     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002770     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002770     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002770     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002771     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002771     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002771     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002771     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002772     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002772     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002772     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002772     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002773     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002773     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002773     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002773     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002774     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002774     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002774     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002774     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002775     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002775     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002775     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002775     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002776     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002776     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002776     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002776     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002777     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002777     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002777     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002777     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002778     HROFDY 0.0 0.0 0.0 0.0 0.0 0.0
EMISFACT L0002778     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002778     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
EMISFACT L0002778     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
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EMISFACT L0002779     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002781     HROFDY 1.0 1.0 1.0 1.0 1.0 1.0
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EMISFACT L0002783     HROFDY 0.0 1.0 1.0 1.0 1.0 1.0
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   EMISFACT L0002827     HROFDY 1.0 0.0 0.0 0.0 0.0 0.0
   SRCGROUP ALL
SO FINISHED
**
****************************************
** AERMOD Receptor Pathway
****************************************
**
**
RE STARTING
   INCLUDED "Pacoima TOG.rou"
RE FINISHED
**
****************************************
** AERMOD Meteorology Pathway
****************************************
**
**
ME STARTING
   SURFFILE ..\burk8.sfc
   PROFFILE ..\burk8.PFL
   SURFDATA 0 2008 Burbank 378.62 3782.24
   UAIRDATA 3190 2008
   SITEDATA 99999 2008
   PROFBASE 175.0 METERS
ME FINISHED
**
****************************************
** AERMOD Output Pathway
****************************************
**
**
OU STARTING
   RECTABLE ALLAVE 1ST
   RECTABLE 1 1ST
   RECTABLE 24 1ST
** Auto-Generated Plotfiles
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   PLOTFILE 24 ALL 1ST "PACOIMA TOG.AD\24H1GALL.PLT" 32
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   SUMMFILE "Pacoima TOG.sum"
OU FINISHED
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** Project Parameters
****************************************
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS    m
** ZONE     11
** ZONEINX  0
**
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* AERMOD (16216r): Pacoima Spreading Grounds Improvement Project Diesel TOG                 07/12/17
* AERMET ( 14134): Spreading Basin Area - Diesel ROG Emissions                              20:30:32
* MODELING OPTIONS USED:   RegDFAULT  CONC  ELEV  URBAN
*         PLOT FILE OF  HIGH   1ST HIGH  1-HR VALUES FOR SOURCE GROUP: ALL
*         FOR A TOTAL OF   269 RECEPTORS.
*         FORMAT: (3(1X,F13.5),3(1X,F8.2),3X,A5,2X,A8,2X,A5,5X,A8,2X,I8)
*        X             Y      AVERAGE CONC    ZELEV    ZHILL    ZFLAG     AVE      GRP       RANK     NET ID   DATE(CONC)
* ____________ _____________ _____________ _______ _______ _______ _______ _________ _________ _________ ________
  367030.00000 3792240.00000       3.38196  291.74  291.74    0.00    1-HR  ALL         1ST                 12121017
  366644.00000 3792082.00000       2.67075  288.12  288.12    0.00    1-HR  ALL         1ST                  8102818
  366494.00000 3791913.00000       2.65901  284.75  284.75    0.00    1-HR  ALL         1ST                  9032819
  366260.00000 3791664.00000       2.08215  280.02  280.02    0.00    1-HR  ALL         1ST                 11102719
  366214.00000 3791536.00000       2.69044  278.63  278.63    0.00    1-HR  ALL         1ST                 12121017
  366272.00000 3791136.00000       1.44517  275.44  275.44    0.00    1-HR  ALL         1ST                  9032419
  366526.00000 3790962.00000       2.81276  274.47  274.47    0.00    1-HR  ALL         1ST                  8093019
  367107.00000 3791450.00000       3.10401  282.84  282.84    0.00    1-HR  ALL         1ST                 10092719
  367095.00000 3791634.00000       2.29707  284.00  284.00    0.00    1-HR  ALL         1ST                  8042519
  367081.00000 3791995.00000       1.73959  288.61  288.61    0.00    1-HR  ALL         1ST                  9011308
  367267.00000 3792154.00000       2.12117  292.45  292.45    0.00    1-HR  ALL         1ST                 10100119
  366025.00000 3791611.00000       1.76541  279.41  279.41    0.00    1-HR  ALL         1ST                 12100219
  366189.59000 3791104.07000       1.21491  274.95  274.95    0.00    1-HR  ALL         1ST                 10011019
  366099.38000 3791247.03000       1.69579  275.48  275.48    0.00    1-HR  ALL         1ST                 11011319
  366105.02000 3791050.71000       1.08523  274.01  274.01    0.00    1-HR  ALL         1ST                 11012219
  366014.81000 3791193.67000       1.32953  274.89  274.89    0.00    1-HR  ALL         1ST                 11011319
  366020.45000 3790997.34000       0.93574  272.77  272.77    0.00    1-HR  ALL         1ST                  9112919
  365930.24000 3791140.30000       1.05723  274.30  274.30    0.00    1-HR  ALL         1ST                  9011108
  365935.88000 3790943.98000       0.78951  272.18  272.18    0.00    1-HR  ALL         1ST                  9112919
  365845.67000 3791086.94000       0.88805  273.71  273.71    0.00    1-HR  ALL         1ST                  9011108
  365851.31000 3790890.61000       0.65198  271.59  271.59    0.00    1-HR  ALL         1ST                 11112518
  365761.10000 3791033.57000       0.75643  272.72  272.72    0.00    1-HR  ALL         1ST                  9011108
  366073.60000 3791341.20000       2.03457  276.50  276.50    0.00    1-HR  ALL         1ST                 11012619
  365975.61000 3791321.27000       1.30859  276.27  276.27    0.00    1-HR  ALL         1ST                 11012619
  365889.97000 3791240.60000       1.03506  275.38  275.38    0.00    1-HR  ALL         1ST                 11112218
  365865.26000 3791362.07000       0.96670  276.53  276.53    0.00    1-HR  ALL         1ST                 11011108
  365809.87000 3791176.09000       0.86608  274.10  274.10    0.00    1-HR  ALL         1ST                 10010119
  365779.62000 3791281.40000       0.81303  274.81  274.81    0.00    1-HR  ALL         1ST                 11121608
  365716.36000 3791145.01000       0.74845  273.96  273.96    0.00    1-HR  ALL         1ST                 10010119
  365681.63000 3791261.46000       0.70235  274.58  274.58    0.00    1-HR  ALL         1ST                 11121608
  366076.49000 3791464.13000       2.03341  277.83  277.83    0.00    1-HR  ALL         1ST                  8111918
  365998.83000 3791527.12000       1.49011  278.50  278.50    0.00    1-HR  ALL         1ST                 10102818
  365973.42000 3791423.47000       1.30557  277.37  277.37    0.00    1-HR  ALL         1ST                 10122719
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365921.16000	3791590.12000	1.25837	279.17	279.17	0.00	1-HR	ALL	1ST	8100819
365895.75000	3791486.46000	1.02124	278.04	278.04	0.00	1-HR	ALL	1ST	12122219
365843.50000	3791653.11000	1.18827	279.34	279.34	0.00	1-HR	ALL	1ST	12102719
365818.09000	3791549.45000	0.83949	277.90	277.90	0.00	1-HR	ALL	1ST	8111418
365792.68000	3791445.79000	0.79513	276.59	276.59	0.00	1-HR	ALL	1ST	11120419
365765.83000	3791716.10000	0.86910	279.51	279.51	0.00	1-HR	ALL	1ST	12102719
365740.42000	3791612.44000	0.84640	278.38	278.38	0.00	1-HR	ALL	1ST	12112418
365715.01000	3791508.78000	0.67543	277.26	277.26	0.00	1-HR	ALL	1ST	8112618
365689.60000	3791405.13000	0.67595	276.13	276.13	0.00	1-HR	ALL	1ST	11112819
366137.76000	3791532.55000	2.68404	278.58	278.58	0.00	1-HR	ALL	1ST	12092318
366074.18000	3791605.72000	2.02514	279.36	279.36	0.00	1-HR	ALL	1ST	12092318
366041.61000	3791701.28000	1.56508	280.39	280.39	0.00	1-HR	ALL	1ST	10121117
366003.40000	3791792.77000	1.29094	281.00	281.00	0.00	1-HR	ALL	1ST	10121117
365918.85000	3791731.70000	1.22683	280.70	280.70	0.00	1-HR	ALL	1ST	12100219
365969.76000	3791887.57000	1.08743	281.39	281.39	0.00	1-HR	ALL	1ST	10121117
365890.50000	3791830.32000	1.03833	281.00	281.00	0.00	1-HR	ALL	1ST	9092419
366170.33000	3791697.05000	1.75998	280.36	280.36	0.00	1-HR	ALL	1ST	8112318
365787.57000	3791832.67000	0.87554	280.77	280.77	0.00	1-HR	ALL	1ST	9111019
366252.16000	3791821.78000	2.11191	282.30	282.30	0.00	1-HR	ALL	1ST	8021019
366129.50000	3791817.32000	1.37190	281.13	281.13	0.00	1-HR	ALL	1ST	8020918
366207.76000	3791936.22000	1.31755	283.15	283.15	0.00	1-HR	ALL	1ST	10122108
366085.10000	3791931.75000	1.12546	281.89	281.89	0.00	1-HR	ALL	1ST	8113018
366001.58000	3791986.73000	1.00032	282.47	282.47	0.00	1-HR	ALL	1ST	11100719
365839.78000	3791922.81000	0.91161	281.76	281.76	0.00	1-HR	ALL	1ST	9092419
365918.05000	3792041.71000	0.91200	283.05	283.05	0.00	1-HR	ALL	1ST	10121117
366373.22000	3791926.24000	2.78915	284.88	284.88	0.00	1-HR	ALL	1ST	8022519
366495.46000	3791928.20000	2.61246	284.92	284.92	0.00	1-HR	ALL	1ST	9032819
366325.07000	3792013.88000	1.92319	285.53	285.53	0.00	1-HR	ALL	1ST	12121017
366432.73000	3792027.20000	2.29824	286.95	286.95	0.00	1-HR	ALL	1ST	12101518
366323.47000	3792113.87000	1.66678	287.47	287.47	0.00	1-HR	ALL	1ST	12121017
366195.00000	3792056.52000	1.18461	284.52	284.52	0.00	1-HR	ALL	1ST	11122617
366431.13000	3792127.19000	1.86072	288.06	288.06	0.00	1-HR	ALL	1ST	10110218
366321.86000	3792213.86000	1.44233	287.99	287.99	0.00	1-HR	ALL	1ST	12101419
366228.77000	3792189.18000	1.25646	287.12	287.12	0.00	1-HR	ALL	1ST	11122617
366146.85000	3792144.17000	1.07850	285.56	285.56	0.00	1-HR	ALL	1ST	10100919
366076.09000	3792078.84000	1.01040	283.93	283.93	0.00	1-HR	ALL	1ST	8020918
366429.53000	3792227.18000	1.56926	289.31	289.31	0.00	1-HR	ALL	1ST	10110218
366308.62000	3792310.76000	1.29783	289.47	289.47	0.00	1-HR	ALL	1ST	12101419
366192.26000	3792279.91000	1.10980	287.60	287.60	0.00	1-HR	ALL	1ST	11122617
366089.86000	3792223.65000	0.96507	285.65	285.65	0.00	1-HR	ALL	1ST	9101719
366001.41000	3792141.99000	0.90919	284.15	284.15	0.00	1-HR	ALL	1ST	9011518

366427.92000	3792327.17000	1.35263	291.21	291.21	0.00	1-HR	ALL	1ST	9011419
366397.15000	3791832.50000	3.78054	283.82	283.82	0.00	1-HR	ALL	1ST	12101518
366575.11000	3792149.95000	1.75719	288.65	288.65	0.00	1-HR	ALL	1ST	10032019
366668.93000	3792173.57000	2.64168	289.60	289.60	0.00	1-HR	ALL	1ST	12092318
366762.76000	3792197.19000	2.86257	290.25	290.25	0.00	1-HR	ALL	1ST	12101518
366550.70000	3792246.93000	1.50545	290.37	290.37	0.00	1-HR	ALL	1ST	9111118
366644.52000	3792270.55000	1.84032	290.64	290.64	0.00	1-HR	ALL	1ST	8021218
366738.34000	3792294.17000	1.89050	291.83	291.83	0.00	1-HR	ALL	1ST	12101518
366526.28000	3792343.90000	1.34580	291.42	291.42	0.00	1-HR	ALL	1ST	12092318
366620.11000	3792367.52000	1.44966	291.69	291.69	0.00	1-HR	ALL	1ST	8011018
366713.93000	3792391.14000	1.40996	292.66	292.66	0.00	1-HR	ALL	1ST	12121017
366408.05000	3792417.26000	1.21034	291.96	291.96	0.00	1-HR	ALL	1ST	12012818
366501.87000	3792440.88000	1.18784	292.46	292.46	0.00	1-HR	ALL	1ST	10110218
366595.69000	3792464.50000	1.20808	292.84	292.84	0.00	1-HR	ALL	1ST	8011018
366689.52000	3792488.12000	1.18841	294.00	294.00	0.00	1-HR	ALL	1ST	8100818
366317.23000	3792471.96000	1.09350	292.06	292.06	0.00	1-HR	ALL	1ST	12101419
366184.43000	3792387.41000	1.02809	288.64	288.64	0.00	1-HR	ALL	1ST	11122617
366477.46000	3792537.85000	1.06630	293.81	293.81	0.00	1-HR	ALL	1ST	10110218
366571.28000	3792561.47000	1.07099	294.56	294.56	0.00	1-HR	ALL	1ST	10041519
366665.10000	3792585.09000	1.06997	295.10	295.10	0.00	1-HR	ALL	1ST	8100818
366862.54000	3792165.94000	3.29378	290.54	290.54	0.00	1-HR	ALL	1ST	8092418
366932.33000	3792085.91000	2.35429	289.69	289.69	0.00	1-HR	ALL	1ST	10092619
366907.59000	3792251.47000	2.56431	291.95	291.95	0.00	1-HR	ALL	1ST	8092418
366979.16000	3792319.67000	2.16637	293.23	293.23	0.00	1-HR	ALL	1ST	11121017
366836.11000	3792387.67000	1.84840	293.24	293.24	0.00	1-HR	ALL	1ST	8042519
367048.17000	3792257.38000	3.35024	292.16	292.16	0.00	1-HR	ALL	1ST	12120317
367052.26000	3792386.88000	2.06920	293.96	293.96	0.00	1-HR	ALL	1ST	9110618
366943.10000	3792458.17000	1.58971	294.72	294.72	0.00	1-HR	ALL	1ST	10032019
366819.84000	3792484.41000	1.51935	294.97	294.97	0.00	1-HR	ALL	1ST	8042519
367123.54000	3792323.10000	2.67548	293.34	293.34	0.00	1-HR	ALL	1ST	8092418
367126.11000	3792453.60000	1.79633	295.46	295.46	0.00	1-HR	ALL	1ST	9040619
367050.31000	3792503.10000	1.51044	295.29	295.29	0.00	1-HR	ALL	1ST	9110618
366974.51000	3792552.61000	1.41959	295.74	295.74	0.00	1-HR	ALL	1ST	9020318
366846.10000	3792579.94000	1.34889	296.03	296.03	0.00	1-HR	ALL	1ST	8042519
366755.60000	3792582.52000	1.20463	295.28	295.28	0.00	1-HR	ALL	1ST	10110218
367198.90000	3792388.83000	2.33784	295.01	295.01	0.00	1-HR	ALL	1ST	8092418
366792.31000	3792096.48000	4.50761	289.39	289.39	0.00	1-HR	ALL	1ST	8092418
367147.25000	3792560.30000	1.56119	297.18	297.18	0.00	1-HR	ALL	1ST	10031618
367112.95000	3792654.23000	1.38014	298.59	298.59	0.00	1-HR	ALL	1ST	10032019
366995.52000	3792648.16000	1.30600	297.56	297.56	0.00	1-HR	ALL	1ST	9020318
367243.10000	3792639.28000	1.52504	299.13	299.13	0.00	1-HR	ALL	1ST	12102119

367122.70000	3792750.44000	1.29537	299.87	299.87	0.00	1-HR	ALL	1ST	9020318
366975.90000	3792742.85000	1.18594	298.80	298.80	0.00	1-HR	ALL	1ST	11122719
366843.93000	3792694.67000	1.18131	297.78	297.78	0.00	1-HR	ALL	1ST	12111218
367267.52000	3792736.25000	1.39636	300.74	300.74	0.00	1-HR	ALL	1ST	12102119
367236.79000	3792266.23000	2.85332	294.06	294.06	0.00	1-HR	ALL	1ST	8022618
367334.23000	3792243.75000	2.03591	293.92	293.92	0.00	1-HR	ALL	1ST	10092619
367431.67000	3792221.28000	1.49541	294.25	294.25	0.00	1-HR	ALL	1ST	8122819
367413.49000	3792333.23000	1.79799	295.73	295.73	0.00	1-HR	ALL	1ST	10121218
367370.92000	3792430.27000	1.84734	296.36	296.36	0.00	1-HR	ALL	1ST	12011318
367279.58000	3792497.49000	1.87887	297.19	297.19	0.00	1-HR	ALL	1ST	8092418
367528.25000	3792204.13000	1.23010	294.45	294.45	0.00	1-HR	ALL	1ST	8102219
367507.47000	3792332.08000	1.51957	296.47	296.47	0.00	1-HR	ALL	1ST	10092619
367451.89000	3792485.63000	1.66330	298.37	298.37	0.00	1-HR	ALL	1ST	12011318
367347.50000	3792562.45000	1.66750	297.91	297.91	0.00	1-HR	ALL	1ST	8092418
367625.88000	3792180.47000	1.03610	294.82	294.82	0.00	1-HR	ALL	1ST	8102219
367605.68000	3792304.86000	1.27416	296.32	296.32	0.00	1-HR	ALL	1ST	10092619
367585.48000	3792429.25000	1.43191	298.50	298.50	0.00	1-HR	ALL	1ST	9012018
367538.18000	3792537.07000	1.48262	299.28	299.28	0.00	1-HR	ALL	1ST	12011318
367436.69000	3792611.76000	1.52384	299.49	299.49	0.00	1-HR	ALL	1ST	11011219
367138.03000	3792115.65000	2.77972	291.05	291.05	0.00	1-HR	ALL	1ST	8092519
367218.18000	3792165.58000	2.68581	292.32	292.32	0.00	1-HR	ALL	1ST	12012819
367115.23000	3792018.29000	1.86526	288.99	288.99	0.00	1-HR	ALL	1ST	12010108
367216.12000	3792034.94000	1.38879	290.24	290.24	0.00	1-HR	ALL	1ST	11030519
367285.91000	3792101.50000	1.56688	291.82	291.82	0.00	1-HR	ALL	1ST	12111317
367092.44000	3791920.92000	1.29520	287.65	287.65	0.00	1-HR	ALL	1ST	10110218
367193.33000	3791937.57000	1.15283	289.12	289.12	0.00	1-HR	ALL	1ST	9020318
367309.07000	3791975.02000	1.07059	289.55	289.55	0.00	1-HR	ALL	1ST	11122818
367368.50000	3792058.23000	1.07695	291.07	291.07	0.00	1-HR	ALL	1ST	8020608
367069.65000	3791823.55000	1.43208	286.26	286.26	0.00	1-HR	ALL	1ST	10110218
367170.53000	3791840.20000	1.27666	287.12	287.12	0.00	1-HR	ALL	1ST	9020318
367271.42000	3791856.85000	1.26893	288.26	288.26	0.00	1-HR	ALL	1ST	12101418
367361.94000	3791890.14000	1.16187	288.79	288.79	0.00	1-HR	ALL	1ST	8120618
367421.37000	3791973.35000	1.03948	290.55	290.55	0.00	1-HR	ALL	1ST	8120618
367480.79000	3792056.55000	0.96099	292.22	292.22	0.00	1-HR	ALL	1ST	8020608
367046.85000	3791726.18000	1.88751	284.81	284.81	0.00	1-HR	ALL	1ST	12120317
367147.74000	3791742.83000	1.54400	285.49	285.49	0.00	1-HR	ALL	1ST	9032819
367248.62000	3791759.48000	1.48501	286.37	286.37	0.00	1-HR	ALL	1ST	8111917
367349.51000	3791776.13000	1.28076	286.86	286.86	0.00	1-HR	ALL	1ST	10101818
367429.67000	3791826.06000	1.13437	288.09	288.09	0.00	1-HR	ALL	1ST	10101818
367489.09000	3791909.27000	1.03156	289.85	289.85	0.00	1-HR	ALL	1ST	11100919
367548.52000	3791992.47000	0.92988	291.69	291.69	0.00	1-HR	ALL	1ST	9011719

367607.95000	3792075.68000	0.88493	293.36	293.36	0.00	1-HR	ALL	1ST	8101519
367224.16000	3791655.67000	1.85169	285.08	285.08	0.00	1-HR	ALL	1ST	12021018
367382.18000	3791675.47000	1.25692	285.86	285.86	0.00	1-HR	ALL	1ST	10121218
367296.14000	3791586.25000	1.49727	284.34	284.34	0.00	1-HR	ALL	1ST	10122919
367014.86000	3791995.11000	1.83351	288.44	288.44	0.00	1-HR	ALL	1ST	12121319
367518.41000	3791796.26000	1.05793	288.84	288.84	0.00	1-HR	ALL	1ST	12010418
367529.79000	3791699.50000	1.05245	287.39	287.39	0.00	1-HR	ALL	1ST	10092619
367201.26000	3791534.06000	2.27146	283.76	283.76	0.00	1-HR	ALL	1ST	12012819
367175.42000	3791412.71000	1.87934	282.44	282.44	0.00	1-HR	ALL	1ST	11093018
367100.98000	3791351.05000	1.76303	281.76	281.76	0.00	1-HR	ALL	1ST	12010108
367026.54000	3791289.40000	1.37868	281.08	281.08	0.00	1-HR	ALL	1ST	10011718
366952.10000	3791227.75000	1.02067	280.41	280.41	0.00	1-HR	ALL	1ST	10011019
366877.67000	3791166.10000	1.03170	279.73	279.73	0.00	1-HR	ALL	1ST	10092619
366803.23000	3791104.44000	1.07966	278.16	278.16	0.00	1-HR	ALL	1ST	10092619
366728.79000	3791042.79000	1.27788	277.37	277.37	0.00	1-HR	ALL	1ST	12012819
366654.35000	3790981.14000	1.46450	275.89	275.89	0.00	1-HR	ALL	1ST	12111317
366579.91000	3790919.49000	1.82837	274.25	274.25	0.00	1-HR	ALL	1ST	11030519
366505.48000	3790857.84000	2.04373	273.34	273.34	0.00	1-HR	ALL	1ST	12010108
367273.22000	3791391.88000	1.27182	282.23	282.23	0.00	1-HR	ALL	1ST	9121008
367164.77000	3791274.04000	1.24723	280.94	280.94	0.00	1-HR	ALL	1ST	10010308
367090.33000	3791212.39000	1.11984	280.26	280.26	0.00	1-HR	ALL	1ST	9021719
367015.89000	3791150.73000	0.93898	279.58	279.58	0.00	1-HR	ALL	1ST	10011718
366941.45000	3791089.08000	0.85793	278.91	278.91	0.00	1-HR	ALL	1ST	8102219
366867.01000	3791027.43000	0.93426	278.18	278.18	0.00	1-HR	ALL	1ST	10100119
366792.58000	3790965.78000	0.96181	276.55	276.55	0.00	1-HR	ALL	1ST	12010119
366718.14000	3790904.12000	1.07242	275.87	275.87	0.00	1-HR	ALL	1ST	11011818
366643.70000	3790842.47000	1.21903	274.27	274.27	0.00	1-HR	ALL	1ST	10012908
366569.26000	3790780.82000	1.30144	272.63	272.63	0.00	1-HR	ALL	1ST	11011208
367337.01000	3791314.86000	0.97634	281.41	281.41	0.00	1-HR	ALL	1ST	10012408
367396.87000	3791492.41000	1.10190	283.34	283.34	0.00	1-HR	ALL	1ST	11010808
367228.55000	3791197.02000	0.95732	280.12	280.12	0.00	1-HR	ALL	1ST	12123108
367154.11000	3791135.37000	0.90278	279.44	279.44	0.00	1-HR	ALL	1ST	10010408
367079.68000	3791073.72000	0.81971	278.76	278.76	0.00	1-HR	ALL	1ST	12012318
367005.24000	3791012.07000	0.73265	278.08	278.08	0.00	1-HR	ALL	1ST	8111819
366930.80000	3790950.41000	0.76182	277.40	277.40	0.00	1-HR	ALL	1ST	12010417
366856.36000	3790888.76000	0.80796	276.57	276.57	0.00	1-HR	ALL	1ST	12091319
366781.93000	3790827.11000	0.82562	275.05	275.05	0.00	1-HR	ALL	1ST	11121008
366707.49000	3790765.46000	0.93947	274.29	274.29	0.00	1-HR	ALL	1ST	11020908
366633.05000	3790703.81000	0.98316	272.36	272.36	0.00	1-HR	ALL	1ST	11011208
367412.14000	3791256.58000	0.79326	280.79	280.79	0.00	1-HR	ALL	1ST	10012408
367491.96000	3791493.30000	0.91369	283.73	283.73	0.00	1-HR	ALL	1ST	8020608

367292.34000	3791120.01000	0.77762	279.29	279.29	0.00	1-HR	ALL	1ST	8011708
367217.90000	3791058.36000	0.75798	278.62	278.62	0.00	1-HR	ALL	1ST	8112908
367143.46000	3790996.70000	0.71036	277.94	277.94	0.00	1-HR	ALL	1ST	9011608
367069.03000	3790935.05000	0.66084	277.26	277.26	0.00	1-HR	ALL	1ST	12012318
366994.59000	3790873.40000	0.64780	276.85	276.85	0.00	1-HR	ALL	1ST	12091319
366920.15000	3790811.75000	0.65463	275.90	275.90	0.00	1-HR	ALL	1ST	10021408
366845.71000	3790750.10000	0.69459	274.95	274.95	0.00	1-HR	ALL	1ST	10012408
366771.27000	3790688.44000	0.75180	273.55	273.55	0.00	1-HR	ALL	1ST	11020908
366696.84000	3790626.79000	0.78663	272.38	272.38	0.00	1-HR	ALL	1ST	10120108
367473.09000	3791174.88000	0.66465	280.74	280.74	0.00	1-HR	ALL	1ST	10012408
367558.14000	3791315.34000	0.68092	282.35	282.35	0.00	1-HR	ALL	1ST	11022619
367590.44000	3791467.04000	0.79123	284.09	284.09	0.00	1-HR	ALL	1ST	8020608
367356.13000	3791042.99000	0.65744	278.47	278.47	0.00	1-HR	ALL	1ST	8120808
367281.69000	3790981.34000	0.64895	277.79	277.79	0.00	1-HR	ALL	1ST	11011408
367207.25000	3790919.69000	0.62553	277.11	277.11	0.00	1-HR	ALL	1ST	10011708
367132.81000	3790858.04000	0.59131	277.00	277.00	0.00	1-HR	ALL	1ST	9011608
367058.37000	3790796.39000	0.56855	276.76	276.76	0.00	1-HR	ALL	1ST	12110418
366983.94000	3790734.73000	0.56640	275.61	275.61	0.00	1-HR	ALL	1ST	8020808
366909.50000	3790673.08000	0.59562	274.40	274.40	0.00	1-HR	ALL	1ST	8013108
366835.06000	3790611.43000	0.63153	273.17	273.17	0.00	1-HR	ALL	1ST	11112808
366760.62000	3790549.78000	0.65046	271.71	271.71	0.00	1-HR	ALL	1ST	10120108
366366.76000	3790868.62000	1.96275	272.86	272.86	0.00	1-HR	ALL	1ST	9010919
366301.28000	3790942.71000	1.93376	273.82	273.82	0.00	1-HR	ALL	1ST	8102218
366235.80000	3791016.79000	1.39959	274.01	274.01	0.00	1-HR	ALL	1ST	8031119
366359.01000	3790768.93000	1.33138	271.35	271.35	0.00	1-HR	ALL	1ST	10011019
366226.35000	3790876.48000	1.19077	272.50	272.50	0.00	1-HR	ALL	1ST	8111419
366160.87000	3790950.57000	1.00351	273.12	273.12	0.00	1-HR	ALL	1ST	8021119
366284.08000	3790702.70000	1.02378	270.62	270.62	0.00	1-HR	ALL	1ST	11012219
366489.97000	3790658.44000	1.03098	270.29	270.29	0.00	1-HR	ALL	1ST	9021719
366151.43000	3790810.26000	0.89194	271.44	271.44	0.00	1-HR	ALL	1ST	8011219
366085.95000	3790884.34000	0.78097	271.56	271.56	0.00	1-HR	ALL	1ST	12112319
366209.15000	3790636.48000	0.81538	269.90	269.90	0.00	1-HR	ALL	1ST	11012219
366343.50000	3790569.53000	0.83357	269.19	269.19	0.00	1-HR	ALL	1ST	8112019
366482.21000	3790558.74000	0.83183	269.10	269.10	0.00	1-HR	ALL	1ST	12121919
366076.50000	3790744.03000	0.71130	270.04	270.04	0.00	1-HR	ALL	1ST	12050119
366011.02000	3790818.12000	0.68440	270.83	270.83	0.00	1-HR	ALL	1ST	9112919
366151.02000	3790561.88000	0.70165	269.08	269.08	0.00	1-HR	ALL	1ST	9112919
366234.98000	3790520.04000	0.71925	268.64	268.64	0.00	1-HR	ALL	1ST	10011019
366318.95000	3790478.20000	0.71863	268.20	268.20	0.00	1-HR	ALL	1ST	8112019
366492.34000	3790464.71000	0.70220	268.08	268.08	0.00	1-HR	ALL	1ST	12012318
366581.77000	3790493.07000	0.70466	268.74	268.74	0.00	1-HR	ALL	1ST	8122108

```
  366671.20000 3790521.42000       0.68710   270.22   270.22     0.00    1-HR  ALL         1ST                 8122908
  366067.05000 3790603.72000       0.64522   269.13   269.13     0.00    1-HR  ALL         1ST                 9112919
  366001.57000 3790677.81000       0.61225   269.31   269.31     0.00    1-HR  ALL         1ST                11112518
  365936.09000 3790751.89000       0.62853   270.10   270.10     0.00    1-HR  ALL         1ST                 9112919
  366441.69000 3790934.85000       2.49495   274.16   274.16     0.00    1-HR  ALL         1ST                10111019
  367111.63000 3791489.72000       3.50970   283.27   283.27     0.00    1-HR  ALL         1ST                 8093019
  367032.23000 3791650.21000       2.35125   284.00   284.00     0.00    1-HR  ALL         1ST                12121017
  367026.80000 3791705.02000       2.02960   284.58   284.58     0.00    1-HR  ALL         1ST                12121017
  367004.60000 3791824.64000       1.58444   285.87   285.87     0.00    1-HR  ALL         1ST                12101419
  366979.97000 3791877.66000       1.61552   286.44   286.44     0.00    1-HR  ALL         1ST                10110417
  366936.23000 3791933.33000       1.60669   287.08   287.08     0.00    1-HR  ALL         1ST                10110417
  367022.27000 3792022.55000       2.01093   289.02   289.02     0.00    1-HR  ALL         1ST                12121319
  367109.97000 3792214.86000       4.47484   292.02   292.02     0.00    1-HR  ALL         1ST                 9082519
  367135.60000 3792208.86000       4.16621   292.29   292.29     0.00    1-HR  ALL         1ST                 8022618
  367145.41000 3792251.39000       3.71354   292.87   292.87     0.00    1-HR  ALL         1ST                 9082519
  367073.98000 3792269.38000       3.21099   292.52   292.52     0.00    1-HR  ALL         1ST                12101518
  366953.47000 3792101.98000       2.38982   289.87   289.87     0.00    1-HR  ALL         1ST                11102719
  366856.96000 3792020.19000       2.67440   288.58   288.58     0.00    1-HR  ALL         1ST                 8093019
  366787.17000 3792100.22000       4.49904   289.41   289.41     0.00    1-HR  ALL         1ST                 8092418
  366505.70000 3792029.36000       2.17678   287.01   287.01     0.00    1-HR  ALL         1ST                10111218
  366497.06000 3791828.21000       2.76168   283.83   283.83     0.00    1-HR  ALL         1ST                 8022618
  366374.82000 3791826.25000       3.27948   283.67   283.67     0.00    1-HR  ALL         1ST                10100517
  366257.42000 3791647.90000       2.07314   279.85   279.85     0.00    1-HR  ALL         1ST                11102719
  366223.02000 3791586.94000       2.22872   279.18   279.18     0.00    1-HR  ALL         1ST                12121017
  366218.11000 3791478.88000       3.26601   278.01   278.01     0.00    1-HR  ALL         1ST                 9093018
  366207.45000 3791452.00000       3.25253   277.72   277.72     0.00    1-HR  ALL         1ST                10010717
  366173.15000 3791439.02000       3.72711   277.57   277.57     0.00    1-HR  ALL         1ST                11090619
  366159.24000 3791421.87000       3.42782   277.39   277.39     0.00    1-HR  ALL         1ST                12092319
  366183.95000 3791300.40000       2.89828   277.00   277.00     0.00    1-HR  ALL         1ST                 9010919
  366274.16000 3791157.44000       1.45183   275.64   275.64     0.00    1-HR  ALL         1ST                 8092419
  366310.73000 3791083.02000       1.95294   275.44   275.44     0.00    1-HR  ALL         1ST                 8100719
** CONCUNIT ug/m^3
** DEPUNIT g/m^2
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APPENDIX J

14-Cubic Yard Haul Trucks Alternative CalEEMod Model Annual Printouts

Pacoima Spreading Ground Improvement Project with 14 CY Trucks

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	169.00	User Defined Unit	169.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pacoima Spreading Ground Improvement Project with 14 CY Trucks - Los Angeles-South Coast County, Annual

Project Characteristics - 2018

Land Use - 169 acres of User Defined Industrial

Construction Phase - Construction was modelled as occurring from 11-1-18 to 6-1-20

Off-road Equipment -

Off-road Equipment - 2 Excavators (8 hrs each), 2 rubber tired dozers (8 hrs each), 1 sediment shaker (Crushing/Proc Equip) (8 hrs), 3 water trucks (Off-Hwy Trucks) (4 hrs each), 1 street sweeper (4 hrs)

Trips and VMT - 18 worker trips per TIA. 77 haul trips of concrete debris to Sunshine Cyn Landfill 8 miles length

On-road Fugitive Dust - Haul Trip Length 8 miles of which 1/8 mile on dirt roads or 98.4% of haul trip length on paved roads. Per SCAQMD Rule 403 Road Moisture 12%

Grading - 614 cubic yards of concrete exported and 169 acres graded

Vehicle Trips - 478 14 CY haul truck trips or 2.83 trips per acre. 100% Primary Trips. Non Res C-C 100% and 6.9 miles.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 1/8 mile of 6.9 mile Haul Truck trips on dirt road or 98.2% of trips on paved roads avg weight 20 tons. Per SCAQMD Rule 403 Unpaved Road Moisture Content 12%.Mean speed 15 mph.

Energy Use -

Construction Off-road Equipment Mitigation - Water Exposed Areas 3 times per day and maintain Unpaved Roads at 12% moisture, per SCAQMD Rule 403 requirements

Fleet Mix - Fleet Mix - 100% MHD

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstructionPhase	NumDays	310.00	413.00
tblFleetMix	HHD	0.03	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.9530e-003	0.00

tblFleetMix	MCY	4.8040e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	9.4400e-004	0.00
tblFleetMix	MHD	0.02	1.00
tblFleetMix	OBUS	2.3410e-003	0.00
tblFleetMix	SBUS	6.6700e-004	0.00
tblFleetMix	UBUS	2.5830e-003	0.00
tblGrading	AcresOfGrading	0.00	169.00
tblGrading	MaterialExported	0.00	614.00
tblLandUse	LotAcreage	0.00	169.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOnRoadDust	HaulingPercentPave	100.00	98.40
tblOnRoadDust	MaterialMoistureContent	0.50	12.00
tblRoadDust	MaterialMoistureContent	0.5	12
tblRoadDust	MeanVehicleSpeed	40	15
tblRoadDust	MobileAverageVehicleWeight	2.4	20
tblRoadDust	RoadPercentPave	100	98.2
tblTripsAndVMT	HaulingTripLength	20.00	8.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	0.00	2.83

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1076	1.0705	0.6007	1.2400e-003	2.5847	0.0521	2.6368	1.3783	0.0485	1.4268	0.0000	112.5425	112.5425	0.0310	0.0000	113.3175
2019	0.6129	5.9756	3.5606	7.5200e-003	2.6062	0.2887	2.8950	1.3841	0.2686	1.6526	0.0000	672.6408	672.6408	0.1871	0.0000	677.3185
2020	0.2407	2.2910	1.4501	3.1400e-003	2.5912	0.1104	2.7016	1.3801	0.1026	1.4827	0.0000	275.4233	275.4233	0.0779	0.0000	277.3699
Maximum	**0.6129**	**5.9756**	**3.5606**	**7.5200e-003**	**2.6062**	**0.2887**	**2.8950**	**1.3841**	**0.2686**	**1.6526**	**0.0000**	**672.6408**	**672.6408**	**0.1871**	**0.0000**	**677.3185**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1076	1.0705	0.6007	1.2400e-003	1.0099	0.0521	1.0619	0.5382	0.0485	0.5867	0.0000	112.5424	112.5424	0.0310	0.0000	113.3174
2019	0.6129	5.9756	3.5606	7.5200e-003	1.0314	0.2887	1.3201	0.5439	0.2686	0.8125	0.0000	672.6400	672.6400	0.1871	0.0000	677.3177
2020	0.2407	2.2910	1.4501	3.1400e-003	1.0164	0.1104	1.1268	0.5399	0.1026	0.6425	0.0000	275.4230	275.4230	0.0779	0.0000	277.3696
Maximum	**0.6129**	**5.9756**	**3.5606**	**7.5200e-003**	**1.0314**	**0.2887**	**1.3201**	**0.5439**	**0.2686**	**0.8125**	**0.0000**	**672.6400**	**672.6400**	**0.1871**	**0.0000**	**677.3177**

Pacoima Spreading Ground Improvement Project with 14 CY Trucks - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.71**	**0.00**	**57.38**	**60.84**	**0.00**	**55.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-1-2018**	**1-31-2019**	1.7530	1.7530
2	**2-1-2019**	**4-30-2019**	1.6048	1.6048
3	**5-1-2019**	**7-31-2019**	1.6585	1.6585
4	**8-1-2019**	**10-31-2019**	1.6587	1.6587
5	**11-1-2019**	**1-31-2020**	1.6144	1.6144
6	**2-1-2020**	**4-30-2020**	1.4931	1.4931
7	**5-1-2020**	**7-31-2020**	0.5308	0.5308
		Highest	1.7530	1.7530

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2874	4.8582	2.4318	0.0133	5.3111	0.0936	5.4047	0.9986	0.0895	1.0881	0.0000	1,249.0703	1,249.0703	0.0258	0.0000	1,249.7140
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2876**	**4.8582**	**2.4340**	**0.0133**	**5.3111**	**0.0936**	**5.4047**	**0.9986**	**0.0895**	**1.0881**	**0.0000**	**1,249.0745**	**1,249.0745**	**0.0258**	**0.0000**	**1,249.7185**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2874	4.8582	2.4318	0.0133	5.3111	0.0936	5.4047	0.9986	0.0895	1.0881	0.0000	1,249.0703	1,249.0703	0.0258	0.0000	1,249.7140
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2876**	**4.8582**	**2.4340**	**0.0133**	**5.3111**	**0.0936**	**5.4047**	**0.9986**	**0.0895**	**1.0881**	**0.0000**	**1,249.0745**	**1,249.0745**	**0.0258**	**0.0000**	**1,249.7185**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	11/1/2018	6/1/2020	5	413	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 169

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Crushing/Proc. Equipment	1	8.00	85	0.78
Grading	Excavators	2	8.00	158	0.38
Grading	Off-Highway Trucks	3	4.00	402	0.38
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Sweepers/Scrubbers	1	4.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	9	18.00	0.00	77.00	14.70	6.90	8.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

3.2 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.5768	0.0000	2.5768	1.3768	0.0000	1.3768	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1054	1.0679	0.5808	1.1900e-003		0.0520	0.0520		0.0485	0.0485	0.0000	108.1786	108.1786	0.0308	0.0000	108.9493
Total	**0.1054**	**1.0679**	**0.5808**	**1.1900e-003**	**2.5768**	**0.0520**	**2.6288**	**1.3768**	**0.0485**	**1.4253**	**0.0000**	**108.1786**	**108.1786**	**0.0308**	**0.0000**	**108.9493**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.8000e-004	1.5000e-004	0.0000	3.7000e-003	0.0000	3.7000e-003	4.0000e-004	0.0000	4.0000e-004	0.0000	0.1503	0.1503	1.0000e-005	0.0000	0.1506
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1400e-003	1.8300e-003	0.0197	5.0000e-005	4.2400e-003	4.0000e-005	4.2800e-003	1.1300e-003	4.0000e-005	1.1600e-003	0.0000	4.2136	4.2136	1.6000e-004	0.0000	4.2176
Total	**2.1600e-003**	**2.6100e-003**	**0.0199**	**5.0000e-005**	**7.9400e-003**	**4.0000e-005**	**7.9800e-003**	**1.5300e-003**	**4.0000e-005**	**1.5600e-003**	**0.0000**	**4.3640**	**4.3640**	**1.7000e-004**	**0.0000**	**4.3682**

3.2 Grading - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0049	0.0000	1.0049	0.5370	0.0000	0.5370	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1054	1.0679	0.5808	1.1900e-003		0.0520	0.0520		0.0485	0.0485	0.0000	108.1784	108.1784	0.0308	0.0000	108.9491
Total	**0.1054**	**1.0679**	**0.5808**	**1.1900e-003**	**1.0049**	**0.0520**	**1.0570**	**0.5370**	**0.0485**	**0.5854**	**0.0000**	**108.1784**	**108.1784**	**0.0308**	**0.0000**	**108.9491**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.8000e-004	1.5000e-004	0.0000	6.8000e-004	0.0000	6.8000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.1503	0.1503	1.0000e-005	0.0000	0.1506
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1400e-003	1.8300e-003	0.0197	5.0000e-005	4.2400e-003	4.0000e-005	4.2800e-003	1.1300e-003	4.0000e-005	1.1600e-003	0.0000	4.2136	4.2136	1.6000e-004	0.0000	4.2176
Total	**2.1600e-003**	**2.6100e-003**	**0.0199**	**5.0000e-005**	**4.9200e-003**	**4.0000e-005**	**4.9600e-003**	**1.2300e-003**	**4.0000e-005**	**1.2600e-003**	**0.0000**	**4.3640**	**4.3640**	**1.7000e-004**	**0.0000**	**4.3682**

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.5768	0.0000	2.5768	1.3768	0.0000	1.3768	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6010	5.9613	3.4531	7.2400e-003		0.2885	0.2885		0.2684	0.2684	0.0000	646.9953	646.9953	0.1862	0.0000	651.6498
Total	**0.6010**	**5.9613**	**3.4531**	**7.2400e-003**	**2.5768**	**0.2885**	**2.8653**	**1.3768**	**0.2684**	**1.6452**	**0.0000**	**646.9953**	**646.9953**	**0.1862**	**0.0000**	**651.6498**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-004	4.5100e-003	8.7000e-004	1.0000e-005	3.7300e-003	1.0000e-005	3.7400e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	0.9021	0.9021	8.0000e-005	0.0000	0.9041
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0118	9.8100e-003	0.1066	2.7000e-004	0.0257	2.3000e-004	0.0260	6.8400e-003	2.1000e-004	7.0500e-003	0.0000	24.7434	24.7434	8.5000e-004	0.0000	24.7646
Total	**0.0119**	**0.0143**	**0.1075**	**2.8000e-004**	**0.0295**	**2.4000e-004**	**0.0297**	**7.2500e-003**	**2.2000e-004**	**7.4700e-003**	**0.0000**	**25.6455**	**25.6455**	**9.3000e-004**	**0.0000**	**25.6687**

3.2 Grading - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0049	0.0000	1.0049	0.5370	0.0000	0.5370	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6010	5.9613	3.4531	7.2400e-003		0.2885	0.2885		0.2684	0.2684	0.0000	646.9945	646.9945	0.1862	0.0000	651.6490
Total	**0.6010**	**5.9613**	**3.4531**	**7.2400e-003**	**1.0049**	**0.2885**	**1.2934**	**0.5370**	**0.2684**	**0.8053**	**0.0000**	**646.9945**	**646.9945**	**0.1862**	**0.0000**	**651.6490**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-004	4.5100e-003	8.7000e-004	1.0000e-005	7.1000e-004	1.0000e-005	7.3000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	0.9021	0.9021	8.0000e-005	0.0000	0.9041
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0118	9.8100e-003	0.1066	2.7000e-004	0.0257	2.3000e-004	0.0260	6.8400e-003	2.1000e-004	7.0500e-003	0.0000	24.7434	24.7434	8.5000e-004	0.0000	24.7646
Total	**0.0119**	**0.0143**	**0.1075**	**2.8000e-004**	**0.0265**	**2.4000e-004**	**0.0267**	**6.9500e-003**	**2.2000e-004**	**7.1700e-003**	**0.0000**	**25.6455**	**25.6455**	**9.3000e-004**	**0.0000**	**25.6687**

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.5768	0.0000	2.5768	1.3768	0.0000	1.3768	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2361	2.2856	1.4094	3.0200e-003		0.1103	0.1103		0.1025	0.1025	0.0000	265.0302	265.0302	0.0775	0.0000	266.9682
Total	**0.2361**	**2.2856**	**1.4094**	**3.0200e-003**	**2.5768**	**0.1103**	**2.6871**	**1.3768**	**0.1025**	**1.4793**	**0.0000**	**265.0302**	**265.0302**	**0.0775**	**0.0000**	**266.9682**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.7800e-003	3.5000e-004	0.0000	3.7100e-003	0.0000	3.7100e-003	4.0000e-004	0.0000	4.1000e-004	0.0000	0.3736	0.3736	3.0000e-005	0.0000	0.3744
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5300e-003	3.6500e-003	0.0404	1.1000e-004	0.0108	9.0000e-005	0.0108	2.8600e-003	8.0000e-005	2.9400e-003	0.0000	10.0195	10.0195	3.2000e-004	0.0000	10.0273
Total	**4.5800e-003**	**5.4300e-003**	**0.0407**	**1.1000e-004**	**0.0145**	**9.0000e-005**	**0.0146**	**3.2600e-003**	**8.0000e-005**	**3.3500e-003**	**0.0000**	**10.3931**	**10.3931**	**3.5000e-004**	**0.0000**	**10.4018**

3.2 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0049	0.0000	1.0049	0.5370	0.0000	0.5370	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2361	2.2855	1.4094	3.0200e-003		0.1103	0.1103		0.1025	0.1025	0.0000	265.0299	265.0299	0.0775	0.0000	266.9678
Total	**0.2361**	**2.2855**	**1.4094**	**3.0200e-003**	**1.0049**	**0.1103**	**1.1152**	**0.5370**	**0.1025**	**0.6395**	**0.0000**	**265.0299**	**265.0299**	**0.0775**	**0.0000**	**266.9678**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.7800e-003	3.5000e-004	0.0000	6.9000e-004	0.0000	6.9000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3736	0.3736	3.0000e-005	0.0000	0.3744
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5300e-003	3.6500e-003	0.0404	1.1000e-004	0.0108	9.0000e-005	0.0108	2.8600e-003	8.0000e-005	2.9400e-003	0.0000	10.0195	10.0195	3.2000e-004	0.0000	10.0273
Total	**4.5800e-003**	**5.4300e-003**	**0.0407**	**1.1000e-004**	**0.0114**	**9.0000e-005**	**0.0115**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**	**0.0000**	**10.3931**	**10.3931**	**3.5000e-004**	**0.0000**	**10.4018**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2874	4.8582	2.4318	0.0133	5.3111	0.0936	5.4047	0.9986	0.0895	1.0881	0.0000	1,249.0703	1,249.0703	0.0258	0.0000	1,249.7140
Unmitigated	0.2874	4.8582	2.4318	0.0133	5.3111	0.0936	5.4047	0.9986	0.0895	1.0881	0.0000	1,249.0703	1,249.0703	0.0258	0.0000	1,249.7140

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	478.27	0.00	0.00	1,044,542	1,044,542
Total	478.27	0.00	0.00	1,044,542	1,044,542

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003
Unmitigated	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003
Total	**2.1000e-004**	**2.0000e-005**	**2.1900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.1900e-003**	**4.1900e-003**	**1.0000e-005**	**0.0000**	**4.4800e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003
Total	**2.1000e-004**	**2.0000e-005**	**2.1900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.1900e-003**	**4.1900e-003**	**1.0000e-005**	**0.0000**	**4.4800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX K

18-Cubic Yard Haul Trucks Alternative CalEEMod Model Annual Printouts

Pacoima Spreading Ground Improvement Project with 18 CY Trucks

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	169.00	User Defined Unit	169.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Annual

Project Characteristics - 2018

Land Use - 169 acres of User Defined Industrial

Construction Phase - Construction was modelled as occurring from 11-1-18 to 6-1-20

Off-road Equipment -

Off-road Equipment - 2 Excavators (8 hrs each), 2 rubber tired dozers (8 hrs each), 1 sediment shaker (Crushing/Proc Equip) (8 hrs), 3 water trucks (Off-Hwy Trucks) (4 hrs each), 1 street sweeper (4 hrs)

Trips and VMT - 18 worker trips per TIA. 77 haul trips of concrete debris to Sunshine Cyn Landfill 8 miles length

On-road Fugitive Dust - Haul Trip Length 8 miles of which 1/8 mile on dirt roads or 98.4% of haul trip length on paved roads. Per SCAQMD Rule 403 Road Moisture 12%

Grading - 614 cubic yards of concrete exported and 169 acres graded

Vehicle Trips - 372 18 CY haul truck trips or 2.20 trips per acre. 100% Primary Trips. Non Res C-C 100% and 6.9 miles.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 1/8 mile of 6.9 mile Haul Truck trips on dirt road or 98.2% of trips on paved roads avg weight 20 tons. Per SCAQMD Rule 403 Unpaved Road Moisture Content 12%. Mean speed 15 mph.

Energy Use -

Construction Off-road Equipment Mitigation - Water Exposed Areas 3 times per day and maintain Unpaved Roads at 12% moisture, per SCAQMD Rule 403 requirements

Fleet Mix - Fleet Mix - 100% HHD

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstructionPhase	NumDays	310.00	413.00
tblFleetMix	HHD	0.03	1.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.05	0.00
tblFleetMix	LDT2	0.20	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.9530e-003	0.00

tblFleetMix	MCY	4.8040e-003	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	9.4400e-004	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	2.3410e-003	0.00
tblFleetMix	SBUS	6.6700e-004	0.00
tblFleetMix	UBUS	2.5830e-003	0.00
tblGrading	AcresOfGrading	0.00	169.00
tblGrading	MaterialExported	0.00	614.00
tblLandUse	LotAcreage	0.00	169.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOnRoadDust	HaulingPercentPave	100.00	98.40
tblOnRoadDust	MaterialMoistureContent	0.50	12.00
tblRoadDust	MaterialMoistureContent	0.5	12
tblRoadDust	MeanVehicleSpeed	40	15
tblRoadDust	MobileAverageVehicleWeight	2.4	20
tblRoadDust	RoadPercentPave	100	98.2
tblTripsAndVMT	HaulingTripLength	20.00	8.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00
tblVehicleTrips	CC_TL	8.40	6.90
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	0.00	2.20

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1076	1.0705	0.6007	1.2400e-003	2.5847	0.0521	2.6368	1.3783	0.0485	1.4268	0.0000	112.5425	112.5425	0.0310	0.0000	113.3175
2019	0.6129	5.9756	3.5606	7.5200e-003	2.6062	0.2887	2.8950	1.3841	0.2686	1.6526	0.0000	672.6408	672.6408	0.1871	0.0000	677.3185
2020	0.2407	2.2910	1.4501	3.1400e-003	2.5912	0.1104	2.7016	1.3801	0.1026	1.4827	0.0000	275.4233	275.4233	0.0779	0.0000	277.3699
Maximum	**0.6129**	**5.9756**	**3.5606**	**7.5200e-003**	**2.6062**	**0.2887**	**2.8950**	**1.3841**	**0.2686**	**1.6526**	**0.0000**	**672.6408**	**672.6408**	**0.1871**	**0.0000**	**677.3185**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1076	1.0705	0.6007	1.2400e-003	1.0099	0.0521	1.0619	0.5382	0.0485	0.5867	0.0000	112.5424	112.5424	0.0310	0.0000	113.3174
2019	0.6129	5.9756	3.5606	7.5200e-003	1.0314	0.2887	1.3201	0.5439	0.2686	0.8125	0.0000	672.6400	672.6400	0.1871	0.0000	677.3177
2020	0.2407	2.2910	1.4501	3.1400e-003	1.0164	0.1104	1.1268	0.5399	0.1026	0.6425	0.0000	275.4230	275.4230	0.0779	0.0000	277.3696
Maximum	**0.6129**	**5.9756**	**3.5606**	**7.5200e-003**	**1.0314**	**0.2887**	**1.3201**	**0.5439**	**0.2686**	**0.8125**	**0.0000**	**672.6400**	**672.6400**	**0.1871**	**0.0000**	**677.3177**

Pacoima Spreading Ground Improvement Project with 18 CY Trucks - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.71**	**0.00**	**57.38**	**60.84**	**0.00**	**55.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-1-2018**	**1-31-2019**	1.7530	1.7530
2	**2-1-2019**	**4-30-2019**	1.6048	1.6048
3	**5-1-2019**	**7-31-2019**	1.6585	1.6585
4	**8-1-2019**	**10-31-2019**	1.6587	1.6587
5	**11-1-2019**	**1-31-2020**	1.6144	1.6144
6	**2-1-2020**	**4-30-2020**	1.4931	1.4931
7	**5-1-2020**	**7-31-2020**	0.5308	0.5308
		Highest	1.7530	1.7530

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2328	8.6970	1.6408	0.0164	3.3576	0.0230	3.3806	0.6201	0.0220	0.6421	0.0000	1,610.5283	1,610.5283	0.1483	0.0000	1,614.2365
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2330**	**8.6970**	**1.6430**	**0.0164**	**3.3576**	**0.0230**	**3.3806**	**0.6201**	**0.0220**	**0.6421**	**0.0000**	**1,610.5324**	**1,610.5324**	**0.1483**	**0.0000**	**1,614.2410**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2328	8.6970	1.6408	0.0164	3.3576	0.0230	3.3806	0.6201	0.0220	0.6421	0.0000	1,610.5283	1,610.5283	0.1483	0.0000	1,614.2365
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.2330**	**8.6970**	**1.6430**	**0.0164**	**3.3576**	**0.0230**	**3.3806**	**0.6201**	**0.0220**	**0.6421**	**0.0000**	**1,610.5324**	**1,610.5324**	**0.1483**	**0.0000**	**1,614.2410**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	11/1/2018	6/1/2020	5	413	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 169

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Crushing/Proc. Equipment	1	8.00	85	0.78
Grading	Excavators	2	8.00	158	0.38
Grading	Off-Highway Trucks	3	4.00	402	0.38
Grading	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Sweepers/Scrubbers	1	4.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	9	18.00	0.00	77.00	14.70	6.90	8.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Clean Paved Roads

3.2 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.5768	0.0000	2.5768	1.3768	0.0000	1.3768	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1054	1.0679	0.5808	1.1900e-003		0.0520	0.0520		0.0485	0.0485	0.0000	108.1786	108.1786	0.0308	0.0000	108.9493
Total	**0.1054**	**1.0679**	**0.5808**	**1.1900e-003**	**2.5768**	**0.0520**	**2.6288**	**1.3768**	**0.0485**	**1.4253**	**0.0000**	**108.1786**	**108.1786**	**0.0308**	**0.0000**	**108.9493**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.8000e-004	1.5000e-004	0.0000	3.7000e-003	0.0000	3.7000e-003	4.0000e-004	0.0000	4.0000e-004	0.0000	0.1503	0.1503	1.0000e-005	0.0000	0.1506
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1400e-003	1.8300e-003	0.0197	5.0000e-005	4.2400e-003	4.0000e-005	4.2800e-003	1.1300e-003	4.0000e-005	1.1600e-003	0.0000	4.2136	4.2136	1.6000e-004	0.0000	4.2176
Total	**2.1600e-003**	**2.6100e-003**	**0.0199**	**5.0000e-005**	**7.9400e-003**	**4.0000e-005**	**7.9800e-003**	**1.5300e-003**	**4.0000e-005**	**1.5600e-003**	**0.0000**	**4.3640**	**4.3640**	**1.7000e-004**	**0.0000**	**4.3682**

3.2 Grading - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0049	0.0000	1.0049	0.5370	0.0000	0.5370	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1054	1.0679	0.5808	1.1900e-003		0.0520	0.0520		0.0485	0.0485	0.0000	108.1784	108.1784	0.0308	0.0000	108.9491
Total	**0.1054**	**1.0679**	**0.5808**	**1.1900e-003**	**1.0049**	**0.0520**	**1.0570**	**0.5370**	**0.0485**	**0.5854**	**0.0000**	**108.1784**	**108.1784**	**0.0308**	**0.0000**	**108.9491**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.8000e-004	1.5000e-004	0.0000	6.8000e-004	0.0000	6.8000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.1503	0.1503	1.0000e-005	0.0000	0.1506
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1400e-003	1.8300e-003	0.0197	5.0000e-005	4.2400e-003	4.0000e-005	4.2800e-003	1.1300e-003	4.0000e-005	1.1600e-003	0.0000	4.2136	4.2136	1.6000e-004	0.0000	4.2176
Total	**2.1600e-003**	**2.6100e-003**	**0.0199**	**5.0000e-005**	**4.9200e-003**	**4.0000e-005**	**4.9600e-003**	**1.2300e-003**	**4.0000e-005**	**1.2600e-003**	**0.0000**	**4.3640**	**4.3640**	**1.7000e-004**	**0.0000**	**4.3682**

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.5768	0.0000	2.5768	1.3768	0.0000	1.3768	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6010	5.9613	3.4531	7.2400e-003		0.2885	0.2885		0.2684	0.2684	0.0000	646.9953	646.9953	0.1862	0.0000	651.6498
Total	**0.6010**	**5.9613**	**3.4531**	**7.2400e-003**	**2.5768**	**0.2885**	**2.8653**	**1.3768**	**0.2684**	**1.6452**	**0.0000**	**646.9953**	**646.9953**	**0.1862**	**0.0000**	**651.6498**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-004	4.5100e-003	8.7000e-004	1.0000e-005	3.7300e-003	1.0000e-005	3.7400e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	0.9021	0.9021	8.0000e-005	0.0000	0.9041
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0118	9.8100e-003	0.1066	2.7000e-004	0.0257	2.3000e-004	0.0260	6.8400e-003	2.1000e-004	7.0500e-003	0.0000	24.7434	24.7434	8.5000e-004	0.0000	24.7646
Total	**0.0119**	**0.0143**	**0.1075**	**2.8000e-004**	**0.0295**	**2.4000e-004**	**0.0297**	**7.2500e-003**	**2.2000e-004**	**7.4700e-003**	**0.0000**	**25.6455**	**25.6455**	**9.3000e-004**	**0.0000**	**25.6687**

3.2 Grading - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0049	0.0000	1.0049	0.5370	0.0000	0.5370	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.6010	5.9613	3.4531	7.2400e-003		0.2885	0.2885		0.2684	0.2684	0.0000	646.9945	646.9945	0.1862	0.0000	651.6490
Total	**0.6010**	**5.9613**	**3.4531**	**7.2400e-003**	**1.0049**	**0.2885**	**1.2934**	**0.5370**	**0.2684**	**0.8053**	**0.0000**	**646.9945**	**646.9945**	**0.1862**	**0.0000**	**651.6490**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2000e-004	4.5100e-003	8.7000e-004	1.0000e-005	7.1000e-004	1.0000e-005	7.3000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	0.9021	0.9021	8.0000e-005	0.0000	0.9041
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0118	9.8100e-003	0.1066	2.7000e-004	0.0257	2.3000e-004	0.0260	6.8400e-003	2.1000e-004	7.0500e-003	0.0000	24.7434	24.7434	8.5000e-004	0.0000	24.7646
Total	**0.0119**	**0.0143**	**0.1075**	**2.8000e-004**	**0.0265**	**2.4000e-004**	**0.0267**	**6.9500e-003**	**2.2000e-004**	**7.1700e-003**	**0.0000**	**25.6455**	**25.6455**	**9.3000e-004**	**0.0000**	**25.6687**

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.5768	0.0000	2.5768	1.3768	0.0000	1.3768	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2361	2.2856	1.4094	3.0200e-003		0.1103	0.1103		0.1025	0.1025	0.0000	265.0302	265.0302	0.0775	0.0000	266.9682
Total	**0.2361**	**2.2856**	**1.4094**	**3.0200e-003**	**2.5768**	**0.1103**	**2.6871**	**1.3768**	**0.1025**	**1.4793**	**0.0000**	**265.0302**	**265.0302**	**0.0775**	**0.0000**	**266.9682**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.7800e-003	3.5000e-004	0.0000	3.7100e-003	0.0000	3.7100e-003	4.0000e-004	0.0000	4.1000e-004	0.0000	0.3736	0.3736	3.0000e-005	0.0000	0.3744
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5300e-003	3.6500e-003	0.0404	1.1000e-004	0.0108	9.0000e-005	0.0108	2.8600e-003	8.0000e-005	2.9400e-003	0.0000	10.0195	10.0195	3.2000e-004	0.0000	10.0273
Total	**4.5800e-003**	**5.4300e-003**	**0.0407**	**1.1000e-004**	**0.0145**	**9.0000e-005**	**0.0146**	**3.2600e-003**	**8.0000e-005**	**3.3500e-003**	**0.0000**	**10.3931**	**10.3931**	**3.5000e-004**	**0.0000**	**10.4018**

3.2 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0049	0.0000	1.0049	0.5370	0.0000	0.5370	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2361	2.2855	1.4094	3.0200e-003		0.1103	0.1103		0.1025	0.1025	0.0000	265.0299	265.0299	0.0775	0.0000	266.9678
Total	**0.2361**	**2.2855**	**1.4094**	**3.0200e-003**	**1.0049**	**0.1103**	**1.1152**	**0.5370**	**0.1025**	**0.6395**	**0.0000**	**265.0299**	**265.0299**	**0.0775**	**0.0000**	**266.9678**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	1.7800e-003	3.5000e-004	0.0000	6.9000e-004	0.0000	6.9000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3736	0.3736	3.0000e-005	0.0000	0.3744
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5300e-003	3.6500e-003	0.0404	1.1000e-004	0.0108	9.0000e-005	0.0108	2.8600e-003	8.0000e-005	2.9400e-003	0.0000	10.0195	10.0195	3.2000e-004	0.0000	10.0273
Total	**4.5800e-003**	**5.4300e-003**	**0.0407**	**1.1000e-004**	**0.0114**	**9.0000e-005**	**0.0115**	**2.9600e-003**	**8.0000e-005**	**3.0400e-003**	**0.0000**	**10.3931**	**10.3931**	**3.5000e-004**	**0.0000**	**10.4018**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2328	8.6970	1.6408	0.0164	3.3576	0.0230	3.3806	0.6201	0.0220	0.6421	0.0000	1,610.5283	1,610.5283	0.1483	0.0000	1,614.2365
Unmitigated	0.2328	8.6970	1.6408	0.0164	3.3576	0.0230	3.3806	0.6201	0.0220	0.6421	0.0000	1,610.5283	1,610.5283	0.1483	0.0000	1,614.2365

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	371.80	0.00	0.00	667,009	667,009
Total	371.80	0.00	0.00	667,009	667,009

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	6.90	6.90	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	1.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003
Unmitigated	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003
Total	**2.1000e-004**	**2.0000e-005**	**2.1900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.1900e-003**	**4.1900e-003**	**1.0000e-005**	**0.0000**	**4.4800e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1000e-004	2.0000e-005	2.1900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.1900e-003	4.1900e-003	1.0000e-005	0.0000	4.4800e-003
Total	**2.1000e-004**	**2.0000e-005**	**2.1900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.1900e-003**	**4.1900e-003**	**1.0000e-005**	**0.0000**	**4.4800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B

BIOLOGICAL TECHNICAL REPORT

BIOLOGICAL TECHNICAL REPORT FOR THE PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT LOS ANGELES COUNTY, CALIFORNIA

Prepared for:

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
Water Resources Division
900 South Fremont Avenue
Alhambra, California 91803

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November 2013

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SECTION 1.0 – INTRODUCTION

This Biological Technical Report has been prepared for the Los Angeles County Department of Public Works (LACDPW) to support California Environmental Quality Act (CEQA) documentation for the proposed actions relating to the Pacoima Spreading Grounds Improvement Project (Project). Information contained in this document has been reported in accordance with accepted scientific and technical standards that are consistent with the requirements of United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

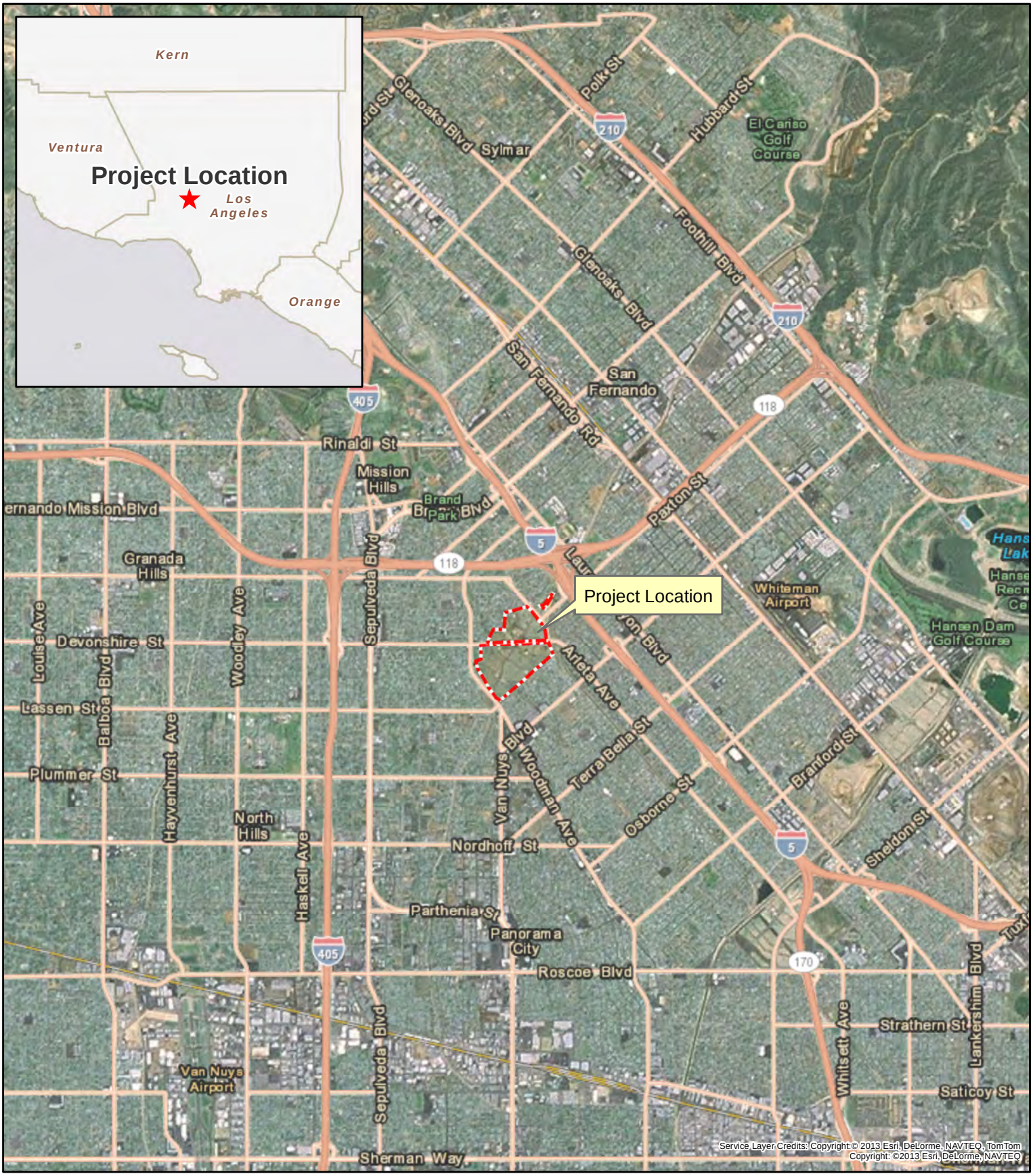
Chambers Group, Inc. (Chambers Group) was retained by LACDPW to conduct a literature review and reconnaissance-level survey for the proposed Project. During the survey, biologists identified vegetation communities, determined the potential for the occurrence of sensitive species and habitats that could support sensitive wildlife species onsite, and recorded all plants and animals observed or detected within the Project boundary.

1.1 PROJECT LOCATION AND ENVIRONMENTAL SETTING

Pacoima Spreading Grounds is located in the City of Los Angeles near the intersection of Paxton and Arleta streets on the west side of Pacoima Diversion Channel (Figure 1). The project site is immediately west of Interstate 5 (I-5) and south of California State Route (SR) 118. It is located on the United States Geological Survey (USGS) *San Fernando* 7.5-minute topographic quadrangle. Elevation in the survey area ranges from 905 to 950 feet above mean sea level (amsl). Pacoima Spreading Grounds covers approximately 169 acres in area. The facility is bordered by Filmore Street, Woodman Avenue, San Jose Street, and Arleta Avenue and is bisected by Devonshire Street. The spreading grounds are hydraulically connected by pipes underneath Arleta Avenue and Devonshire Street.

The survey area is approximately 169 acres and includes the Pacoima Spreading Grounds vicinity (Figure 1). The survey area is located in a highly developed area surrounded by private residences, local businesses, and other open space including Devonwood Park (to the west of proposed Project site) and Devonshire Arleta Park (to the east of proposed Project site). Devonwood Park includes a children's play area and picnic tables.

Habitat in the survey area is composed primarily of ruderal, developed, disturbed, and ornamental landscaping vegetation communities (Figure 2). Sandy loam and clay loam soils are present within the Project area.



Project Boundary

1:75,000

0 0.5 1 2
Miles

CHAMBERS GROUP

Figure 1

Pacoima Spreading Grounds Improvement Project
Project Location and Vicinity Map

Version Date: 5/14/2013

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SECTION 2.0 – METHODOLOGY

2.1 LITERATURE REVIEW

A literature review of the survey area was conducted prior to performing the reconnaissance survey. The most recent records of the California Natural Diversity Database (CNDDB; managed by CDFW 2013) and the California Native Plant Society's Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California (CNPS 2013) were reviewed for the quadrangles containing and surrounding the Project site, including the *San Fernando, Sunland, Burbank, Oat Mountain,* and *Van Nuys*, California, USGS 7.5-minute quadrangles. These databases contain records of reported occurrences of federally or state listed as endangered or threatened species, proposed endangered or threatened species, California Species of Concern (SSC), or otherwise sensitive species or habitats that may occur within or in the immediate vicinity of the Project site.

2.2 SOILS

Before the survey was conducted, soil maps for Los Angeles County were referenced online (http://soils.usda.gov/technical/classification/osd/index.html) to determine the types of soil found within the Project site. Soils were determined in accordance with categories set forth by the United States Department of Agriculture (USDA) Soil Conservation Service and by referencing the USDA Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA 2013).

2.3 BIOLOGICAL RECONNAISSANCE-LEVEL SURVEY

Chambers Group biologists Heather Franklin and Jeremy Smith conducted the general reconnaissance survey to map vegetation communities and identify the potential for occurrence of sensitive plant and wildlife species and habitats that could support sensitive wildlife species on site. All plants and animals observed or detected on site were recorded. The survey was conducted on foot throughout the Project site between the hours of 8:00 a.m. and 12:00 p.m. on May 13, 2013. Weather conditions during the survey included temperatures ranging from 80 to 87 degrees Fahrenheit with zero percent cloud cover and no precipitation. Photographs of the Project site were taken to document existing site conditions and are provided in Appendix A.

2.3.1 Vegetation

All plant species observed within the Project site were recorded. Vegetation communities within the Project site were identified, qualitatively described, and mapped onto an aerial photograph. Plant communities were determined in accordance with the categories set forth in Holland (1986), Gray and Bramlet (1992), or Sawyer et al. (2009). Plant nomenclature follows that of Baldwin et al. (2012). A comprehensive list of the plant species observed during the survey is provided in Appendix B.

2.3.2 Wildlife

All wildlife and wildlife signs observed and detected, including tracks, scat, carcasses, burrows, excavations, and vocalizations, were recorded. Additional survey time was spent in those habitats most likely to be utilized by wildlife (undisturbed native habitat, wildlife trails, etc.), and in habitats with the potential to support state and/or federally listed or otherwise sensitive species. Notes were made on

the general habitat types, species observed, and the conditions of the Project site. A comprehensive list of the wildlife species observed or detected during the survey is provided in Appendix C.

SECTION 3.0 – RESULTS

3.1 SOILS

After review of USDA Soil Conservation Service and by referencing the USDA Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA 2013), it was determined that the Project site is located within the West San Fernando Valley Area (CA676). Based on the results of the database search, no soil data exists for this area; however, sandy loam and clay loam were observed within the site during the survey.

3.2 VEGETATION COMMUNITIES

Surveys of the Project site identified four vegetation communities: Ruderal, Developed, Disturbed, and Ornamental Landscaping. A map showing the vegetation communities observed within the Project site is provided as Figure 2. Representative site photographs were taken documenting the vegetation communities of the site (Appendix A). A total of 47 plant species were observed within the Project site (Appendix B).

3.2.1 Ruderal

Ruderal vegetation communities are dominated by non-native, weedy species that are adapted to frequent disturbances. Soils in ruderal areas are also typically characterized as heavily compacted. Species observed in this community onsite include common knotweed (*Polygonum arenastrum*), English plantain (*Plantago lanceolata*), and white sweetclover (*Melilotus alba*). The Project area includes 126.5 acres classified as Ruderal vegetation.

3.2.2 Developed

Developed areas are those that have been altered by humans and display man-made structures such as houses, paved roads, buildings, or parks. Developed areas found within the Project site include paved and graded roads. The Project area includes 15.1 acres classified as Developed.

3.2.3 Disturbed

Disturbed areas are often barren and lack vegetation due to clearing or grading. These areas are often dominated by pioneer herbaceous species that readily colonize disturbed ground, such as prickly sow-thistle (*Sonchus asper*) and wild lettuce (*Lactuca serriola*) (Gray and Bramlet 1992). Examples of plant species observed in the Project site include wild lettuce, prickly sow-thistle, and common sow-thistle (*Sonchus oleraceus*). The Project area includes 0.70 acre classified as Disturbed.

3.2.4 Ornamental Landscaping

Ornamental Landscaping includes areas where the vegetation is dominated by non-native horticultural plants (Gray and Bramlet 1992). Typically, the species consist of introduced trees, shrubs, flowers, and turf grass. Examples of Ornamental plant species found on the Project site include non-native pine, eucalyptus trees, and palm trees. The Project Area includes 4.5 acres of Ornamental Landscaping.

Pacoima Spreading Grounds
Vegetation Communities Map

Version Date: 5/22/2013

Project Boundary

Vegetation Community Survey

- (D) Disturbed (0.7 Acre)
- (DV) Developed (15.1 Acres)
- (OL) Ornamental Landscaping (4.5 Acres)
- (OW) Open Water (0.01 Acre)
- (R) Ruderal Vegetation (126.5)

SCALE=1:4,000

0 120 240 480

Feet

Service Layer Credits: Copyright:© 2013 Esri, DeLorme, NAVTEQ, TomTom
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User

CHAMBERS GROUP

\\Cgi-gisdata01\gis_data\Projects\20000s\20401 - 20600\20600 Pacoima Spreading Grounds\20600 Pacoima Spreading Grounds Vegetation Communities Map.mxd

3.3 SENSITIVE SPECIES

The following information is a list of abbreviations used to help determine the significance of biologically sensitive resources potentially occurring within the Project site.

California Rare Plant Rank (CRPR)

List 1A = Plants presumed extinct in California.
List 1B = Plants rare and endangered in California and throughout their range.
List 2 = Plants rare, threatened, or endangered in California but more common elsewhere in their range.
List 3 = Plants about which we need more information; a review list.
List 4 = Plants of limited distribution; a watch list.

CRPR Extensions

0.1 = Seriously endangered in California (greater than 80 percent of occurrences threatened/high degree and immediacy of threat).
0.2 = Fairly endangered in California (20-80 percent occurrences threatened).
0.3 = Not very endangered in California (less than 20 percent of occurrences threatened).

Federal

FE = Federally listed; Endangered
FT = Federally listed; Threatened
FC = Federal Candidate for listing

State

ST = State listed; Threatened
SE = State listed; Endangered
RARE = State-listed; Rare (Listed "Rare" animals have been re-designated as Threatened, but Rare plants have retained the Rare designation.)
SSC = State Species of Special Concern
WL = CDFW Watch List

The criteria used to evaluate the potential for sensitive species to occur within the Project site are outlined in Table 1, below.

Table 1: Criteria for Evaluating Sensitive Species Potential for Occurrence

PFO*	CRITERIA
Absent:	Species is restricted to habitats or environmental conditions that do not occur within the Project site.
Low:	Historical records for this species do not exist within the immediate vicinity (approximately 5 miles) of the Project site, and/or habitats or environmental conditions needed to support the species are of poor quality.
Moderate:	Either a historical record exists of the species within the immediate vicinity of the Project site (approximately 5 miles) and marginal habitat exists within the site; or the habitat requirements or environmental conditions associated with the species occur within the Project site, but no historical records exist within 5 miles of the site.
High:	Both a historical record exists of the species within the Project site or its immediate vicinity (approximately 5 miles), and the habitat requirements and environmental conditions associated with the species occur within the site.
Present:	Species was detected within the site at the time of the survey.

* PFO: Potential for Occurrence

3.3.1 Sensitive Plants

Current database searches (CDFW 2013 and CNPS 2013) resulted in a list of 17 federal- and/or state-listed threatened and endangered or rare sensitive plant species documented to occur within the vicinity of the Project site. After the literature review, the assessment of the various habitat types in the area of the site, and the reconnaissance survey, it was determined that all 17 species are absent from the Project site. Factors used to determine the potential for occurrence included the quality of habitat, elevation, the location of prior CNDDB records of occurrence, and the results of reconnaissance survey.

The following 17 plant species are considered **Absent** from the Project site due to lack of suitable habitat and/or the species is found outside the elevation range:

- Parish's brittlescale (*Atriplex parishii*) – CRPR List 1B.1
- Nevin's barberry (*Berberis nevinii*) – **FC, CE,** CRPR List 1B.1
- round-leaved filaree (*California macrophylla*) – CRPR List 1B.1
- slender mariposa-lily (*Calochortus clavatus* var. *gracilis*) – CRPR List 1B.2
- Plummer's mariposa-lily (*Calochortus plummerae*) – CRPR List 4.2
- southern tarplant (*Centromadia parryi* ssp. *australis*) – CRPR List 1B.1
- San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*) – **FC, CE,** CRPR List 1B.1
- Santa Susana tarplant (*Deinandra minthornii*) – **CR,** CRPR List 1B.2
- slender-horned spineflower (*Dodecahema leptoceras*) – **FE, CE,** CRPR List 1B.1
- many-stemmed dudleya (*Dudleya multicaulis*) – CRPR List 1B.1
- Palmer's grapplinghook (*Harpagonella palmeri*) – CRPR List 4.2
- mesa horkelia (*Horkelia cuneata* var. *puberula*) – CRPR List 1B.1
- Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*) – CRPR List 1B.2
- Davidson's bush-mallow (*Malacothamnus davidsonii*) – CRPR List 1B.2
- California Orcutt grass (*Orcuttia californica*) – **FE, CE,** CRPR List 1B.1

- white rabbit-tobacco (*Pseudognaphalium leucocephalum*) – CRPR List 2.2
- Greata's aster (*Symphyotrichum greatae*) – CRPR List 1B.3

3.3.2 Sensitive Wildlife

A current database search (CDFW 2013) resulted in a list of 25 federally and/or state listed endangered or threatened, Species of Concern, or otherwise sensitive wildlife species that may potentially occur within the Project site. After a literature review and the assessment of the various habitat types within the Project site, it was determined that all 25 sensitive wildlife species were considered absent from the site.

The following 25 wildlife species are considered **Absent** from the Project site due to lack of suitable habitat present or because no record shows the existence of these species within 5 miles of the Project site:

- pallid bat (Antrozous pallidus) - SSC
- western pond turtle (Emys marmorata [Actinemys marmorata pallida]) - SSC
- arroyo chub (*Gila orcuttii*) - SSC
- Santa Ana speckled dace (*Rhinichthys osculus* ssp. *3*) - SSC
- Los Angeles pocket mouse (*Perognathus longimembris brevinasus*) - SSC
- Sierra Madre yellow-legged frog (*Rana muscosa*) - FE, SSC
- silvery legless lizard (*Anniella pulchra pulchra*) - SSC
- southern rubber boa (*Charina umbratica*) - ST
- San Bernardino mountain kingsnake (*Lampropeltis zonata parvirubra*) -SSC
- southern grasshopper mouse (*Onychomys torridus ramona*) - SSC
- two-striped garter snake (*Thamnophis hammondii*) - SSC
- western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) - SE
- southwestern willow flycatcher (*Empidonax traillii extimus*) - FE, SE
- western mastiff bat (*Eumops perotis californicus*) - SSC
- western yellow bat (*Lasiurus xanthinus*) - SSC
- San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) - SSC
- California leaf-nosed bat (*Macrotus californicus*) - SSC
- San Diego desert woodrat (*Neotoma lepida intermedia*) - SSC
- big free-tailed bat (*Nyctinomops macrotis*) - SSC
- coast horned lizard (*Phrynosoma blainvillii*) - SSC
- California gnatcatcher (*Polioptila californica californica*) - FT, SSC
- western spadefoot (*Spea hammondii*) - SSC
- American badger (*Taxidea taxus*) - SSC
- least Bell's vireo (*Vireo bellii pusillus*) - FE, SE
- burrowing owl (*Athene cunicularia*) – SSC

3.4 GENERAL PLANTS

A total of 47 plant species were observed during the survey. Plant species observed during the survey represent the characteristics of the existing site conditions. No sensitive plant species were observed during the survey. A complete list of plants observed was recorded during the survey (Appendix B).

3.5 GENERAL WILDLIFE

A total of 23 wildlife species was observed during the survey. One active killdeer nest was observed just outside the southeast corner of the boundary of the western portion of the Project site (located on the west side of Arleta Ave). Four eggs were observed in a nest on the ground at the base of a eucalyptus tree located within the paved portion of the area. Wildlife species observed or detected during the survey were characteristic of the existing site conditions. No sensitive wildlife species were observed during the survey effort. A complete list of wildlife observed or detected was recorded during the survey (Appendix C).

3.6 MIGRATORY BIRD TREATY ACT, AS AMENDED (16 USC 703-711)

In order to comply with the Migratory Bird Treaty Act (MBTA), any vegetation clearing should take place outside the general bird breeding season (February 14 to September 1), to the maximum extent practical. If this is not possible, prior to ground-disturbing activities, a qualified biologist should conduct and submit a migratory nesting bird and raptor survey report. The survey should occur no more than three days prior to initiation of Project activities, and any occupied passerine and/or raptor nests occurring within or adjacent to the study area should be delineated. Additional follow-up surveys may be required by the resource agencies. To the maximum extent practicable, a minimum buffer zone around occupied nests should be maintained during physical ground-disturbing activities. The buffer zone should be sufficient in size to prevent impacts to the nest. Once nesting bird season has ceased, the buffer may be removed.

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APPENDIX A – SITE PHOTOGRAPHS

APPENDIX A – SITE PHOTOGRAPHS

Photo 1. Photo showing the eastern portion of the site on the east side of Arleta Avenue. Photo facing southeast.

Photo 2. Photo showing a soft bottom channel with some vegetation and water flowing in the eastern portion of the site. Photo facing east.

Photo 3. Photo showing the soft bottom channel in the eastern portion of the site. Photo facing west.

Photo 4. Photo showing the northern portion of the spreading grounds on the north side of Devonshire Street. Photo facing southeast.

Photo 5. Riprap-lined channel in the northern portion of the spreading grounds. Photo facing northeast.

Photo 6. Photo showing the southwest portion of the northern spreading grounds. Photo facing southeast.

Photo 7. The southwestern portion of the northern spreading grounds. Photo facing southeast.

Photo 8. The northeastern portion of the southern portion of the spreading grounds on the south side of Devonshire Street. This photo was taken facing south.

Photo 9. Photo showing the southern portion of the spreading grounds. The photo was taken facing northwest.

Photo 10. Western portion of the spreading grounds. The photo was taken at the corner of the spreading grounds and Arleta Avenue. The photo is facing east.

APPENDIX B – PLANT SPECIES OBSERVED

APPENDIX B: PLANT SPECIES OBSERVED

Scientific Name	Common Name
PINACEAE	**PINE FAMILY**
*Pinus halepensis**	Aleppo pine
ASTERACEAE	**SUNFLOWER FAMILY**
Ambrosia psilostachya	western ragweed
Artemisia californica	California sagebrush
*Centaurea melitensis**	tocalote
*Cotula coronopifolia**	brass-buttons
*Erigeron bonariensis**	flax-leaved horseweed
Helianthus annuus	common sunflower
*Helminthotheca echioides**	bristly ox-tongue
*Lactuca serriola**	prickly lettuce
Pseudognaphalium stramineum	cotton-batting plant
*Senecio vulgaris**	common groundsel
Sonchus asper subsp. *asper**	prickly sow thistle
*Sonchus oleraceus**	common sow thistle
Xanthium spinosum	spiny cocklebur
BRASSICACEAE	**MUSTARD FAMILY**
*Hirschfeldia incana**	shortpod mustard
*Raphanus sativus**	radish
Sisymbrium sp.*	mustard
CHENOPODIACEAE	**GOOSEFOOT FAMILY**
*Chenopodium album**	lamb's quarters
Chenopodium sp.*	goosefoot
*Salsola tragus**	Russian thistle
CONVOLVULACEAE	**MORNING-GLORY FAMILY**
Cuscuta sp.	dodder
*Ricinus communis**	castor-bean
FABACEAE	**LEGUME FAMILY**
Acmispon americanus var. *americanus*	Spanish clover
*Medicago polymorpha**	bur clover
*Melilotus alba**	white sweetclover
*Melilotus indicus**	Indian sweetclover
LYTHRACEAE	**LOOSESTRIFE FAMILY**
*Lythrum hyssopifolia**	hyssop loosestrife
MALVACEAE	**MALLOW FAMILY**
*Malva parviflora**	cheeseweed
MYRTACEAE	**MYRTLE FAMILY**

Scientific Name	Common Name
Eucalyptus sp.*	gum tree
PLANTAGINACEAE	**PLANTAIN FAMILY**
*Plantago lanceolata**	English plantain
*Plantago arenaria**	Indian plantain
*Veronica anagallis-aquatica**	water speedwell
PLATANACEAE	**SYCAMORE FAMILY**
Platanus X *hispanica**	London plane tree
POLYGONACEAE	**BUCKWHEAT FAMILY**
Persicaria maculosa	lady's thumb
*Polygonum arenastrum**	common knotweed
Rumex sp.	dock
SAPINDACEAE	**SOAPBERRY FAMILY**
Acer negundo	California box-elder
SOLANACEAE	**NIGHTSHADE FAMILY**
Datura wrightii	jimson weed
*Nicotiana glauca**	tree tobacco
ZYGOPHYLLACEAE	**CALTROP FAMILY**
*Tribulus terrestris**	puncture vine
ARECACEAE	**PALM FAMILY**
*Washingtonia robusta**	Mexican fan palm
CYPERACEAE	**SEDGE FAMILY**
Bolboschoenus maritimus subsp. *paludosus*	river bulrush
POACEAE	**GRASS FAMILY**
*Avena fatua**	wild oat
Bromus madritensis subsp. *madritensis**	foxtail chess
*Cynodon dactylon**	Bermuda grass
*Festuca perennis**	Italian ryegrass
*Polypogon monspeliensis**	annual beard grass

* Non-native species

APPENDIX C – WILDLIFE SPECIES OBSERVED OR DETECTED

APPENDIX C:
WILDLIFE SPECIES OBSERVED

Scientific Name	Common Name
CLASS AVES	**BIRDS**
ACCIPITRIDAE	**HAWKS, KITES, EAGLES**
Buteo jamaicensis	red-tailed hawk
COLUMBIDAE	**PIGEONS & DOVES**
Zenaida macroura	mourning dove
Streptopelia decaocto	Eurasian collared-Dove
TYRANNIDAE	**TYRANT FLYCATCHERS**
Sayornis nigricans	black phoebe
Sayornis saya	Say's phoebe
TROCHILIDAE	**HUMMINGBIRDS**
Calypte anna	Anna's hummingbird
Selasphorus sasin	Allen's hummingbird
CHARADRIIDAE	**PLOVERS**
Charadrius vociferous	killdeer
CORVIDAE	**JAYS & CROWS**
Corvus brachyrhynchos	American crow
Corvus corax	common raven
MIMIDAE	**MOCKINGBIRDS, THRASHERS**
Mimus polyglottos	northern mockingbird
ARDEIDAE	**HERONS, BITTERNS**
Ardea Herodias	great blue heron
STURNIDAE	**STARLINGS**
Sturnus vulgaris	European starling
ICTERIDAE	**BLACKBIRDS**
Agelaius phoeniceus	red-winged blackbird
ANATIDAE	**DUCKS, GEESE, SWANS**
Anas platyrhynchos	mallard
Anas strepera	gadwall
AEGITHALIDAE	**BUSHTITS**
Psaltriparus minimus	bushtit
FRINGILLIDAE	**FINCHES**
Carpodacus mexicanus	house finch
Spinus psaltria	lesser goldfinch
HIRUNDINIDAE	**SWALLOWS**
Stelgidopteryx serripennis	northern rough-winged swallow
CLASS REPTILIA	**REPTILES**
PHRYNOSOMATIDAE	**ZEBRA-TAILED, EARLESS, FRINGE-TOED, SPINY, TREE, SIDE-BLOTCHED, AND HORNED LIZARDS**
Sceloporus occidentalis	western fence lizard
CLASS AMPHIBIA	**AMPHIBIANS**
HYLIDAE	**TREEFROGS**
Pseudacris regilla	Pacific chorus frog

APPENDIX C:
WILDLIFE SPECIES OBSERVED

Scientific Name	Common Name
CLASS MAMMALIA	**MAMMALS**
SCIURIDAE	**SQUIRRELS**
Spermophilus beecheyi	California ground squirrel

APPENDIX C-1

PHASE I CULTURAL RESOURCES INVESTIGATION

CULTURAL RESOURCES INVESTIGATION
FOR
PACOIMA SPREADING GROUNDS
IMPROVEMENT PROJECT
LOS ANGELES COUNTY, CALIFORNIA

Prepared for:

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
Water Resources Division
900 South Fremont Avenue
Alhambra, California 91803

Prepared by:

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November 2013

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SUMMARY OF FINDINGS (ABSTRACT)

Chambers Group, Inc. (Chambers Group) was retained by the Los Angeles County Department of Public Works (LACDPW) to conduct a cultural resources records search and background literature review for the Pacoima Spreading Grounds Improvement Project (Project), located in the City of Los Angeles, Los Angeles County, California (Figure 1). This report includes the methods and results of the cultural resources records search, background literature review, and significance evaluation provided by Chambers Group.

The subject property is a heavily altered water management facility originally installed at the site in the early 1930s. LACDPW proposes to increase the storage capacity and simplify operations by combining basins and constructing new inter-basin structures. Recharge basins will be reconfigured and deepened. The proposed Project will also modernize the existing intake structures and increase retention capacity of the spreading grounds. The existing intake structure will be replaced, and pipes will be extended from the headworks to the culverts to restrict intake to the design flow rate of 600 cubic feet per second (cfs) and eliminate the potential for overtopping. The Project involves ground disturbance.

To determine the potential presences of cultural resources within the Project area, an extensive remote investigation was implemented per California Environmental Quality Act (CEQA) guidelines. In addition to research and Native American consultation, field images taken by Chambers Group staff were analyzed to determine the level of integrity for any historic-period properties and the potential for significance of the subject property. Using records search results and additional background information, a determination of impacts to cultural resources, including archaeological and historic architectural resources, was completed.

Since no cultural resources appear to be present within or adjacent to the Project area, the Pacoima Spreading Grounds Improvement Project is not anticipated to impact cultural resources. Nevertheless, since the project involves ground disturbance, the potential to uncover subsurface resources remains. In the event such a discovery is made, it is recommended that Project activity be halted until a qualified Cultural Resource Specialist can evaluate the potential resource.

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SECTION 1.0 – PROJECT DESCRIPTION

Chambers Group, Inc. (Chambers Group) was retained by the Los Angeles County Department of Public Works (LACDPW) to conduct a cultural resources records search and background literature review to support California Environmental Quality Act (CEQA) documentation for the proposed actions relating to the Pacoima Spreading Grounds Improvement Project (Project), located in the City of Los Angeles, Los Angeles County, California (Figure 1). This report includes the methods and results of the cultural resources records search, background literature review, and significance evaluation provided by Chambers Group.

The Project area for the Pacoima Spreading Grounds is located near the intersection of Paxton and Arleta streets, on the west side of the Pacoima Diversion Channel (Figure 2). The facility consists of 12 large, shallow basins with a storage capacity of 530 acre-feet (af) and is one of the major water conservation facilities that recharge the San Fernando Basin.

The proposed improvements will increase the storage capacity and simplify operations by combining basins and constructing new interbasin structures. The Project will optimize the recharge capacity of the spreading grounds by modernizing and automating the existing intake structures and improving the spreading basins to increase retention capacity. The existing intake structure will be improved by replacing the current intake canal with four 54-inch diameter reinforced concrete pipes (RCPs). The pipes will extend from the headworks to the culverts that convey water to the spreading basins. After the pipes are installed, the intake channel will be backfilled with approximately 27,850 cubic yards (cy) of sediment removed from the spreading basins. Due to the variability of uncontrolled flows in Pacoima Diversion Channel, careful operation of the radial gate is currently required to regulate flows into the intake canal. When flows in excess of 600 cfs enter the intake canal, water can potentially overtop the intake canal, resulting in localized flooding. Replacing the intake canal with pipes will restrict the intake to the design flow rate of 600 cfs and eliminate the potential for overtopping the intake canal.

The recharge basins will be reconfigured and deepened to allow for greater percolation and capacity (see Figure 3). Approximately 1.6 million cy of sediment will be excavated in order to completely remove the underlying clay layers; however, only 1.37 million cy of sediment will be exported from the site. The remainder of the sediment will be used to backfill the existing intake channel or be returned to the spreading basins to bring the basin inverts up to their finished elevation.

The purpose of this study is to provide information and analysis to determine whether the Project will have the potential to cause substantial adverse change or impacts to properties eligible for or listed in the California Register of Historical Resources (CRHR). The purpose of the CRHR is to maintain listings of the state's historical resources and to indicate which properties are to be protected, to the extent prudent and feasible, from material impairment and substantial adverse change. This study was conducted in compliance with the provisions of CEQA, including the CEQA Statutes (Public Resources Code [PRC] §§ 21083.2 and 21084.1), the CEQA Guidelines (Title 14 California Code of Regulations [CCR], § 15064.5), and PRC § 5024.1 (Title 14 CCR § 4850 et seq.). These statutes and regulations, as amended, are summarized in an annually updated handbook (Association of Environmental Professionals 2012). Properties expected to be directly or indirectly impacted by a proposed project must be evaluated for CRHR eligibility (PRC § 5024.1).

Figure 1: Project Location Map

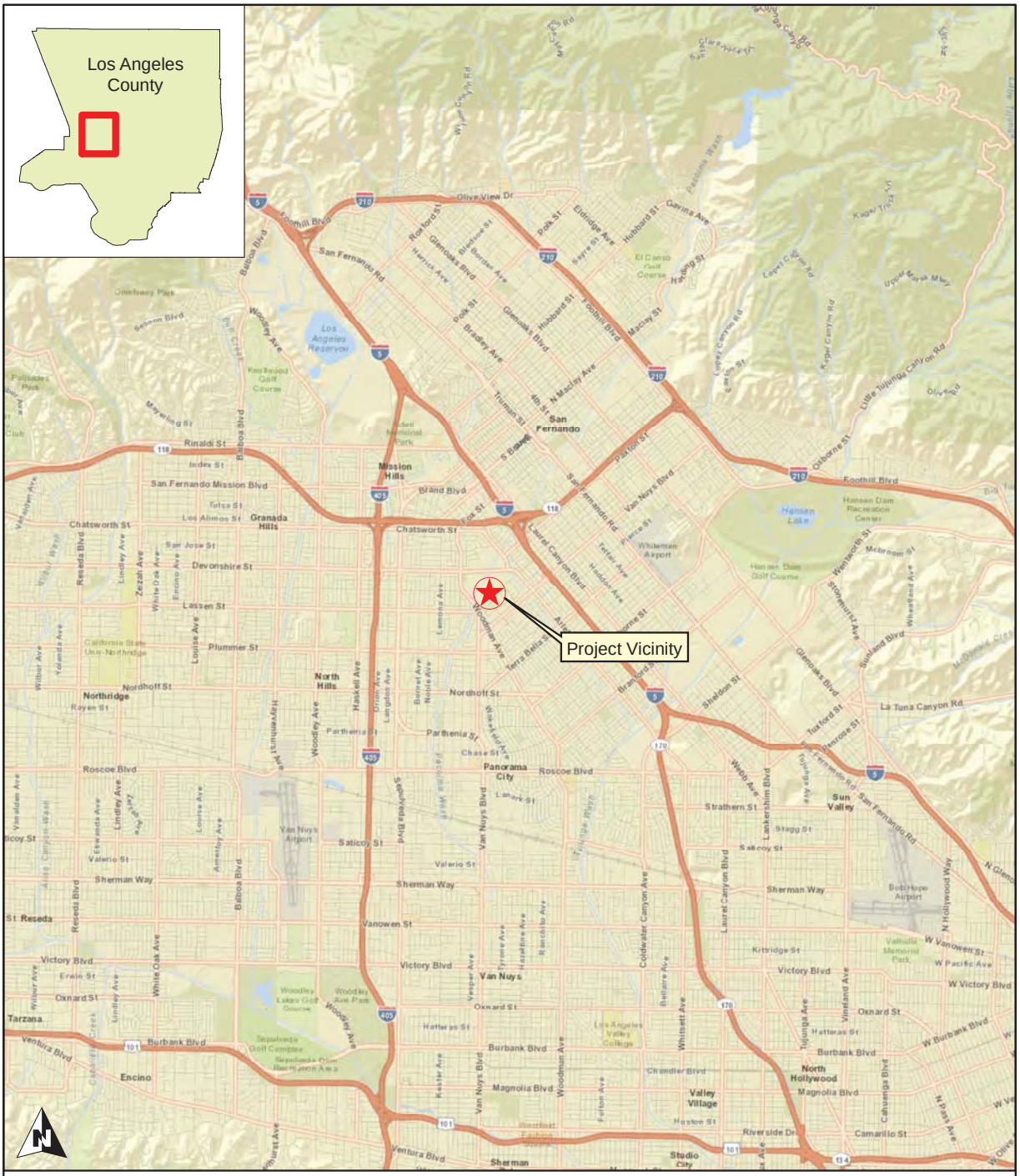

Figure 1
Pacoima Spreading Grounds Improvement Project
Project Area Vicinity Map

Figure 2: Project Vicinity Map

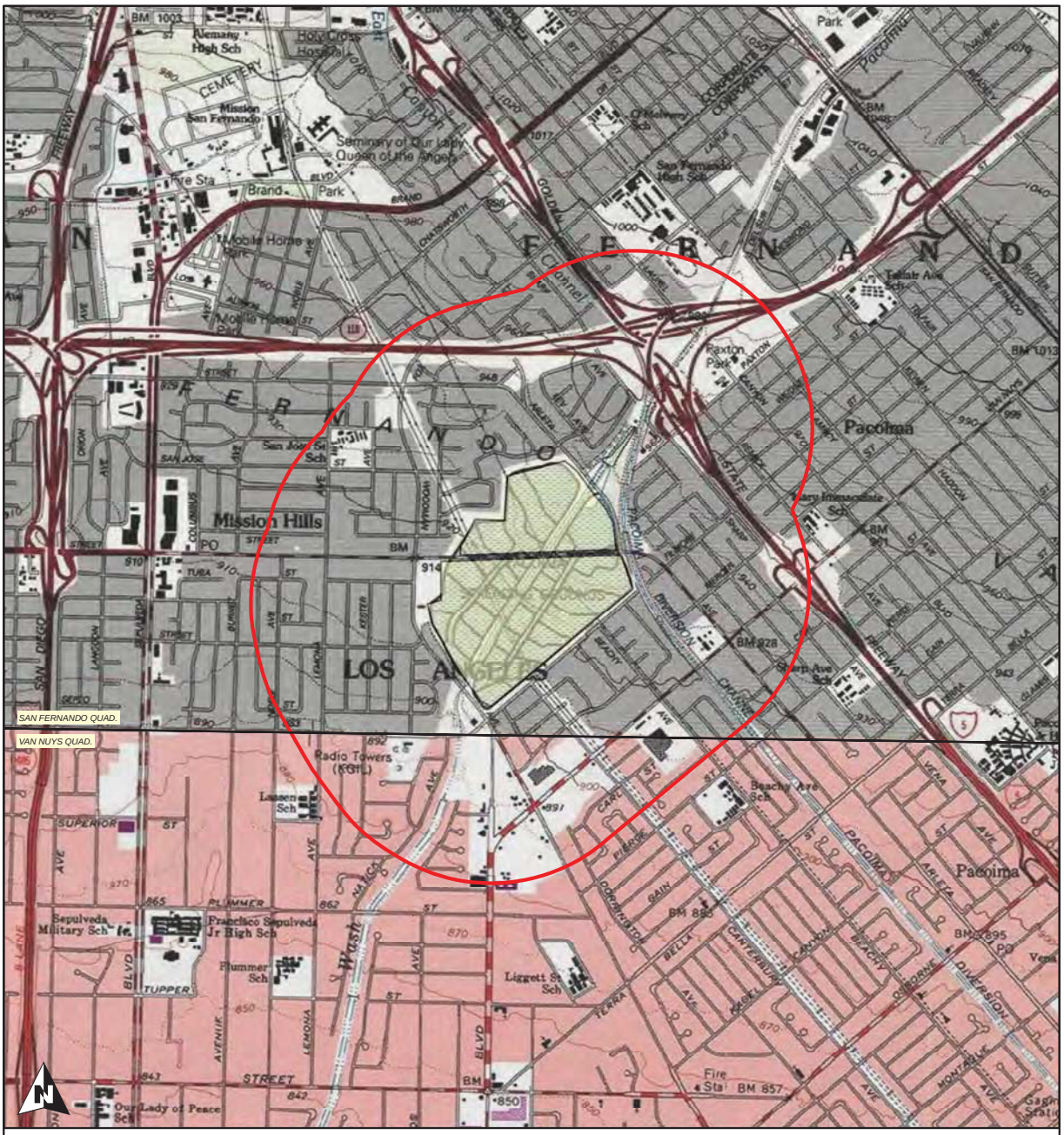

Figure 2
Pacoima Spreading Grounds Improvement Project
Project Area Map

Figure 3: Proposed Project Map

Figure 3
Pacoima Spreading Grounds Improvement Project
Proposed Project Map

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SECTION 2.0 – METHODS: RESEARCH AND REVIEW

2.1 RECORDS SEARCH

Chambers Group Cultural Resources Specialist Clarence Bodmer conducted the cultural resources records search and literature review on May 7, 2013, at the South Central Coastal Information Center (SCCIC) located on the campus of California State University, Fullerton. The SCCIC houses records of the California Historical Resources Information System (CHRIS) for Los Angeles and Ventura counties. The records search included a half-mile (0.8-km) radius around the Project area. The purpose of the records search and background literature review was to identify any prehistoric or historic archaeological sites or historic buildings and structures previously recorded within a half-mile radius of the Project area. Mr. Bodmer also reviewed the National Register of Historic Places (NRHP) and Archaeological Determinations of Eligibility as well as historic maps for the presence of possible historic structures or archaeological site locations.

The purpose of reviewing the records was to:

1. identify cultural resources within the Project area and the surrounding vicinity,

2. identify and determine the adequacy of previously conducted cultural resources studies in the Project area,

3. develop management recommendations for cultural resources within the study area, and

4. assess what additional cultural resources studies would need to be undertaken for the Project.

2.2 NATIVE AMERICAN HERITAGE COMMISSION

In addition to the records search conducted at the SCCIC, a letter was sent to the State of California's Native American Heritage Commission (NAHC) on May 1, 2013, requesting a search of their Sacred Lands Inventory. The NAHC provided Chambers Group with a list of Native American contacts that may have knowledge of cultural resources near the Project area. Chambers Group contacted each of the NAHC-listed contacts, requesting information related to any Native American cultural resources within the study area.

2.3 RESEARCH METHODS

Investigators also executed general contextual and site-specific research for the subject property and the Project area. Sources used to conduct this research effort include the Los Angeles County Department of Public Works, the City of Los Angeles Planning Department, the Los Angeles City Historical Society, California State University, Northridge online resources, and Los Angeles Public Library databases. Additionally, investigators consulted the California Department of Transportation (Caltrans) Historic Bridge Survey, California Historic Resources Inventory, and NPS Focus Digital Library and Resources to determine if any properties had been previously surveyed or evaluated.

SECTION 3.0 – RESULTS: RESEARCH AND REVIEW

3.1 RECORDS SEARCH

Results of the records search conducted at the SCCIC indicate that the Project area had not been previously surveyed for cultural resources. The records search did identify 11 cultural resources studies performed between 1994 and 2011 that fall within the half-mile study area (Table 1). These studies consisted of cultural resource inventory surveys and records searches for various highway and infrastructure improvement projects, housing developments, telecommunications installations, water reclamation projects, and community redevelopment programs. None of the previous resource studies are located within the Project area; and no prehistoric or historic-period cultural resources or historic buildings or structures are located within the designated half-mile study area, as indicated by the available records search information.

Despite the lack of previously recorded resources in the study area, since the Pacoima Spreading Grounds facility was originally constructed in the early 1930s, the subject property is the appropriate age (greater than 50 years old) to warrant a historical resource evaluation. In addition to the age requirement, to be considered a CRHR-eligible historical resource, a property must meet one of the following four criteria:

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of history and cultural heritage;

Criterion 2: It is associated with the lives of persons important in the past;

Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or

Criterion 4: It has yielded or is likely to yield information important in prehistory or history.

As such, a historical significance evaluation for the property is summarized below, and a formal evaluation is included in Appendix A of this document.

Table 1: Prior Cultural Resources Studies within the Half-Mile Study Area

SCCIC Report Number	Author	Year	Title	Type of Study
LA-3486	Stickel, G.	1994	A Cultural Resources Inventory for the East Valley Water Reclamation Project	Records search and archaeological field survey
LA-4567	Duke, C.	1999	Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 550-02, in the County of Los Angeles, California	Records search
LA-10179	Smith, P.	2000	Negative Archaeological Survey Report: Highway Project 07-LA-5 KP 60.2/68.7 170 1Y0201	Records search and archaeological field survey
LA-5676	Christy, J.	2001	Negative Archaeological Survey Report: Highway Project 07-LA Van Nuys Blvd., between Arleta and Beachy Avenues	Records search and archaeological field survey
LA-5611	McKenna, J.	2001	A Phase I Cultural Resource Investigation of the Proposed Los Angeles Unified School District East Valley High School #2 in the Community of Pacoima, City of Los Angeles, Los Angeles County, California	Records search and archaeological field survey
LA-5546	Sylvia, B.	2001	Negative Archaeological Survey Report: Highway Project 07-LA-5/118 KP 62.8/63.2 07-174 4N1901	Records search and archaeological field survey
LA-7014	Foster, J.	2002	Negative Archaeological Survey Report: Highway Project 07-LA Devonshire Street Bridge Improvement Project	Records search and archaeological field survey
LA-7798	Bonner, W.	2005	Cultural Resources Records Search Results and Site Visit for Cingular Site Candidate LA-550-01 (NL-056-01), Raofi Shopping Center, 14419 Van Nuys Boulevard, Pacoima, Los Angeles County, California	Records search and archaeological field survey
LA-7805	Wood, C.	2006	Archaeological Survey Report Villas Las Americas 9618 N. Van Nuys Boulevard, Panorama City, California	Records search and archaeological field survey
LA-10756	McKenna, J.	2010	A Cultural Resources Overview and Preliminary Assessment of the Pacoima/Panorama City Redevelopment Plan Amendment/Expansion Project Area, Los Angeles County, California	Cultural resources overview study
LA-11703	Loftus, S.	2011	Cultural Resource Records Search and Site Survey AT&T Site LA0317 (26554) Devonshire & Lemona, 14941 Devonshire, Mission Hills, Los Angeles County, California 91345	Records search and archaeological field survey

Mr. Bodmer reviewed the current inventories of the National Register of Historic Places (NRHP), the California Register of Historical Places (CRHP), the California Historical Landmarks (CHL), and the California Points of Historical Interest (CPHI). No historic properties located within the Project area were found on the NRHP, CRHP, CHL, or the CPHI. The California State Historical Resources Inventory for Los Angeles County was also reviewed to determine if any local resources had been previously evaluated for historical significance. No historical resources were found as a result of this additional research.

3.2 NATIVE AMERICAN HERITAGE COMMISSION

The NAHC responded to Chambers Group's inquiry on May 20, 2013, indicating that a search of their Sacred Lands files failed to support the presence of Native American traditional cultural places in the Project area. The NAHC noted, however, that the area is known to be culturally-sensitive, indicating that cultural resources have previously been uncovered in the general vicinity or region. As such, the NAHC advised Chambers Group to contact other entities familiar with cultural resources in the area. As a result, seven Native American tribes, individuals, and representatives who may have knowledge of cultural resources within or near the Project area were contacted. As of this writing, no response has been received from any of the letter recipients. Sample inquiry letters sent to the contacts can be found in Appendix B of this document.

3.3 LITERATURE REVIEW

The literature review for the Project area and the surrounding vicinity indicates that the Project is located in the ethnographic area associated with the Gabrieliño (Tongva) of the Los Angeles, San Gabriel, Rio Hondo, and Santa Ana river drainages. The Gabrieliño is a Late Prehistoric/Proto-historic group of the Shoshonean language stock (Kroeber 1925; Johnston 1962). The term "Gabrieliño" is a reference to the direct association between the Native American population of the San Gabriel Valley and the Mission San Gabriel de Archangel.

At the time of European contact, the Gabrieliño occupied the Los Angeles Basin, the San Fernando Valley, the coast from Aliso Creek in Orange County north to Topanga Canyon, and three of the southern Channel Islands off the coast of southern California (Bean and Smith 1978; Harrington 1962; Kroeber 1953; McCawley 1996).

Bean and Smith (1978) stated that probably between 50 to 100 mainland villages were led by a chief or *tomyaar*, each with a population of approximately 50 to 100 inhabitants. Numerous plants and animals were utilized for food and shelter. Along with depending on small game, inland villages relied on acorns and other plant resources for subsistence as well as for medicine. Before the establishment of the mission system implemented by the Spanish, Gabrieliño tended to occupy large villages while also using "satellite" sites with much smaller population numbers and more limited subsistence activities. Gabrieliño territory ranged from the coastline to the foothills of the San Gabriel Mountains, providing the tribe with diverse environments and resources to exploit. This in turn fostered regional and long-distance trade networks. Trade was conducted among Gabrieliño and coastal groups such as the Chumash and Juaneño as well as interior groups like the Kitanemuk and Serrano.

SECTION 4.0 – HISTORICAL OVERVIEW

4.1 EARLY DEVELOPMENT OF THE CITY OF LOS ANGELES

By the 1770s, Spanish padres had established a series of missions throughout Alta California. During this time, the Project area was located within the boundaries of lands held by the Mission San Gabriel de Archangel. These expansive holdings encompassed hundreds of acres, stretching across San Fernando Valley. Nine miles away, the Pueblo of Los Angeles was officially founded in 1781. Similar to the Project area, for the first 40 years following the pueblo's establishment, the settlement was considered under authority of the Spanish crown.

When Mexico gained independence from Spain in 1821, the new government began a process of secularization of the large tracts of land once under the authority of the Church under the mission system. At this time the young pueblo of Los Angeles held the largest population in Alta California and was increasingly seen as the regional center for politics, religion, economy, and culture.

Despite the change in governments, the Alta California economy continued to grow during the Mexican Period (1821-1848). Between 1833 and 1834, most of the mission lands were removed from church control and redistributed through grants to individuals, including those who served as Spanish or Mexican soldiers, settlers, and financiers. This redistribution was done to encourage populations to settle in Alta California (Hanna 1951; McWilliams 1973; Dumke 1944; Scott 1977). The Project area is located within one such Mexican land grant, the Rancho Ex-Mission de San Fernando. The Rancho Ex-Mission de San Fernando was established after the secularization of the California missions, with the Pacoima area occupied by sheep ranches and wheat fields.

4.2 DEVELOPMENT OF THE COMMUNITY OF PACOIMA

It was not until 1873 when Senator Charles Maclay of Santa Clara purchased approximately 56,000 acres of land in the northern part of the San Fernando Valley adjacent to the old Ex-Mission de San Fernando Rancho that the town of San Fernando was founded. Jouett Allen, an early settler in the area, purchased approximately 1,000 acres of land between the Pacoima Wash and the Tujunga Wash and retained 500 acres of land for himself and subdivided the remainder into 1-acre tracts. From these subdivided lands, the community of Pacoima was founded in 1887. With the arrival of the railroads in the 1870s and 1880s, the area became accessible to settlers from the Los Angeles area as well as from the east coast. To accommodate this growth, the community was centered around the Southern Pacific Railroad Station.

At the turn of the twentieth century, Pacoima was a rural, agricultural area containing olive groves, peach and apricot orchards, orange and lemon groves, alfalfa fields, and chicken ranches. Until World War II, the area remained a community dotted by small farms, vineyards, and orchards. After the war, the population of the area rose; and the community became increasingly more suburban, serving as a bedroom community to the fast-growing industries in Los Angeles and nearby Glendale and Burbank.

4.3 PROJECT AREA - PACOIMA SPREADING GROUNDS

Construction for the Pacoima spreading grounds began in the early 1930s. The first season of operation of the Pacoima Spreading Grounds was 1932-1933 (LADPW 2013). The purpose of the spreading grounds was to control the flow of water from the canyons and storm water runoff and to recharge groundwater

through the use of permeable basins. Today, the source of water for the spreading grounds comes from controlled flows from Pacoima Dam, partially controlled flow from Lopez Flood Control Basin, uncontrolled flow from East Canyon and Pacoima Wash, and imported water (LADPW 2013). Based on the 1932 construction plans, lateral canals were used to distribute water over the spreading grounds. These laterals branched off two primary canals, the East Canal and the West Canal. Together the canals helped distribute the flow of water and assist its absorption into the ground.

Since the original construction of the property, the Pacoima Spreading Grounds have undergone significant alterations. Beginning in the 1950s, the headworks were modified to improve efficiency of the system. Then, in the late 1980s, the facility underwent considerable alterations when modifications were made to the levees and excavations were undertaken to allow for deeper basins.

During the investigation, as-built drawings from 1932, 1953, and 1986 were examined to discern the extent of modifications made to the historic-period Pacoima Spreading Grounds. This examination indicated significant alterations to the facility including:

- Improvements/alterations to the headworks and associated gates
- Construction of Devonshire Street, bisecting the original spreading grounds
- Removal of several levees and diversion structures
- Excavations to increase the capacity of the spreading grounds by deepening the basins
- Installation of weir structures and removal of some existing timber and concrete drop structures
- Installation of modern catwalk, gratings, and handrails

According to historic aerial images, it appears that, while the Pacoima Spreading Grounds facility remains in generally the same location, the form and massing of the property have changed significantly since its original construction. An image from 1953 depicts the spreading grounds as a contiguous property with an irregular footprint, surrounded by agricultural lands and limited residential development. By the 1969 aerial image, the spreading grounds are bisected by the installation of Devonshire Street. Also that year, extensive residential development appears to have enveloped the subject property on all sides. According to the available images, the most dramatic change to the form of the property happened between 1982 and 2003. As confirmed through background research and noted above, in the late 1980s the layout of the subject property was dramatically reconfigured and modernized. Aerial photographs depict the spreading grounds shifting from a collection of approximately 25 relatively small collection basins to about 12 large individual reservoirs. Concrete overflow spillways and earthen levees were added to the subject property as part of the 1980s alterations (Historic Aerials 2013).

As a result of the gradual yet significant modifications described above, the exact percentage of the original 1930s spreading grounds built environment features that remain could not be determined. To analyze any remaining historic integrity or potential historical significance of the Pacoima Spreading Grounds, a formal evaluation of the subject property was undertaken. The results of the evaluation were summarized in the conclusions of this report and were recorded on the appropriate DPR 523 Series forms, included in Appendix A of this document.

SECTION 5.0 – DESCRIPTION OF HISTORICAL RESOURCES

The proposed Project site is located in an urbanized area and currently consists of a municipal facility used in water management by the San Fernando Valley. Immediately adjacent to the northwest side of the facility is the concrete-lined Pacoima Diversion Channel, which transports water into the Pacoima Spreading Grounds. The remaining sides of the subject property are filled with a combination of single and multi-family residences as well as roadways, including Arleta Avenue and Fillmore Street. Devonshire Street bisects the subject property and runs roughly east to west. Overhead street lights and non-historic-period signage line the surrounding streets.

Consistent with CEQA guidelines, a remote study was undertaken to identify historical resources within the area of potential effect and consider possible impacts that may alter any of the characteristics of a historic-period property that might qualify it for inclusion in the CRHR. As such, the Pacoima Spreading Grounds were formally evaluated for CRHR-eligibility (See Appendix A). According to records search results, the spreading grounds were not previously evaluated for potential significance. After close examination, it appears the subject property does not demonstrate a level of significance or appear to meet the criteria of eligibility for inclusion in the CRHR based on its current appearance and form. Therefore, it is determined that no historical resources are present within the area of potential effect (APE) for this Project.

The subject property consists of a series of 12 shallow basins used in water management to allow excess water capacity to more easily percolate down to the subsurface water table. Sources of the water include controlled flow from Pacoima Dam, partially controlled flow from the Lopez Flood Control Basin, uncontrolled flow from East Canyon and Pacoima Wash, and imported water. The basins of the approximately 107-acre property are fed water from the Pacoima Wash Channel, which has a design capacity of approximately 17,000 cfs.

Originally installed in the early 1930s, the spreading grounds have been significantly altered since initial construction. These alterations include deepening and reconfiguring the basins, improvements to the headworks and floodgates, and the removal of several levees and diversion structures.

SECTION 6.0 – FINDINGS AND CONCLUSIONS

The results of the cultural resources records search and background literature review for the Pacoima Spreading Grounds Improvement Project did not identify any previously recorded prehistoric or historic archaeological sites or historic buildings or structures within the Project area or within the half-mile radius of the study area.

Upon examination of the alterations to the spreading grounds, the historic integrity of the property appears to have been significantly undermined. According to the available records, including as-built drawings for the facility and its alterations, significant modifications to the spreading grounds have taken place since the 1930s that have affected the property's ability to convey a level of historical significance to warrant eligibility for listing to either the state or national registers. As a result, the subject property does not demonstrate a level of significance or appear to meet the criteria of eligibility for inclusion in the CRHR based on its current appearance and form. Due to the property's previous loss of integrity, the Pacoima Spreading Grounds Improvement Project is not anticipated to result in an impact to any historical resources.

As noted in the formal evaluation, included as Appendix A of this document, Chambers Group does not recommend the Pacoima Spreading Grounds as eligible for listing to the CRHR or the NRHP or for consideration as a historical resource for purposes of CEQA.

Despite these findings, it should be noted that, based upon the research methods detailed in this report, the absence of cultural resources within the Project area does not preclude the possible presence of undiscovered cultural resources which may lie subsurface. In the event cultural resources are discovered during the course of construction activities associated with this Project, a Cultural Resource Specialist who meets the *Secretary of the Interior Professional Qualifications Standards* (National Park Service 1983) should evaluate the potential significance of the materials under CEQA. If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and should be discussed in consultation with the lead agency, the Los Angeles Department of Water and Power (LADWP).

SECTION 7.0 – REFERENCES

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SECTION 8.0 – PREPARER'S QUALIFICATIONS

Joel Levanetz, MA, Lead Architectural Historian

Mr. Levanetz is a Secretary of the Interior Professional Qualified Architectural Historian. During his eight years of experience, Mr. Levanetz has applied his knowledge and ability to a range of projects, including historic survey reports, historic resources assessments, Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) documentation, and DPR 523 series form preparation.

Mr. Levanetz possesses a detailed understanding of relevant regulations and ordinances that affect historic properties, such as Sections 106 and 110 of National Historic Preservation Act (NHPA), the National Environmental Protection Act (NEPA), the California Environmental Quality Act (CEQA), and the Secretary of Interior Standards for the Treatment of Historic Properties. He has applied this understanding to a breadth of historic assessments and determinations of eligibility across a range of administrative levels including local, state, and National Register of Historic Places (NRHP). Among the agencies served by Mr. Levanetz are the Department of Defense (DOD), Federal Emergency Management Agency (FEMA), Bureau of Land Management (BLM), California Energy Commission (CEC), Federal Communications Commission (FCC), Federal Aviation Administration (FAA), Department of Housing and Urban Development (HUD), California Department of Transportation (Caltrans), as well as countless local agencies and private clients.

APPENDIX A – DPR 523 SERIES FORMS

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code | Reviewer | Date

***Resource Name or #:** Pacoima Spreading Grounds

P1. Other Identifier: NA

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Fernando **Date:** 1997 **T** 2N;**R** 15W; **¼ of ¼ of Sec** 16**;** SB M.D. **B.M.**

c. Address: NA City: Los Angeles Zip: 91331

d. UTM: Zone: 11; 366691 mE/ 3791553 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 282 m (925 ft)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property consists of a series of 12 shallow basins used in water management to allow excess capacity to more easily percolate down to the subsurface water table. Sources of the water include controlled flows from the Pacoima Dam, partially controlled flow from the Lopez Flood Control Basin, uncontrolled flow from East Canyon and Pacoima Wash and imported water. The basins of the approximately 107 acre property are fed water from the Pacoima Wash Channel, which has a design capacity of approximately 17,000 cubic feet per second.

Originally installed in the early 1930s, the spreading grounds have been significantly altered since initial construction. These alterations include deepening and reconfiguring the basins, improvements to the headworks and floodgates, and the removal of several levees and diversion structures.

***P3b. Resource Attributes:** (List attributes and codes) NA

***P4. Resources Present:** ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #)
Looking south at subject property, May 9, 2013

***P6. Date Constructed/Age and Sources:** ■Historic
☐Prehistoric ☐Both
1931, As-Built Drawings

***P7. Owner and Address:**
County of Los Angeles
Department of Public Works

***P8. Recorded by:** (Name, affiliation, and address)
Joel Levanetz, MA
Chambers Group, Inc.
9909 Huennekens St.
San Diego, CA 92121

***P9. Date Recorded:**
October 17, 2013

***P10. Survey Type:** (Describe)
Remote Investigation

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Pacoima Spreading Grounds Improvement Project

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ■Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code:**

***Resource Name or #** (Assigned by recorder) Pacoima Spreading Grounds

B1. Historic Name: Pacoima Spreading Grounds
B2. Common Name: Pacoima Spreading Grounds
B3. Original Use: Water Management
B4. Present Use: Water Management

***B5. Architectural Style:** Utility

***B6. Construction History:** (Construction date, alterations, and date of alterations)

The Pacoima Spreading Grounds were originally built in the early 1930s. Since this initial construction, the facility has undergone a number of significant alterations. Beginning in the 1950s, the headworks were modified to improve efficiency of the system. In the late 1980s, the facility underwent considerable alterations when modifications were made to the levees and excavations were undertaken to allow for deeper basins.

Refer to the accompanying Continuation Sheet for a detailed Construction History.

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** NA **Original Location:** NA

***B8. Related Features:**

The Pacoima Diversion Channel adjacent to the southeastern edge of the property.

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme:** NA **Area:** NA

Period of Significance: NA **Property Type:** Municipal **Applicable Criteria:** NA

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historical significance of the Pacoima Spreading Grounds was determined by applying the procedure and criteria for the California Register of Historical Resources (CRHR) as well as the National Register of Historic Places (NRHP).

Based on the remote investigation and historic research, the Pacoima Spreading Grounds facility does not appear to possess the requisite significance to be eligible for listing in either the CRHR or the NRHP and does not appear to be a historical resource for purposes of CEQA.

Refer to the accompanying Continuation Sheet for a detailed significance evaluation of the property.

B11. Additional Resource Attributes: (List attributes and codes)
NA

***B12. References:**
Refer to Continuation Sheet

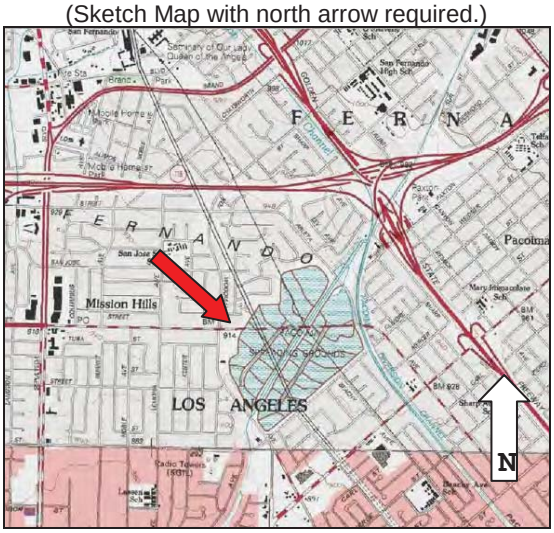
B13. Remarks:
NA

***B14. Evaluator:** Joel Levanetz, MA

***Date of Evaluation:** October 17, 2013

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



1995 San Fernando, 7.5 Minute Map, Not to Scale

***B6. Construction History (Continued):**

During the investigation, as-built drawings from 1932, 1953 and 1986 were examined to discern the extent of modifications made to the historic-period Pacoima Spreading Grounds. This examination indicated significant alterations to the facility including:

- Improvements/alterations to the headworks and associated gates
- Construction of Devonshire Street, bisecting the original spreading grounds
- Removal of several levees and diversion structures
- Excavations to increase the capacity of the spreading grounds by deepening the basins
- Installation of weir structures and removal of some existing timber and concrete drop structures
- Installation of modern catwalk, gratings, and handrails

***B10. Significance (Continued):**

The subject property was never previously evaluated for its historical significance for listing to the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP).

As a result of the current study, the property appears to be ineligible for listing to either the CRHR or the NRHP. Accordingly, after evaluating the project actions, it does not appear that the current undertaking will cause an impact or undermine the significance of any historic properties or impact historical resources for purposes of CEQA.

When constructed in the early 1930s, the Pacoima Spreading Grounds became an additional measure in a long history of water management strategies in the Los Angeles area. Throughout the 1800s the population swelled with settlers migrating to the region. By 1890, the population of Los Angeles County was recorded at 101,000. With consideration to this growing area, in 1892 President Benjamin Harrison established the Angeles National Forest. The 1.5 million acre preserve was created "primarily for the purpose of watershed protection and improvement of water flow conditions" (LADWP 2013).

Not long after, another significant water management development was implemented in response to the county's burgeoning population. In 1904, Superintendent of the Los Angeles City Water Company, William Mulholland, asserted that in order to sustain its residents, Los Angeles will require additional sources of water. Together with former mayor Frederick Eaton, Mulholland began developing a plan to transport water from Owens Valley to Los Angeles (LADWP 2013). After a contentious battle securing land and water rights, construction on the Los Angeles Aqueduct began in 1908. Just five years later, the project was completed and the 233-mile long aqueduct began delivering water from the Owens River in the Easter Sierra Mountains to Los Angeles.

However, concerns over water management did not end with the 1913 opening of the Los Angeles Aqueduct. In fact, the following year a dramatic flood caused catastrophic damage throughout the region and prompted the conversation about ways to manage the Los Angeles River. As such, in 1915 the Los Angeles Flood Control District was established with James A. Reagan leading the organization. Rather than take the advice of the County Board of Engineers to focus efforts on managing waters upstream to prevent flooding, Reagan pursued a program to channelize the Los Angeles River. Also under Reagan's management, the Devil's Gate Dam was constructed in 1920. This project represented the first dam built by the Los Angeles County Flood Control District, the agency that would ultimately become important divisions under the Department of Public Works.

In the 1930s, additional complications regarding water management in Los Angeles arose. Measurements indicated that groundwater levels, in some cases, were decreasing drastically. To simultaneously address flood risk and groundwater depletion, the Commission on Recreation and Parks and Beaches drafted a Comprehensive Plan that advised the purchase of lands in the flood plain to create, among other things, a series of settling grounds. The settling grounds would provide a facility to capture excess waters and absorb them in the subsurface aquifers (LADWP 2013).

***B10. Significance (Continued):**

Pacoima Spreading Grounds

Among the water management facilities created as a result of the 1930 Comprehensive Plan was the Pacoima Spreading Grounds. Operation of the spreading grounds began in 1932. As indicated above, the purpose of the facility was to control the flow of water from the canyons and storm water runoff as well as to recharge groundwater through the use of permeable basins. Currently, the source of water for the spreading grounds is controlled flow from Pacoima Dam, partially controlled flow from Lopez Flood Control Basin, uncontrolled flow from East Canyon and Pacoima Wash, and imported water.

Based on a review of the 1932 as-built drawings, lateral canals were originally used to distribute water over the spreading grounds. These laterals branched off two primary canals, the East Canal and West Canal. Together the canals helped distribute the flow of water and assist its absorption into the ground. However, since the initial construction of the property, the Pacoima Spreading Grounds have undergone significant alterations.

Beginning in the 1950s, the headworks were modified to improve efficiency of the system. Then, in the late 1980s, the facility underwent considerable alterations when modifications were made to the levees and excavations were executed to create deeper basins.

According to historic aerial images, it appears that, while the Pacoima Spreading Grounds remain in generally the same location, the form and massing of the property have changed significantly since the property's original construction. An image from 1953 depicts the spreading grounds as a contiguous property with an irregular footprint, surrounded by agricultural lands and limited residential development. By the 1969 aerial image, the spreading grounds are bisected by the installation of Devonshire Street. Also that year, extensive residential development appears to have enveloped the subject property on all sides. According to the available images, the most dramatic change to the form of the property happened between 1982 and 2003. As was confirmed through background research and noted above, in the late 1980s the layout of the subject property was dramatically reconfigured and modernized. Aerial photographs depict the spreading grounds shifting from a collection of approximately 25 relatively small collection basins to about 12 large individual reservoirs. Concrete overflow spillways and earthen levees were also added to the subject property as part of the 1980s alterations.

Upon review of the background literature and historical research, the Pacoima Spreading Grounds facility does not appear to meet the criteria of eligibility for inclusion to the CRHR or the NRHP and does not appear to be a historical resource for purposes of CEQA.

Criterion 1/A: Initial research indicated the property does not appear to be associated with significant events of the past. The Pacoima Spreading Grounds do not convey the importance of early water management strategies or the influence these strategies had in shaping the City of Los Angeles, the County of Los Angeles or the state of California.

Criterion 2/B: Historical research revealed that the property does not appear to be directly associated with the life and career of an individual who made important contributions to the history of the United States, California, or the Los Angeles region. Initial research failed to provide evidence establishing an association between persons of historical significance and the subject property.

***B10. Significance (Continued):**

Criterion 3/C: The Pacoima Spreading Grounds property is an example of a municipal facility that has been altered throughout the twentieth century. As such, it does not significantly embody the distinctive characteristics of a style, type or period of construction or engineering. Among the alterations that have significantly impacted the property are the 1950s modifications to the headworks and the 1980s reconfiguration of the levees and basins.

Criterion 4/D: Given the significant level of alterations to the subject property, it does not appear to have the potential to yield important information about the development of water management programs in the region.

Along with meeting one of the above criteria, in order for it to be eligible for listing in the national or state register, a property must also retain its historic integrity. The National Register of Historic Places recognizes a property's historic integrity through seven aspects or qualities. These include location, design, setting, materials, workmanship, feeling, and association. In order for a property to be eligible, it must retain some, if not most, of the aspects.

As defined by the Secretary of the Interior, location is the place where the historic-period property was constructed or the place where the historic event took place. Since the subject property has not been moved, it retains its integrity of location. However, no historic event was found to have taken place at the subject property. Design is defined as the composition of elements that constitute the form, plan, space, structure, and style of a property. The subject property has undergone numerous and significant changes since its original construction in the early 1930s. This includes non-historic period changes to the headgates as well as significant alterations to the basins and surrounding levees. Therefore, the property does not retain its integrity of design.

Setting is defined as the physical environment of a historic-period property that illustrates the character of the place. The property's setting has been heavily altered, changing from its original rural nature with surrounding open spaces to an urban character with moderate density housing. As a result, the property no longer retains its original historic appearance, visual narrative, or characteristics from the historic period. Therefore, the subject property does not retain its integrity of setting. Materials are defined as the physical elements combined in a particular pattern or configuration to form the aid during a period in the past. The property has been significantly altered with non-historic period additions and alterations. As such, the building no longer retains its integrity of materials.

Workmanship is defined as the physical evidence of the crafts of a particular culture or people during any given period of history. The property does not illustrate evidence of workmanship, and is not representative of a particular culture or people. Feeling is defined as the quality that a historic-period property has in evoking the aesthetic or historic sense of a past period of time. Given the property's significant loss of setting and design, the subject property does not retain its integrity of feeling. Association is defined as the direct link between a property and the event or person for which the property is significant. Research did not reveal an association between the property and persons or events significant to the past. Therefore, the subject property does not retain its integrity of association.

In conclusion, the property has lost its historic integrity of all aspects or qualities with the exception of location. However, the location of the Pacoima Spreading Grounds facility is not associated with a notable or recognized historic event. As a result, the subject property does not demonstrate a level of significance or appear to meet the criteria of eligibility for inclusion in the CRHR or the NRHP based on its current appearance and form. Due to the property's previous loss of integrity, the Pacoima Spreading Grounds Improvement Project is not anticipated to result in an impact to any historical resources or alter any of the characteristics of a historic-period property that qualify it for inclusion in the CRHR or NRHP. No historical resources are expected to be impacted as a result of the project.

***B10. Significance (Continued):**

Looking southeast at Subject Property from Devonwood Park.

Looking west at the intake canal of the Subject Property.

***B10. Significance (Continued):**

1932 As-Built Drawing of the Subject Property.

***B12. References:**

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APPENDIX B – CORRESPONDENCE

5 Hutton Centre Drive
Suite 750
Santa Ana, California 92707
949.261.5414
714.545.2255 (fax)

May 1, 2013

Mr. Dave Singleton
Associate Governmental Program Analyst
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Subject: **Chambers Group Project Number 20600: Record Search Request for the Pacoima Spreading Grounds Improvement Project, Los Angeles County, California**

Dear Mr. Singleton:

Chambers Group is requesting a review of the Sacred Lands Inventory be conducted for a study of the proposed Pacoima Spreading Grounds Improvement Project, near the intersection of Paxton and Arleta Streets, in the City of Los Angeles, Los Angeles County, California. At present, the proposed project includes the reconfiguration of the Pacoima Spreading Ground basin to increase the storage capacity from 530 to 1,197 acre-feet while removing clay to increase percolation rates. The proposed improvements will simplify operations by combining basins and constructing new interbasin structures, in addition to replacing a radial gate with a rubber dam.

The project area falls within an unsectioned portion of the Rancho Ex-Mission San Fernando Mexican land grant. Attached for your review is the 7.5' USGS topographic map of the San Fernando quadrangle depicting the boundaries of the project area, specifically identifying the location of the spreading grounds and the location of where the radial gate will be replaced with a rubber dam.

We are also requesting a list of groups or representatives to contact regarding the proposed project.

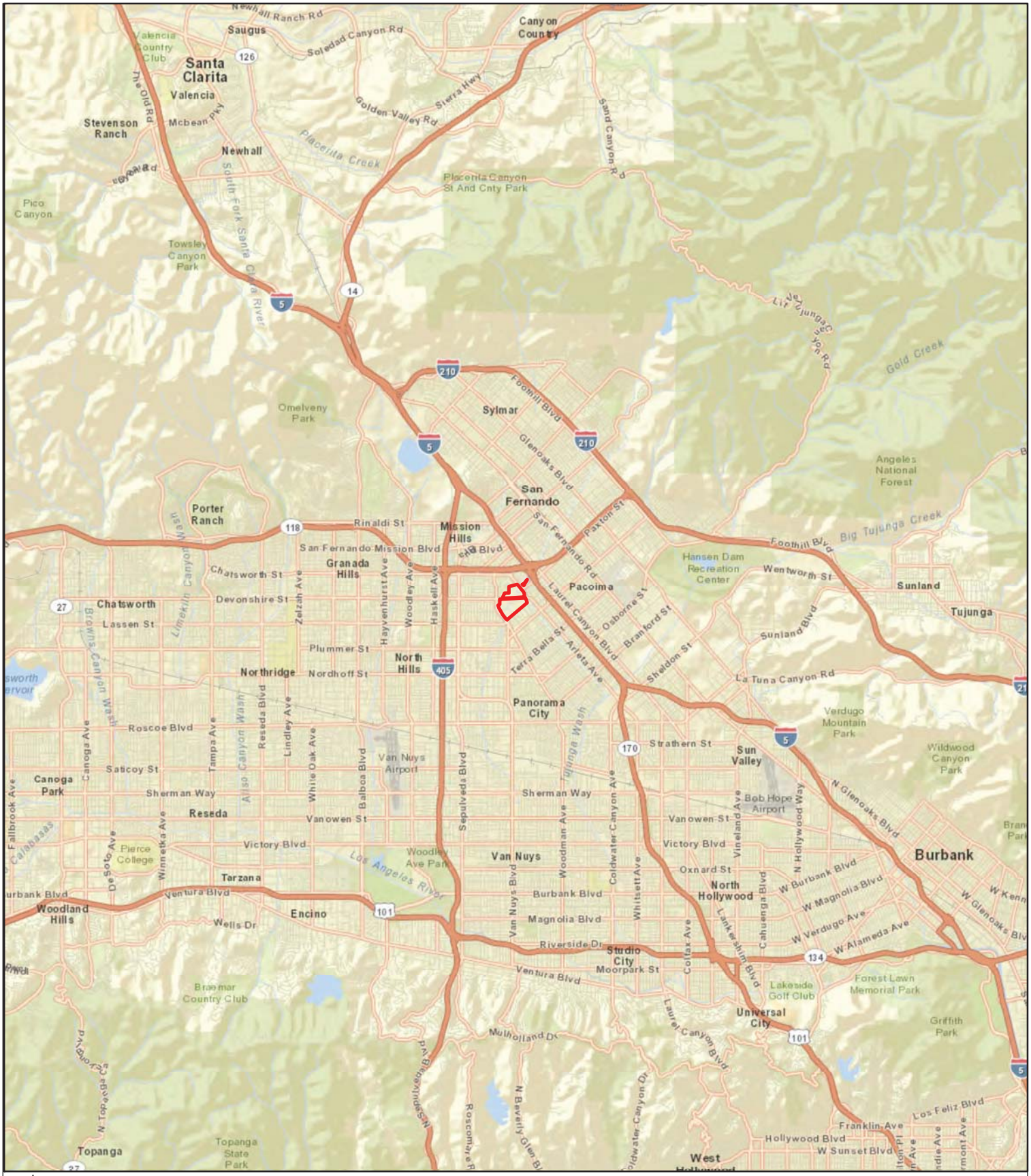
Thank you for honoring this request. For correspondence, please use our project number 20600. If you have any questions regarding this request, please contact me at (949) 261-5414 xt. 7233, or our Cultural Resources Director, Dr. Wayne Bischoff at (949) 261-5414 xt. 7261.

Sincerely,

Clarence Bodmer
Staff Cultural Resources Specialist
CHAMBERS GROUP, INC.

Attachements:

- Project vicinity map
- 1:24,000 topographic map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Saugus
Canyon Country
Stevenson Ranch
Newhall
Placerita Canyon St And Cnty Park
Towsley Canyon Park
Pico Canyon
Sylmar
San Fernando
Porter Ranch
Mission Hills
Granada Hills
Pacoima
Chatsworth
Northridge
North Hills
Panorama City
Sun Valley
Van Nuys
Van Nuys Airport
Reseda
Canoga Park
Tarzana
Encino
Woodland Hills
Sherman Way
Victory Blvd
Roscoe Blvd
Nordhoff St
Plummer St
Devonshire St
Chatsworth St
Rinaldi St
San Fernando Mission Blvd
Foothill Blvd
Glenoaks Blvd
Paxton St
Laurel Canyon Blvd
Osborne St
Branford St
Terra Bella St
Arleta Ave
Sheldon St
La Tuna Canyon Rd
Sunland
Tujunga
Big Tujunga Creek
Hansen Dam Recreation Center
Angeles National Forest
Verdugo Mountain Park
Wildwood Canyon Park
Burbank
North Hollywood
Universal City
Studio City
Moorpark St
Ventura Blvd
Burbank Blvd
Magnolia Blvd
Riverside Dr
Oxnard St
Vanowen St
Strathern St
Bob Hope Airport
Lakeside Golf Club
Forest Lawn Memorial Park
Griffith Park
Hollywood Blvd
W Sunset Blvd
Franklin Ave
Los Feliz Blvd
West Hollywood
Topanga
Topanga State Park
Braemar Country Club
Pierce College
Woodley Ave Park
Los Angeles River
Browns Canyon Wash
Limekiln Canyon Wash
Aliso Canyon Wash
Bull Creek
Gold Creek
Placerita Creek
Omelveny Park
Soledad Canyon Rd
Golden Valley Rd
Sierra Hwy
Sand Canyon Rd
The Old Rd
Mcbean Pkwy
Lyons Ave
Newhall Ranch Rd
Valencia Country Club
Lopez Canyon Rd
Little Tujunga Canyon Rd
Mulholland Dr
Laurel Canyon Dr
Coldwater Canyon Ave
Whitsett Ave
Cahuenga Blvd
Lankershim Blvd
Vineland Ave
N Hollywood Way
W Burbank Blvd
W Magnolia Blvd
W Verdugo Ave
W Alameda Ave
N Glenoaks Blvd
Sepulveda Blvd
Woodman Ave
Van Nuys Blvd
Balboa Blvd
White Oak Ave
Reseda Blvd
Lindley Ave
Tampa Ave
Canoga Ave
Winnetka Ave
De Soto Ave
Fallbrook Ave
Haskell Ave
Woodley Ave
Hayvenhurst Ave
Zelzah Ave
Wells Dr
Lassen St
Saticoy St
Sherman Way
Vanowen St
Victory Blvd
Ventura Blvd
Burbank Blvd
Magnolia Blvd
Riverside Dr
Moorpark St
Mulholland Dr
Laurel Canyon Blvd
Coldwater Canyon Dr
Roscomare Rd
N Beverly Glen Blvd
N Topanga Canyon Blvd
Franklin Ave
Hollywood Blvd
W Sunset Blvd
Los Feliz Blvd
Foothill Blvd
Big Tujunga Creek
Sunland Blvd
Wentworth St
Tujunga
Sunland
Hansen Dam Recreation Center
Angeles National Forest
Verdugo Mountain Park
Wildwood Canyon Park
Burbank
North Hollywood
Universal City
Studio City
Sun Valley
Pacoima
San Fernando
Sylmar
Mission Hills
Granada Hills
Porter Ranch
Chatsworth
Northridge
North Hills
Panorama City
Van Nuys
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N Hollywood Way
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W Magnolia Blvd
W Verdugo Ave
W Alameda Ave
N Glenoaks Blvd
Sepulveda Blvd
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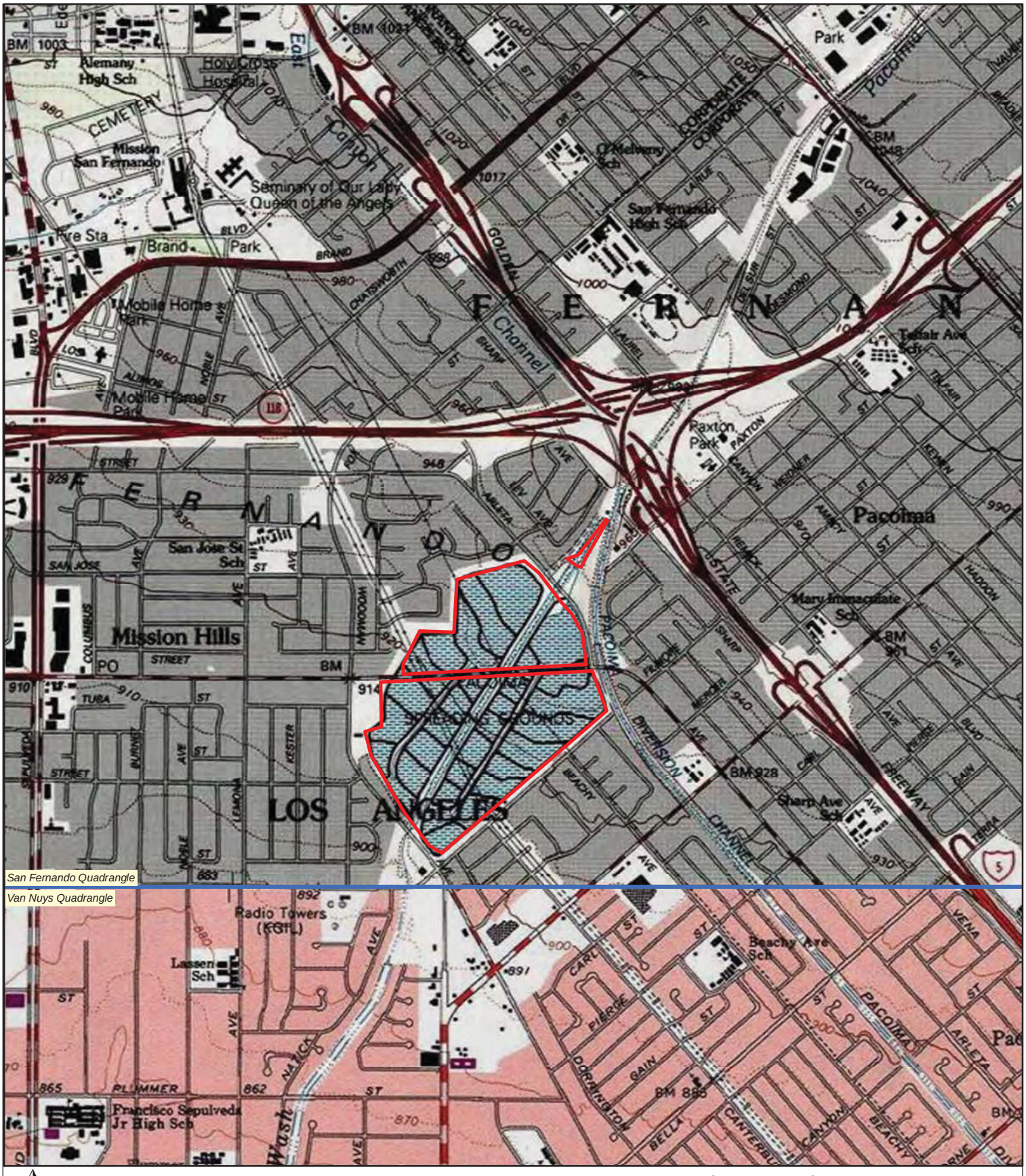

1:24,000

= Project Area

Pacoima Spreading Grounds Improvement Project
Project Area Location

0 0.25 0.5 0.75 1 Mile

USGS 7.5' San Fernando Quadrangle

Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed

CHAMBERS GROUP

October 31, 2013

Beverly Salazar Folkes
1831 Shadybrook Drive
Thousand Oaks, CA 91363

SUBJECT: **CHAMBERS GROUP INC. PROJECT NUMBER #20600: PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT, CITY OF LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA**

Dear Ms. Folkes,

Chambers Group, Inc. has been retained by the County of Los Angeles Department of Public Works (LADPW) to provide a cultural resources study for the Pacoima Spreading Grounds Project located near the intersection of Paxton and Arleta Streets, on the west side of the Pacoima Diversion Channel, in the City of Los Angeles. The facility is one of the major water conservation facilities that recharge the San Fernando Basin, consisting of 12 large shallow basins with a storage capacity of 530 acre-feet (AF). The proposed project will increase the storage capacity and simplify operations by combining basins and constructing new interbasin structures. The project will also optimize the recharge capacity of the spreading grounds by modernizing and automating the existing intake structures while improving the spreading basins to increase retention capacity.

The project area lies within an un-sectioned portion of the Rancho Ex-Mission San Fernando Mexican land grant on the San Fernando USGS 7.5' quadrangle. The project area falls within the existing boundaries of the Spreading Grounds basin. An accompanying topographic map (1:24,000 scale) shows the exact location of the project area.

The California Environmental Quality Act (CEQA) calls for background research and an inventory of properties to evaluate if cultural resources will be impacted by the proposed undertaking. A record search of the NAHC Sacred Lands File prior to this letter failed to indicate the presence of any cultural resources. At this time, we request your assistance in identifying any cultural sites or areas of cultural significance that could be affected by the proposed project. If there are sensitive resources in or near the proposed project location that could be impacted by construction activities, or if you have any questions or concerns regarding the proposed project, please feel free to contact me directly.

For correspondence, please use our project number 20600. If you have any questions regarding this request, please contact me at (949) 261-5414 ext. 7507.

Sincerely,

CHAMBERS GROUP, INC.

Wayne Bischoff, PhD.
Director of Cultural Resources

Enclosures: Project Location Map

SANTA ANA LOS ANGELES REDLANDS PALM DESERT SAN DIEGO EL CENTRO RENO
CORPORATE OFFICE 5 Hutton Centre Drive, Suite 750 | Santa Ana, California 92707
t | 949.261.5414 f | 714.545.2255 w | www.chambersgroupinc.com

October 31, 2013

Kitanemuk & Yowtumne Tejon Indians
Delia Dominguez, Chairperson
115 Radio Street
Bakersfield, CA 93305

SUBJECT: **CHAMBERS GROUP INC. PROJECT NUMBER #20600: PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT, CITY OF LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA**

Dear Chairperson Dominguez,

Chambers Group, Inc. has been retained by the County of Los Angeles Department of Public Works (LADPW) Chambers Group, Inc. has been retained by the County of Los Angeles Department of Public Works (LADPW) to provide a cultural resources study for the Pacoima Spreading Grounds Project located near the intersection of Paxton and Arleta Streets, on the west side of the Pacoima Diversion Channel, in the City of Los Angeles. The facility is one of the major water conservation facilities that recharge the San Fernando Basin, consisting of 12 large shallow basins with a storage capacity of 530 acre-feet (AF). The proposed project will increase the storage capacity and simplify operations by combining basins and constructing new interbasin structures. The project will also optimize the recharge capacity of the spreading grounds by modernizing and automating the existing intake structures while improving the spreading basins to increase retention capacity.

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For correspondence, please use our project number 20600. If you have any questions regarding this request, please contact me at (949) 261-5414 ext. 7507.

Sincerely,

Wayne Bischoff

CHAMBERS GROUP, INC.

Wayne Bischoff, PhD.
Director of Cultural Resources
Enclosures: Project Location Map

Solving Environmental Challenges

October 31, 2013

Randy Guzman-Folkes
6471 Cornell Circle
Moorpark, CA 93021

SUBJECT: **CHAMBERS GROUP INC. PROJECT NUMBER #20600: PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT, CITY OF LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA**

Dear Mr. Guzman -Folkes,

Chambers Group, Inc. has been retained by the County of Los Angeles Department of Public Works (LADPW) to provide a cultural resources study for the Pacoima Spreading Grounds Project located near the intersection of Paxton and Arleta Streets, on the west side of the Pacoima Diversion Channel, in the City of Los Angeles. The facility is one of the major water conservation facilities that recharge the San Fernando Basin, consisting of 12 large shallow basins with a storage capacity of 530 acre-feet (AF). The proposed project will increase the storage capacity and simplify operations by combining basins and constructing new interbasin structures. The project will also optimize the recharge capacity of the spreading grounds by modernizing and automating the existing intake structures while improving the spreading basins to increase retention capacity.

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For correspondence, please use our project number 20600. If you have any questions regarding this request, please contact me at (949) 261-5414 ext. 7507.

Sincerely,

Wayne Bischoff

CHAMBERS GROUP, INC.

Wayne Bischoff, PhD.
Director of Cultural Resources

Enclosures: Project Location Map

Solving Environmental Challenges

October 31, 2013

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA 91322

SUBJECT: **CHAMBERS GROUP INC. PROJECT NUMBER #20600: PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT, CITY OF LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA**

Dear Chairperson Valenzuela,

Chambers Group, Inc. has been retained by the County of Los Angeles Department of Public Works (LADPW) to provide a cultural resources study for the Pacoima Spreading Grounds Project located near the intersection of Paxton and Arleta Streets, on the west side of the Pacoima Diversion Channel, in the City of Los Angeles. The facility is one of the major water conservation facilities that recharge the San Fernando Basin, consisting of 12 large shallow basins with a storage capacity of 530 acre-feet (AF). The proposed project will increase the storage capacity and simplify operations by combining basins and constructing new interbasin structures. The project will also optimize the recharge capacity of the spreading grounds by modernizing and automating the existing intake structures while improving the spreading basins to increase retention capacity.

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Sincerely,

Wayne Bischoff

CHAMBERS GROUP, INC.

Wayne Bischoff, PhD.
Director of Cultural Resources

Enclosures: Project Location Map

SANTA ANA LOS ANGELES REDLANDS PALM DESERT SAN DIEGO EL CENTRO RENO
CORPORATE OFFICE 5 Hutton Centre Drive, Suite 750 | Santa Ana, California 92707
t | 949.261.5414 f | 714.545.2255 w | www.chambersgroupinc.com

October 31, 2013

LA City/County Native American Indian Commission
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles, CA 90020

SUBJECT: **CHAMBERS GROUP INC. PROJECT NUMBER #20600: PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT, CITY OF LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA**

Dear Director Andrade,

Chambers Group, Inc. has been retained by the County of Los Angeles Department of Public Works (LADPW) to provide a cultural resources study for the Pacoima Spreading Grounds Project located near the intersection of Paxton and Arleta Streets, on the west side of the Pacoima Diversion Channel, in the City of Los Angeles. The facility is one of the major water conservation facilities that recharge the San Fernando Basin, consisting of 12 large shallow basins with a storage capacity of 530 acre-feet (AF). The proposed project will increase the storage capacity and simplify operations by combining basins and constructing new interbasin structures. The project will also optimize the recharge capacity of the spreading grounds by modernizing and automating the existing intake structures while improving the spreading basins to increase retention capacity.

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For correspondence, please use our project number 20600. If you have any questions regarding this request, please contact me at (949) 261-5414 ext. 7507.

Sincerely,

Wayne Bischoff

CHAMBERS GROUP, INC.

Wayne Bischoff, PhD.
Director of Cultural Resources

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SANTA ANA LOS ANGELES REDLANDS PALM DESERT SAN DIEGO EL CENTRO RENO
CORPORATE OFFICE 5 Hutton Centre Drive, Suite 750 | Santa Ana, California 92707
t | 949.261.5414 f | 714.545.2255 w | www.chambersgroupinc.com

October 31, 2013

Fernandeno Tataviam Band of Mission Indians
Ronnie Salas, Cultural Preservation Department
1019 2nd Street, Suite #1
San Fernando, CA 91340

SUBJECT: **CHAMBERS GROUP INC. PROJECT NUMBER #20600: PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT, CITY OF LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA**

Dear Mr. Salas,

Chambers Group, Inc. has been retained by the County of Los Angeles Department of Public Works (LADPW) to provide a cultural resources study for the Pacoima Spreading Grounds Project located near the intersection of Paxton and Arleta Streets, on the west side of the Pacoima Diversion Channel, in the City of Los Angeles. The facility is one of the major water conservation facilities that recharge the San Fernando Basin, consisting of 12 large shallow basins with a storage capacity of 530 acre-feet (AF). The proposed project will increase the storage capacity and simplify operations by combining basins and constructing new interbasin structures. The project will also optimize the recharge capacity of the spreading grounds by modernizing and automating the existing intake structures while improving the spreading basins to increase retention capacity.

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For correspondence, please use our project number 20600. If you have any questions regarding this request, please contact me at (949) 261-5414 ext. 7507.

Sincerely,

Wayne Bischoff

CHAMBERS GROUP, INC.

Wayne Bischoff, PhD.
Director of Cultural Resources

Enclosures: Project Location Map

SANTA ANA LOS ANGELES REDLANDS PALM DESERT SAN DIEGO EL CENTRO RENO
CORPORATE OFFICE 5 Hutton Centre Drive, Suite 750 | Santa Ana, California 92707
t | 949.261.5414 f | 714.545.2255 w | www.chambersgroupinc.com

October 31, 2013

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Administrator
tattnlaw@gmail.com

SUBJECT: **CHAMBERS GROUP INC. PROJECT NUMBER #20600: PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT, CITY OF LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA**

Dear Administrator Rosas,

Chambers Group, Inc. has been retained by the County of Los Angeles Department of Public Works (LADPW) to provide a cultural resources study for the Pacoima Spreading Grounds Project located near the intersection of Paxton and Arleta Streets, on the west side of the Pacoima Diversion Channel, in the City of Los Angeles. The facility is one of the major water conservation facilities that recharge the San Fernando Basin, consisting of 12 large shallow basins with a storage capacity of 530 acre-feet (AF). The proposed project will increase the storage capacity and simplify operations by combining basins and constructing new interbasin structures. The project will also optimize the recharge capacity of the spreading grounds by modernizing and automating the existing intake structures while improving the spreading basins to increase retention capacity.

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Wayne Bischoff, PhD.
Director of Cultural Resources

Enclosures: Project Location Map

SANTA ANA LOS ANGELES REDLANDS PALM DESERT SAN DIEGO EL CENTRO RENO
CORPORATE OFFICE 5 Hutton Centre Drive, Suite 750 | Santa Ana, California 92707
t | 949.261.5414 f | 714.545.2255 w | www.chambersgroupinc.com

APPENDIX C – BACKGROUND AND RESEARCH MATERIALS

PLAT

of the

EX MISSION de SAN FERNANDO

Surveyed and Granted by

Governor de Celis

Confirmed by the Commissioners under the

U.S. Land Act of 1851

to

Henry Hancock, Jr. and Jno. Rowe

containing 121.05 M. Acres

Surveyed 1852

Sierra Madre or San Fernando Mountains

Santa Susana Mountains

T.3N. R.16W.

T.3N. R.15W.

T.2N. R.17W.

T.2N. R.16W.

T.2N. R.15W.

T.2N. R.14W.

T.1N. R.17W.

T.1N. R.16W.

T.1N. R.15W.

T.1N. R.14W.

RANCHO LAS VIRGENES

RANCHO SAN FERNANDO

PULIWAS RANCHO

Rough Mountains

High

S-3.. THE MONTE VISTA VALLEY AND BIG TUJUNGA WASH. LAMSON. PHOTO
SUNLAND, CAL.

SPENCE

A N G E L E S
Canyon
Soledad
RIVER
CLARA
Pacoima
LOPEZ FLOOD-
CONTROL-BASIN
PACOIMA
DAM
Little Tujunga Can.
San Fernando
Res.
Wash
Wash
Big Tujun
HANSEN FLOOD-
CONTROL BASIN
TUJUNGA
Haine
Pacoima
Tujunga
La Tuna Can.
Burbank
SUNSET DAM
Chatsworth
Res.
Brown
Creek
Limekiln Cr.
West Br.
Alise Cr.
Bull Creek
SEPULVEDA
FLOOD-CONTROL
BASIN
LOS
N. Fork
Bell Cr.
S. Fork
Calabasas
Arroyo
ANGELES
RIVER
Western
Burbank Branch
Hollywood
Lake
Franklin
Canyon

U.S.GEOLOGICAL SURVEY
CHARLES D.WALCOTT,
DIRECTOR

TOPOGRAPHY

CALIFORNIA
(LOS ANGELES CO.)
FERNANDO QUADRANGLE

(Tejon) 118°30' 34°30' R.15 W. 25' R.14 W. 20' R.13 W. 118°15' 34°

T.5 N. T.4 N. T.3 N. T 2 N.

Texas Canyon
Deadman Canyon
Plum Canyon
Mint Canyon
Tick Canyon
Canyon
Escondido Canyon
Agua Dulce Canyon
B.M. 1778
B.M. 2258
B.M. 1555
B.M. 1565
B.M. 1650
B.M. 1822
B.M. 1913
B.M. 1470
B.M. 1187
B.M. 1013
B.M. 1042
B.M. 1137
B.M. 1470
NEW ORLEANS AND SOLEDAD LINE
Russ Siding
CANYON.
SAN FRANCISCO AND SOLEDAD LINE
Lang
Honby
Thompson
Humphreys
SANTA CLARA RIVER
SOUTHERN PACIFIC R.R.
Oak Spring Canyon
Sand Canyon
Iron Canyon
Iron Mountain
Placerita Canyon
Los Pinetos Canyon
German Canyon
Coyote Canyon
Bear Canyon
North Fork
Pacoima
South Fork
Creek
Buck Canyon
Grapevine Canyon
May Canyon
Gold Canyon
Trail Canyon
Delta Canyon
Lopez Canyon
Kagel Canyon
Little Tujunga Canyon
Tujunga
Wash
Fernando
San Fernando Mission
Pacoima
Sunland
TUJUNGA VALLEY
TUJUNGA RIVER
SAN FERNANDO VALLEY

SANTA BARBARA FOREST RESERVE
SAN GABRIEL TIMBER LAND RESERVE
EXMISSION
SAN FERNANDO

(Santa Susana) (Santa Monica) (Tujunga) (Calabasas) (Pasadena)

ENGRAVED JAN. 1900 BY U.S.G.S.

R.U.Goode Geographer in charge.
Triangulation by S.S.Gannett.
Topography by T.G.Gerdine and L.C.Fletcher.
Surveyed in 1897.

Gerdine
Fletchers

Scale 1/62500
1 0 1 2 3 4 Miles
1 0 1 2 3 4 5 Kilometers
Contour interval 50 feet.
Datum is mean sea level.

Edition of Sept. 1900 reprinted June 1905.

USGS Historical File Topographic Division
FILE COPY Ed. Div. Topographic Maps.
U.S.Geological Survey, JUL 20 1905 2185 Ed. Div. Topographic Maps.
Fernando, CALIF.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

LOS ANGELES COUNTY
REPRESENTED BY THE
BOARD OF SUPERVISORS

SAN FERNANDO QUADRANGLE

CALIFORNIA-LOS ANGELES CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
SW/4 SAN FERNANDO 15' QUADRANGLE

Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, and Los Angeles Co.

Topography by plane-table surveys 1924–34
Culture revised from aerial photographs taken 1952
Field check 1952–53

Polyconic projection. 1927 North American datum
10,000-foot grids based on California coordinate system, zones 5 and 7

Red tint indicates area in which only landmark buildings are shown

Dashed land lines indicate approximate locations

1000-meter Universal Transverse Mercator grid ticks, zone 11, shown in blue

APPROXIMATE MEAN DECLINATION, 1953
TRUE NORTH
MAGNETIC NORTH
15½°

SCALE 1:24000

1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 5 AND 25 FEET
DATUM IS MEAN SEA LEVEL

FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER 25, COLORADO OR WASHINGTON 25, D. C.
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

25 foot Contours
5

CALIF
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty 4 LANE | 6 LANE
Medium-duty 4 LANE | 6 LANE
Light-duty
Unimproved dirt
U. S. Route
State Route

SAN FERNANDO, CALIF.
SW/4 SAN FERNANDO 15' QUADRANGLE
N3415—W11822.5/7.5
1953

USGS
Historical File
Topographic Division

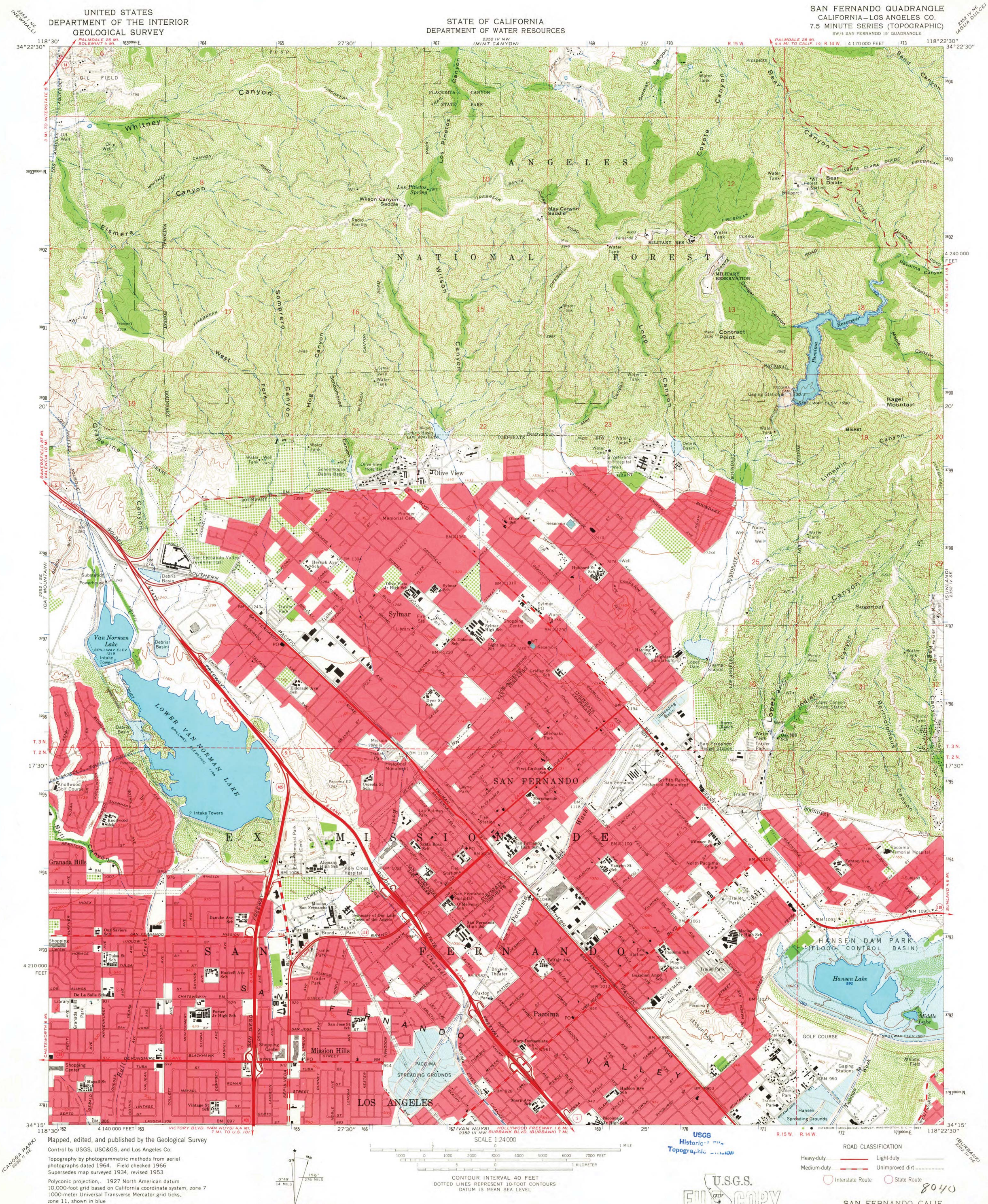
U.S.G.S.
FILE COPY
TOPOGRAPHIC DIVISION
AUG - 7 1959

6120

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF CALIFORNIA
DEPARTMENT OF WATER RESOURCES

SAN FERNANDO QUADRANGLE
CALIFORNIA—LOS ANGELES CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
SW/4 SAN FERNANDO 15' QUADRANGLE


118°30'
34°22'30"
118°22'30"
27'30"
25'
4 170 000 FEET
4 240 000 FEET
4 210 000 FEET
4 140 000 FEET
3803000m N.
3791000m N.
2252 I NE (NEWHALL)
2352 IV NW (MINT CANYON)
2352 IV NE (AGUA DULCE)
PALMDALE 25 MI.
SOLEMINT 4 MI.
PALMDALE 28 MI.
4.4 MI. TO CALIF. 14
3 MI. TO INTERSTATE 5
10 MI. TO CALIF. 118
BAKERSFIELD 87 MI.
VALENCIA 10 MI.
R. 15 W.
R. 14 W.
T. 3 N.
T. 2 N.
17'30"
ANGELES NATIONAL FOREST
SAN FERNANDO
EXPOSITION VALLEY
LOS ANGELES
Sylmar
Olive View
Pacoima
Granada Hills
Mission Hills
Van Norman Lake
Lower Van Norman Lake
Hansen Lake
Middle Lake
Kagel Mountain
Sugarloaf
Contract Point
Bear Divide
Wilson Canyon Saddle
May Canyon Saddle
Los Pinetos Spring
Placerita Canyon State Park
Pacoima Reservoir
Hansen Dam Park (Flood Control Basin)
Pacoima Spreading Grounds
Golf Course
Whitney Canyon
Elsmere Canyon
Sombrero Canyon
West Fork Hog Canyon
Schoolhouse Canyon
Wilson Canyon
Los Pinetos Canyon
Gorman Canyon
Coyote Canyon
Bear Canyon
Sand Canyon
Loop Canyon
Maple Canyon
Pacoima Canyon
Limekiln Canyon
Bisket Canyon
Sugarloaf Canyon
Bull Canyon
Grapevine Canyon
Lopez Canyon
Barrolomeus Canyon
Oil Field
Water Tank
Prospects
Forest Station
Heliport
Gaging Station
Spillway Elev 1990
Spillway Elev 1060
Spillway Elev 1140
Olive View Hospital
Pioneer Memorial Cem
San Fernando Valley Juvenile Hall
Herrick Ave Sch
Olive Vista Jr High Sch
Sylmar Sch
Sylmar High Sch
Sylmar PO
Fire Sta
Library
Trailer Park
Shopping Center
Eldorado Ave Sch
Dyer St Sch
Gridley St Sch
Light and Life Sch
St Didacus Sch
Hubbard St Sch
Olive View Sch
Reservoir
Debris Basin
Powerhouse
Substation
Intake Tower
Intake Towers
Spreading Basin
Golden State Freeway
Foothill Boulevard
Southern Pacific
Santa Clara Divide Firebreak
Wilson Debris Basin
Schoolhouse Debris Basin
Placerita Canyon State Park
Knollwood Golf Course
Knollwood Sch
Mission Wells Trailer Park
Historical Monument
Osceola St Sch
Pacoima E2
Las Palmas Park
Fire Station
Layne Park
Morningside Sch
First Lutheran Sch
San Fernando Airport
Griffith Ranch Historical Monument
San Fernando High Sch
Vaughn St Sch
Fillmore St Sch
North Pacoima Park
Pacoima Memorial Hospital
Fenton Ave Sch
Sunland C3
Sunland 4.6 mi.
Mary Immaculate Sch
Pacoima Jr High Sch
Pacoima Sch
Telfair Ave Sch
Drive-in Theater
Guardian Angel Sch
Play ground
Whiteman Air Park
Sharp Ave Sch
Haddon Ave Sch
Maclay Jr High Sch
Trailer Park
Gaging Stations
Athletic Field
Golf Course
Spillway Elev 1060
Hansen Spreading Grounds
Alemany High Sch
Holy Cross Hospital
San Fernando Hospital
Mission San Fernando
Seminary of Our Lady Queen of the Angels
Our Saviors Sch
Tulsa St Sch
Haskell Ave Sch
Porter Jr High Sch
Granada Hills Park
Mayall St Sch
Vintage St Sch
De La Salle Sch
Shopping Center
Library
Trailer Park
Danube Ave Sch
San Jose St Sch
Mission Hills
Shopping Center
Santa Rosa Sch
Fire Station
Park
Brand Park
Veterans Hospital
Debris Basin
Water Tanks
Well
Reservoir
Olive View Hospital
Schoolhouse Debris Basin
Wilson Debris Basin
Los Angeles Aqueduct
Oil Well
Water Well
Trailer Park
Golden State Freeway
Foothill Boulevard
Southern Pacific
Santa Clara Divide Firebreak
Sand Canyon
Bear Canyon
Coyote Canyon
Gorman Canyon
Loop Canyon
Maple Canyon
Pacoima Canyon
Limekiln Canyon
Bisket Canyon
Sugarloaf Canyon
Bull Canyon
Grapevine Canyon
Lopez Canyon
Barrolomeus Canyon
Whitney Canyon
Elsmere Canyon
Sombrero Canyon
West Fork Hog Canyon
Schoolhouse Canyon
Wilson Canyon
Los Pinetos Canyon
Placerita Canyon State Park
Pacoima Reservoir
Hansen Dam Park (Flood Control Basin)
Pacoima Spreading Grounds
Golf Course
Spillway Elev 1990
Spillway Elev 1060
Spillway Elev 1140
Gaging Station
Prospects
Forest Station
Heliport
Water Tank
Oil Well
Oil Field
Contract Point
Kagel Mountain
Sugarloaf
Bear Divide
Wilson Canyon Saddle
May Canyon Saddle
Los Pinetos Spring

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

UNITED STATES
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

SAN FERNANDO QUADRANGLE
CALIFORNIA—LOS ANGELES CO.
15 MINUTE SERIES (TOPOGRAPHIC)

(RED MOUNTAIN) 1:24 000

(SAN FRANCISQUITO 1:24 000)

THE OAKS 0.2 MI.

(BOUQUET RESERVOIR 1:24 000)

(RED ROVER 1:24 000)

(RED ROVER) 1:24 000

118°30′ — 34°30′ — R. 15 W. — 25′ — R. 14 W. — 20′ — 1 920 000 FEET — R. 13 W. — 118°15′ — 34°30′

360 000 FEET

T. 5 N.

T. 4 N.

T. 3 N.

T. 2 N.

280 000 FEET

(SANTA SUSANA)

TUNNEL 2.8 MI.

NEWHALL 4.4 MI.

TUNNEL 1 MI.

CHATSWORTH 4.9 MI.

RAYMER 2.6 MI.

BURBANK 8 MI.

(SANTA MONICA)

ROSCOE 3 MI.

PASADENA 12 MI.

(CALABASAS)

(PASADENA)

(ACTON)

ANGELES NATIONAL FOREST

SAN GABRIEL MOUNTAINS

SAN FERNANDO MISSION

SAN FERNANDO VALLEY

TUJUNGA VALLEY

Mapped by the Geological Survey
Revised by the Army Map Service
Published for civil use by the Geological Survey

Control by USGS

Topography by plane-table methods 1897

Planimetric detail revised from aerial photographs taken 1938–1940

Polyconic projection. 1927 North American datum
10,000-foot grid based on California coordinate system, zone 5

Dashed land lines indicate approximate location

No distinction is made between dwellings, barns, commercial and industrial buildings

16°
TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1940

SCALE 1:62500

1 0 1 2 3 4 MILES

3000 0 3000 6000 9000 12000 15000 18000 21000 FEET

1 .5 0 1 2 3 4 5 KILOMETERS

CONTOUR INTERVAL 50 FEET
DATUM IS MEAN SEA LEVEL

FOR SALE BY U. S. GEOLOGICAL SURVEY, FEDERAL CENTER, DENVER, COLORADO OR WASHINGTON 25, D. C.
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

USGS
Historical File
Topographic Division

QUADRANGLE LOCATION

ROAD CLASSIFICATION 1944

Heavy-duty 4 LANE | 6 LANE Light-duty
Medium-duty 4 LANE | 6 LANE Unimproved dirt
U. S. Route State Route

This area is also covered by 1:24,000 scale maps of the Humphreys 1942, Lang 1929, Ravenna 1948, Sylmar 1942, Little Tujunga 1934, Trail Canyon 1948, Pacoima 1925, Sunland 1948, and La Crescenta 1933 6-minute quadrangles, and the San Fernando 1953 and Sunland 1953 7.5-minute quadrangles.

INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D.C.—1955

SAN FERNANDO, CALIF.
N3415—W11815/15
1940

U.S.G.S.
FILE COPY
TOPOGRAPHIC DIVISION
1675
T/V
AUG 1 1967

APPENDIX C-2

PHASE I PALEONTOLOGICAL RESOURCES ASSESSMENT

Phase I Paleontological Resources Assessment

Pacoima Spreading Grounds Improvement Project, Los Angeles, Los Angeles County, California

Prepared for

Los Angeles County Flood Control District
900 South Fremont Avenue
Alhambra, CA 91803-9974
Attn: John Bodenchak

USGS San Fernando, CA 7.5-Minute Quadrangle in Township 2 North; Range 15 West, unsurveyed section (S.B.B.M).

Prepared by

Mark A. Roeder, Paleontologist
BonTerra Psomas
3 Hutton Centre Drive, Suite 200
Santa Ana, California 92707
T: (714) 751-7373

September 2015

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APPENDICES

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B Paleontological Resources Records Search (LACM)

PHASE I PALEONTOLOGICAL RESOURCES ASSESSMENT FOR THE PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT, LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA

by

Mark A. Roeder

September 2015

Submitted by:

Mark A. Roeder, Paleontologist
BonTerra Psomas
3 Hutton Centre Drive, Suite 200
Santa Ana, California 92707
T: (714) 751-7373

Submitted to:

Los Angeles County Flood Control District
900 South Fremont Avenue
Alhambra, CA 91803-9974

Attn: John Bodenchak

USGS **San Fernando, CA** 7.5-Minute Quadrangle in Township 2 North, Range 15 West, unsurveyed section (S.B.B.M).

BonTerra Psomas
Project Number: 3DPW027200

Key Words: Pacoima Spread Grounds, Quaternary Gravel, Quaternary Alluvium

MANAGEMENT SUMMARY

PURPOSE AND SCOPE

BonTerra Psomas undertook this project as part of California Environmental Quality Act (CEQA) requirements for the Pacoima Spreading Grounds Improvement Project. This Phase I Paleontological Resources Study was designed to identify, evaluate, and develop appropriate mitigation measures for any significant paleontological resources present on the project site.

DATES OF INVESTIGATION

On April 27, 2015, a paleontological resources survey was conducted by Paleontologist Mark Roeder with the assistance of John Bodenchak of the Los Angeles County Department of Public Works. This report was completed in May 2015.

FINDINGS OF THE INVESTIGATION

No paleontological resources were observed; however deeper excavations during the removal of clay beds may expose paleontological resources.

INVESTIGATION CONSTRAINTS

The study area was heavily disturbed by previous construction activities. These activities included construction of dikes, basins, and diversion structures. Also, the sediments in the basins have been previously excavated and/or disturbed by maintenance activities. Access to this area was primarily via the road on the dikes. The basins were dry and covered with vegetation.

MITIGATION

Paleontological monitoring of grading. Implementation will reduce project impacts to a less than significant level.

DISPOSITION OF DATA

This report will be filed with the client and with BonTerra Psomas. All field notes and other documentation related to the study are on file at the BonTerra Psomas Santa Ana office.

1.0 UNDERTAKING INFORMATION/INTRODUCTION

1.1 CONTRACTING DATA

The Los Angeles County Flood Control District (LACFCD) retained BonTerra Psomas to conduct a Phase I Paleontological Resources Study for the proposed Pacoima Spreading Grounds Improvement Project ("project"). This report details the findings of the investigation and offers management recommendations and mitigation measures to reduce the impact of the project to a less than significant level.

1.2 UNDERTAKING

At various times since the 1930's, the spreading basins have been excavated into native alluvial material. The levees that separate the individual basins consists of artificial fill and are typically about 15 feet high. Recent drilling operations indicate the presence of subsurface clay-rich horizons between 3 to 10 feet in thickness that underlie most of the spreading basins (LACDPW 2007, 2009) down to a maximum depth of 19 feet. These clay layers disrupt the downward infiltration of waters. Removal of these clays and replacement with coarser material will greatly improve the percolation rate. Also, these excavations will increase basin capacity and water conservation. To remove the clay horizons, 1.6 million cubic yards of sediment will be excavated with 1.37 million yards being exported.

1.3 EXHIBITS

Exhibit 1 depicts the general location of the project site. Exhibit 2 depicts the specific location of the project site on a portion of the U.S. Geological Survey's (USGS') San Fernando 7.5-minute quadrangles, in Township 2 North, Range 115 West, unsurveyed section. Exhibit 3 is the geologic map that provides details the geologic units present within the project site.

1.4 PROJECT PERSONNEL

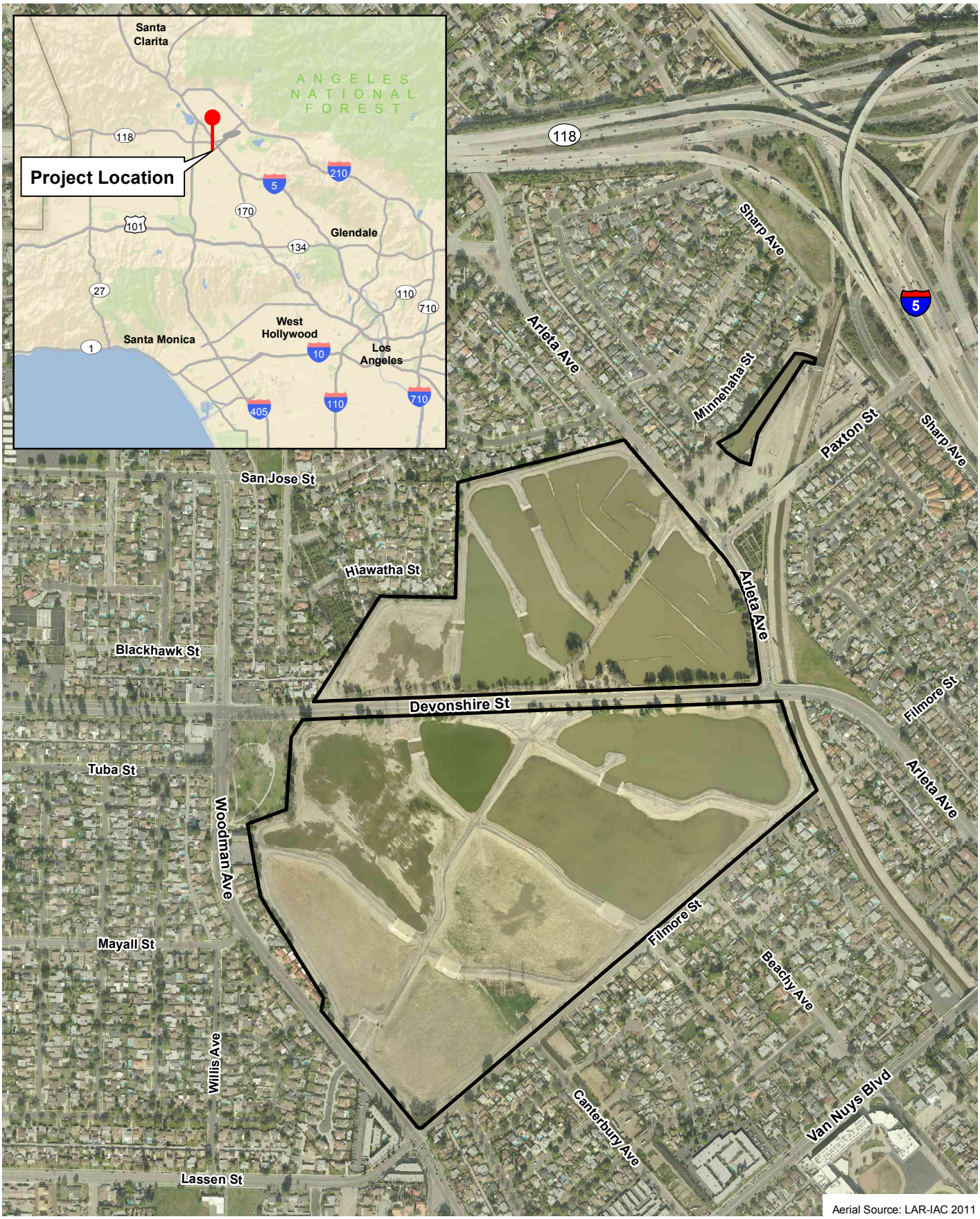
BonTerra Psomas Paleontologist Mark A. Roeder reviewed the paleontological literature and records searches, completed a field survey, and prepared the technical report. Refer to Attachment A for qualifications.

2.0 REGULATORY SETTING

This section contains a discussion of the applicable laws, ordinances, regulations, and standards that govern cultural resources and must be adhered to both prior to and during project implementation. The report is intended to satisfy the requirements of the California Environmental Quality Act (CEQA) regulations (*California Public Resources Code* [PRC] §21083.2) and the State CEQA Guidelines (14 *California Code of Regulations* [CCR] §15064.5).

CEQA requires a lead agency to determine whether a project would have a significant effect on paleontological resources.

The proposed project will comply with all applicable governmental regulations, as discussed below. The analysis in this report takes into account that compliance with the applicable regulations will be required, and thus, is essentially a part of the proposed project. Standard compliance with existing regulations pertinent to the proposed project cannot be considered mitigation for significant impacts under CEQA, but may be identified in the impact analysis below as regulatory requirements.



D:\Projects\CO\LADPW\J272\MXDs\Cultural\Paleo\Ex_ProjectSite_20150908.mxd

Project Site

Exhibit 1

Pacoima Spreading Grounds Improvement Project

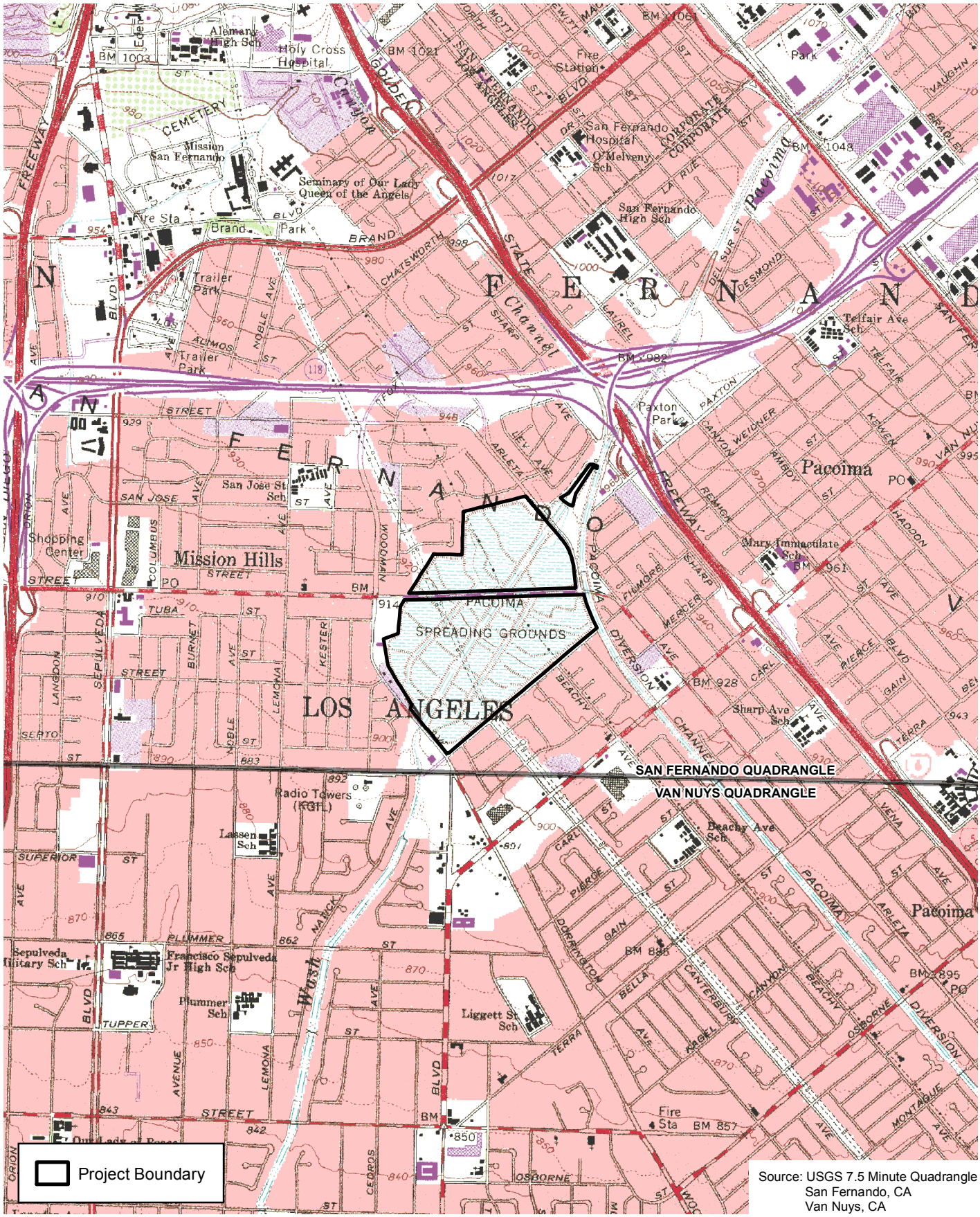
N W E S

750 375 0 750

Feet

BonTerra PSOMAS

(Rev: 09-08-2015 LEW) R:\Projects\CoLADPW (DPW)\J272\Graphics\Cultural\Paleo\Ex1_ProjectSite_20150908.pdf



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USGS 7.5-Minute Digital Quadrangle

Exhibit 2

Pacoima Spreading Grounds Improvement Project

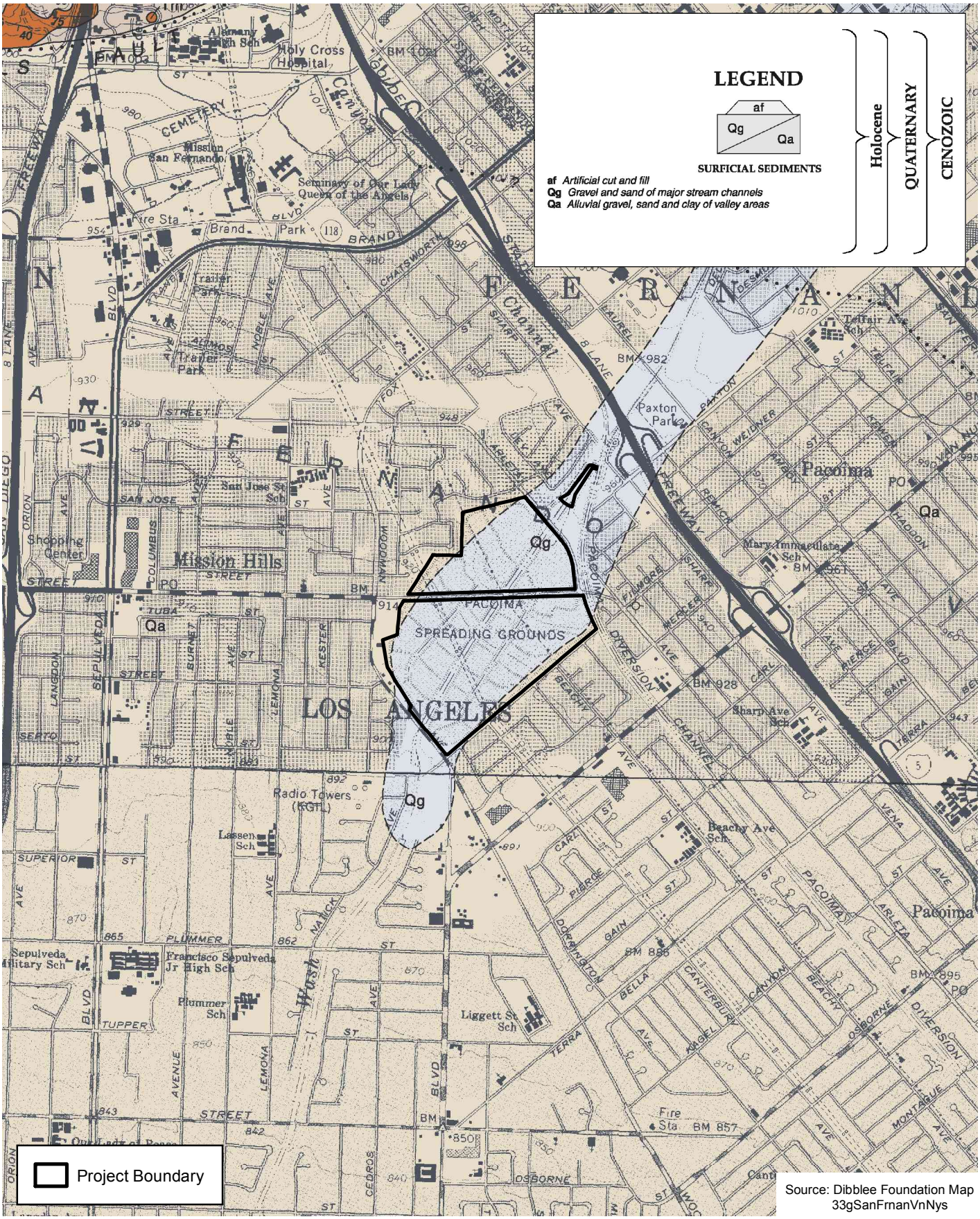
N
W E
S

2,000 1,000 0 2,000

Feet

BonTerra PSOMAS

(Rev: 09-08-2015 LEW) R:\Projects\CoLADPW (DPW)\J272\Graphics\Cultural\Paleo\Ex2_USGS_20150908.pdf



Source: Dibblee Foundation Map
33gSanFrnanVnNys

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Geologic Map

Exhibit 3

Pacoima Spreading Grounds Improvement Project

N W E S

2,000 1,000 0 2,000

Feet

BonTerra PSOMAS

(Rev: 09-08-2015 LEW) R:\Projects\CoLADPW (DPW)\J272\Graphics\Cultural\Paleo\Ex3_Geology_20150908.pdf

2.1 STATE

This section discusses State regulations applicable to paleontological resources on the project site.

2.1.1 California Environmental Quality Act and Guidelines

CEQA (as codified in §§21000 et seq. of the PRC) and the State CEQA Guidelines (as codified in 14 CCR §§15000 et seq.) establish a process by which various resources, including cultural and paleontological resources, may be assessed and considered for the purposes of proposed projects under State oversight. The nature of the resources themselves and the potential impacts to those resources are evaluated as part of the CEQA compliance review process.

The *California Code of Regulations* states that No person shall destroy, disturb, mutilate, or remove earth, sand, gravel, oil, minerals, rocks, paleontological features or features of caves" (14 CCR 4307). The code also states that "No person shall remove, injure, disfigure, deface, or destroy any object of archaeological or historical interest or value" (14 CCR 4308).

2.1.2 Native American Historic Resource Protection Act

The Native American Historic Resource Protection Act (*California Public Resources Code* §§5097–5097.9993) protects cultural resources on California Public lands and was amended by Senate Bill 1034 in 2010. It states that a person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, a vertebrate paleontological site or any paleontological feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

2.1.3 California Penal Code

Section 6221.2 of the *California Penal Code* states that "every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor".

2.2 REGIONAL AND LOCAL

2.2.1 County of Los Angeles General Plan Conservation and Open Space Element (1980)

The County of Los Angeles General Plan's Conservation and Open Space Element, Cultural Heritage Resources (County of Los Angeles 1980:II-5–II-6) states t the following:

> The County also has paleontological sites and important geological formations from periods many million years before the appearance of man. Our cultural heritage is nonrenewable and irreplaceable.
>
> Problem: Resources continue to be haphazardly protected, and often there are insufficient funds for saving a threatened site or structure. . .
>
> Objective: Programs and procedures to identify and protect our cultural resources are needed. Public awareness of their value should be encouraged, and their public enjoyment should be fostered whenever possible.

2.2.2 County of Los Angeles General Plan Conservation and Natural Resources Element (2014 Draft)

This element guides the long-term conservation of cultural and paleontological resources and states the following:

- Paleontological resources are non-renewable and irreplaceable
- The primary threats to paleontological resources are incompatible land uses and development on or adjacent to resources, a lack of local registry, and the limitations of State and federal programs to protect resources.

The following policies relate to the protection of paleontological resources.

- Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to paleontological resources to the greatest extent feasible.
- Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances paleontological resources.
- Policy C/NR 14.5: Promote public awareness of paleontological resources.
- Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near paleontological resources.

3.0 NATURAL SETTING

The project is located in the northeastern portion of the San Fernando Valley (Exhibit 1) within the Pacoima Wash Drainage. The project area is depicted on the USGS San Fernando 7.5-minute quadrangle map (1966; photorevised 1988) within Township 2 North, Range 17 West, unsurveyed section (Exhibit 2).

4.0 METHODS

4.1 LITERATURE REVIEW

The literature review for this study included an examination of the geologic maps for the Project area. The literature review encompasses the entire project footprint and included a one-mile buffer around it (hereinafter referred to as the “Study Area”). The review included previous geologic mapping of the area. In addition to the reviewed published geologic maps, technical reports provided the basis from which the regional and project-specific geology was derived for this project.

Pertinent published literature and unpublished manuscripts with regards to the geology and paleontology of northern Los Angeles City and the San Fernando Valley were also reviewed for this project. In the process of conducting the background literature review, existing paleontological resource data (including such published resources as books, journals, and geologic maps, as well as information available via the internet on government websites) were consulted. Furthermore, an online database search was conducted to identify previous paleontological resource assessments conducted within the boundaries of the project site and in the surrounding areas.

4.2 PALEONTOLOGICAL RESOURCES RECORDS SEARCH

A paleontological records search from the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles was requested and received and can be found in Attachment B (McLeod

2015). Also the Catalog of Late Pleistocene vertebrates from California (Jefferson 2008) was reviewed for the project area.

4.3 PALEONTOLOGICAL RESOURCES SURVEY

BonTerra Psomas Paleontologist Mark A. Roeder conducted a paleontological resource survey to identify any unrecorded paleontological resources and to physically evaluate the mapped geologic data as presented in the record searches and literature review. Moreover, the survey was intended to physically examine the surficial rock units within the project site and to determine their paleontological sensitivity ratings. Mr. Roeder conducted a paleontological resources field survey on April 27, 2015. The survey involved a windshield survey and some physical inspections of surface geologic exposures for the presence of paleontological resources and/or the potential to yield paleontological resources.

5.0 RESULTS

5.1 LITERATURE REVIEW, RECORD SEARCHES, FIELD SURVEY

5.1.1 Literature Review

Regional Geology

The San Fernando Valley and adjacent mountains are part of the Transverse Ranges physiographic province that is composed of parallel, east-west trending mountain ranges and sediment-filled valleys.

The Pacoima Spreading Grounds are located at the northeastern end of the San Fernando Valley, which is an elongated valley, roughly 22 miles long (in an east/west direction) and generally 9 miles wide (in a north/south direction), although stretching to 12 miles wide at its widest point. Situated within the Transverse Ranges geomorphic province of California, the San Fernando Valley is bound by the San Gabriel and Santa Susana Mountains to the north, the Santa Monica Mountains to the south, the Verdugo Mountains to the east, and the Simi Hills to the west. The San Fernando Valley contains thick deposits of alluvium from the surrounding mountains.

Project Geology

The geology of the Project area can be seen in Exhibit 3. The area is underlain by three surficial sedimentary rock units: artificial fill (af), Quaternary gravel, and Quaternary alluvium (Oakeshott 1958; Jennings and Strand 1969; Dibblee 1991; LACDPW 2007, 2009).

Artificial Fill (af)

Most of the artificial fill is in the levees between and adjacent to the basins and the surface and subsurface of the basins. Sand, silt, gravel, and clay were excavated from the basins to construct the levees that vary in height from 8 to 16 feet from the basin bottoms (LACDPW 2007). Because this material is highly disturbed and of recent age, the likelihood of paleontological resources is extremely low.

Quaternary Gravel (Qg)

Most of the Study Area is underlain by Quaternary gravel (Qg) (Dibblee 1991; Exhibit 3), which consists of sand, silt, clay, and gravel deposited in the Pacoima Wash Drainage as either stream channel and/or floodplain (overbank) deposits. In various areas, the upper horizons of these sediments are disturbed from surface to possibly a depth of 10 feet from past excavations to

construct the spreading grounds and berms. Although very young in surface and at shallow depths, these sediments increase in age at deeper levels. In similar Late Pleistocene-aged sediments, remains of large extinct mammals such as Columbian mammoth, mastodon, ground sloth, tapir, horse, camel, dire wolf, saber-tooth cat, and American lion were recovered (Jefferson 2008; Miller 1971) as well as remains of extant smaller fish, amphibians, reptiles, birds, and mammals. .

McLeod (2015) stated "these deposits typically do not contain significant vertebrate fossil remains, at least in the uppermost layers. At depth, however, older Quaternary sediments that contain significant fossil vertebrate materials are likely to be encountered.

Quaternary Alluvium (Qa)

Along the Study Area's northern and southern boundaries, a narrow outcrop belt is present that is underlain by Quaternary alluvium (Qa), which consists of sand, silt, and clay deposited in the Pacoima Wash Drainage as either stream channel and/or floodplain (overbank) deposits and may be equivalent or older than the Quaternary gravel (Qg) (Dibblee 1991; Exhibit 3). Although very young in surface and at shallow depth, these sediments increase in age at deeper levels. In similar Late Pleistocene-aged sediments, remains of large extinct mammals such as Columbian mammoth, mastodon, ground sloth, tapir, horse, camel, dire wolf, saber-tooth cat, and American lion were recovered (Jefferson 2008; Miller 1971). Also, the remains of extant smaller fish, amphibians, reptiles, birds, and mammals have been recovered (Jefferson 2008; Miller 1971).

McLeod (2015) stated "these deposits typically do not contain significant vertebrate fossil remains, at least in the uppermost layers. At depth, however, older Quaternary sediments that contain significant fossil vertebrate materials are likely to be encountered.

Paleontological Record Searches

Although the records search from the Vertebrate Paleontology Section of the Natural History Museum showed no vertebrate (animals with backbones, fish, amphibians, reptiles, birds and mammals) sites in the Study Area (McLeod 2015), he mentions a number of significant fossil finds in the vicinity (less than 10 miles away).

Paleontological Field Survey

On April 27, 2015, Mr. Roeder conducted the paleontological resources field survey. In the company of John Bodenchak (LACDPW), he conducted a windshield survey and minor physical inspections. No underlying bedrock formations were exposed for visual inspection. No paleontological resources were observed.

6.0 CEQA IMPACT ANALYSIS

This impact analysis is provided to assist in the preparation of an environmental document for the proposed project and provides discussion regarding the significance criterion for paleontological resources.

6.1 SIGNIFICANCE CRITERIA

Appendix G of the State CEQA Guidelines contains the Initial Study Environmental Checklist Form, which includes one question relating to paleontological resources. The issue presented in the Initial Study Checklist has been used as a significance criterion. Accordingly, a project may result in a significant environmental impact if it:

- Would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

6.2 PROJECT IMPACT ANALYSIS

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Within the Survey Area are exposures of surficial sediments that are very young and, because of their youthfulness, typically do not contain fossil resources. However, these sediments become older with increasing depth and may yield paleontological resources.

Geological and paleontological information on rock formations based on paleontological resources within and adjacent to the project site were used to rate the paleontological sensitivity of the units and their potential for containing and yielding fossils; this information is presented in Table 1.

TABLE 1
PALEONTOLOGICAL SENSITIVITY

Rock Unit	Description	Sensitivity
Artificial Fill (af)	Artificial fill consists of sand, silt, gravel, and clay that apparently was excavated from the basin areas to construct the dikes.	No
Quaternary Gravel (Qg)	Quaternary gravel consists of gravel and sand deposited in the channel of Pacoima Wash and its floodplain environments.	*Low
Quaternary Alluvium (Qa)	Quaternary alluvium consists of gravel, sand, silt, and clay deposited in steam cannels and/or floodplain environments.	*Low
*Moderate sensitivity in excavations more than 10 feet below the current ground surface Sources: Oakeshott 1958;Jennings and Strand 1969; Dibblee 1991; County of Los Angeles Dept. of Public Works 2007,2009		

On the project site, large areas are slated for excavation within the Quaternary gravel and Quaternary alluvium. The surface area and alluvial sediments beneath the current spreading grounds have been impacted by past construction/maintenance activities associated with berm and spreading ground excavations. Because of its moderate paleontological sensitivity of possibly undisturbed native sediments at depths greater than ten feet, direct impacts to paleontological resources may result from excavation for removal of clay horizons and a diversion channel and from basin reconfiguration. Such excavations in sensitive sediments at a depth of

ten feet or more must be monitored by County on-site staff and construction personnel, trained by a qualified Paleontologist, as described in the mitigation measure below.

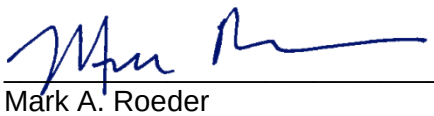
7.0 MITIGATION MEASURE

Prior to the start of sediment removal, a qualified Paleontologist shall be present at the pre-grading conference to establish procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of newly discovered paleontological resources found during excavation activities. The paleontologist shall conduct a training for construction personnel and County on-site staff on the identification of possible paleontological resources that may be present in the area. A monitoring protocol shall be established to identify and salvage any paleontological resources that may be unearthed through excavation activities. Monitoring would only be required for soil disturbance into native soils that have the potential for resources, which occur approximately 10 feet or deeper below the surface soils. The County Monitors must be adequately trained by a qualified Paleontologist in the recognition of paleontological resources. Any discovered resources shall be reported to a qualified Paleontologist for evaluation. If the resource is found to be significant, the Paleontologist shall determine appropriate actions, in cooperation with the County, for further exploration and/or salvage. A Disposition of the Recovered Paleontological Resources and Mitigation Report shall be prepared by the qualified Paleontologist and submitted to the County. Any recovered fossils shall be deposited in an accredited institution or museum, such as the Natural History Museum of Los Angeles County.

8.0 CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this paleontological resources report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

DATE: September 2015 SIGNED:



Mark A. Roeder
Senior Paleontologist

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ATTACHMENT A

PALEONTOLOGICAL RESOURCES RECORDS SEARCH (LACM)

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325
Fax: (213) 746-7431
e-mail: smcleod@nhm.org

6 May 2015

Mark A. Roeder
1731 New Hampshire Drive
Costa Mesa, CA 92626

Attn: Mark A. Roeder

re: Paleontological resources for the proposed Pacoima Spreading Grounds Improvement Project, Psomas Job # 3DPW027200, in the City of Los Angeles, Los Angeles County, project area

Dear Mark:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for paleontological resources for the proposed Pacoima Spreading Grounds Improvement Project, Psomas Job # 3DPW027200, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the San Fernando USGS topographic quadrangle map that you sent to me via e-mail on 1 May 2015. We do not have any vertebrate fossil localities that lie directly within the proposed project boundaries, but we do have localities nearby from the same sedimentary deposits that occur at depth in the proposed project area.

In the entire proposed project area the surface deposits consist of gravelly younger Quaternary Alluvium, derived as fluvial deposits from the Pacoima Wash. These deposits typically do not contain significant vertebrate fossil remains, at least in the uppermost layers. At depth, however, older Quaternary sediments that contain significant fossil vertebrate materials are likely to be encountered. Our closest fossil vertebrate localities from similar deposits are just west of north of the proposed project area at or near the Van Norman Reservoir. These localities include LACM 3397 that produced fossil bison, *Bison*, at a seventy-five foot depth, LACM 5745 that contained fossil mastodon, *Mammut*, and horse, *Equus*, in fill dirt and LACM 7152 that produced fossil mammoth, *Mammuthus*, and bison, *Bison*, in terrace deposits.

Our next closest fossil vertebrate locality from similar deposits is LACM 1146, east-southeast of the proposed project area northeast of the Golden State Freeway (I-5) and east of San Fernando Road, that produced fossil specimens of mastodon, *Mammut*, horse, *Equus*, and camel, Camelidae, from a gravel pit at depths of 160-170 feet below the surface.

Shallow excavations in the younger Quaternary Alluvium exposed throughout the proposed project area are unlikely to produce significant fossil vertebrate remains. Deeper excavations in the proposed project area that extend down into older Quaternary deposits, however, may well encounter significant vertebrate fossils. Any substantial excavations in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Sediment samples should also be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

ATTACHMENT B

PERSONNEL QUALIFICATIONS

Mark A. Roeder

Senior Paleontologist

EDUCATION

1977 / Bachelor of Arts, Anthropology / San Diego State University, CA

PROFESSIONAL REGISTRATION

Registered Paleontologic Consultant, County of Orange

Mark A. Roeder has 34 years of experience as a Paleontologist. He has extensive experience with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance and with conducting and managing paleontological resource impact assessments and impact mitigation programs for large construction projects in California. Project experience includes municipal solid waste landfills; aggregate quarries; flood-control facilities; oil refineries; natural gas pipelines; freeways and other roadways; subways; waste water treatment facilities; housing developments; planned communities; office buildings/complexes; shopping centers; hospitals and medical centers; industrial complexes; parking lots/structures; land exchanges; and conditional use permit and specific plan revisions. He has worked for a diverse set of clients including private-industry clients; public utilities; conservancies; and federal, State, County, City, and regional agencies. Mr. Roeder has conducted paleontological resource assessments—which involve data searches such as literature reviews, archival searches, field surveys, and consultation with other paleontologists—in order to develop baseline inventories to evaluate the scientific importance of resources and potential for disturbance by adverse, project-related impacts; and to formulate mitigation measures to reduce these impacts to less than significant levels. Mr. Roeder has worked on paleontological resources impact mitigation programs that have required monitoring of earth-moving activities, recovery of fossil remains, field personnel supervision, and progress and final report preparation. His previous project participation has involved extensive coordination and consultation with project proponents, other consulting firms, and permitting agencies; adherence to strict delivery schedules; and completion of tasks within specified budget limits. Mr. Roeder also has an extensive paleontological research background in the fish faunas of the Cenozoic marine and lacustrine formations of Southern California.

Representative Project Experience

Simi Valley Landfill Paleontological Monitoring, Simi Valley: Mr. Roeder was the Field Paleontologist for the Simi Valley Landfill and conducted paleontological resource monitoring during excavations for cover stockpiles and cell development. He supervised the collections of fossils during these excavations. Mr. Roeder worked closely with the paleontologists of the Natural History Museum of Los Angeles County during the treatment, identification, and curations of these fossils into the Museum collections.

Desert Harvest Solar Project, Desert Center: Mr. Roeder was the Field Paleontologist for the Simi Valley Landfill and supervised paleontological resource monitoring during excavations for cover stockpiles and cell development. He was responsible for supervising and participating in fossil salvages, recordation of pertinent paleontological and geological data, preparation and stabilization of fossil finds, and the final paleontological resource mitigation report.

Silverleaf Solar Project, El Centro: Mr. Roeder was the Paleontologist for this project and was responsible for a paleontological resource management document for proposed solar energy generation area and transmission line. He conducted paleontological resource survey of approximately 1,500 acres for the proposed solar farm facility and associated transmission line and power line tie-ins. The

report included e results of record and literature searches, methods, results and mitigation.

Prima Deshecha Landfill Paleontological Monitoring, San Clemente: Mr. Roeder was the Field Paleontologist was responsible for coordination of paleontological resource monitoring, supervising and participating in fossil salvages, recordation of pertinent paleontological and geological data, preparation and stabilization of fossil finds, and the final paleontological resource mitigation report.

Sunset Ridge Park Paleontological Assessment, Newport Beach: Mr. Roeder is the Paleontologist for the Sunset Ridge Park project. Located on the northwestern corner of Superior Avenue and West Coast Highway, the approximate 18.9-acre site, located within the Coastal Zone, would be developed with active and passive recreational uses. Mr. Roeder wrote the paleontological assessment in order to determine the project site's potential for the presence of sensitive rock formations and fossil resources. The paleontological significance of the project site was deemed "high". In January 2014, Mr. Roeder supervised paleontological work which included an intensive site survey, sampling of fossil outcrops, preservation of some outcrops (if possible), and monitoring of construction activities for the park. The treatment of the fossils and documentation report are pending.

Newport Banning Ranch Paleontological Assessment, Newport Beach: Mr. Roeder was a Paleontologist for this project. The Newport Banning Ranch project would allow for the development of up to 1,375 residential dwelling units; 75,000 square feet of commercial uses; a 75-room resort inn; and approximately 52 acres of public parks on a 401-acre site. Mr. Roeder wrote the paleontological assessment in order to determine the project site's potential for the presence of sensitive rock formations and fossil resources. The paleontological significance of the project site was deemed "high. Mr. Roeder will be involved with future paleontological work including an intensive site survey, sampling of fossil outcrops, preservation of some outcrops (if possible), and monitoring of construction activities.

Eastern Transportation Corridor (State Route 241) Project, Orange County: Mr. Roeder was the Senior Paleontologist for the Eastern Transportation Corridor Project. He supervised the paleontologist resource monitoring and collection of fossil samples during construction activities. Also, he was involved in the treatment and documentation of the fossils.

Sandalwood Drive Extension Paleontological Monitoring and Mitigation, Calimesa: Mr. Roeder was a Paleontologist for the Sandalwood Drive Extension project, which involved the grading of a one-mile-long access road. He directed paleontological monitoring of the project site. Twenty-four paleontological sites were discovered that yielded over 500 fossil specimens. Mr. Roeder provided paleontological resources mitigation services during earth-moving activities, and treated fossils found on the project site. Treatment included cleaning, identifying and stabilizing fossils for curation, and documentation.

San Diego 6 Pipeline Project Paleontological Monitoring, Temecula: Mr. Roeder was a Paleontologist for the San Diego 6 Pipeline Project for the Metropolitan Water District of Southern California and he directed paleontological monitoring of trenching activities. Three paleontological sites were discovered that yielded over 100 fossil specimens. Mr. Roeder provided paleontological resources mitigation services during earth-moving activities and treated fossils uncovered on the project site. Treatment included cleaning, identifying and stabilizing the fossils for curation and documentation.

APPENDIX D-1

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Prepared for:

BonTerra Psomas
225 South Lake Avenue, Suite 1000
Pasadena, CA 91101

Phase I Environmental Site Assessment

Pacoima Spreading Grounds
Los Angeles, California

Prepared by:

Geosyntec consultants

engineers | scientists | innovators

2100 Main Street, Suite 150
Huntington Beach, California 92648

Project Number HR1507

26 June 2015

EXECUTIVE SUMMARY

This Executive Summary presents the results of the Phase I Environmental Site Assessment (ESA) performed by Geosyntec Consultants (Geosyntec) for the Pacoima Spreading Grounds (the Site) located in the northern San Fernando Valley in the Los Angeles Basin, California. The Site is located near the intersection of Devonshire Street and Arleta Avenue on the west side of the Pacoima Diversion Channel (Figure 1) in Los Angeles, California. The Site encompasses approximately 169 acres including a radial gate to an intake canal (from the Pacoima Diversion Channel), equipment control/ storage structures, and 12 spreading basins (Figure 2). The area surrounding the Site includes residences, parks, drainage channels and freeways. This Phase I ESA was prepared in accordance with the scope of work, terms and conditions described in Geosyntec's proposal dated 16 December 2014. This Phase I ESA was prepared to support the California Environmental Quality Act (CEQA) process for a basin enhancement project at the Site consisting of removal of clay layers of soil beneath the basins to enhance the infiltration capacity of the system and replacement of the intake canal.

The objective of performing this Phase I ESA in accordance with ASTM Standard E 1527-13 was to identify, to the extent feasible, "Recognized Environmental Conditions" (RECs) at the Site as the "REC" term is defined by ASTM E 1527-13[1].

FINDINGS AND CONCLUSIONS

The Site receives drainage from the Pacoima Wash subwatershed. The Site facilitates the groundwater basin recharge by receiving the Pacoima Wash surface water, removing sediment and debris, and spreading the water through the basins allowing for percolation into the underlying groundwater. The Site has been serving as a drainage/flood control feature, and later a spreading grounds, since the early 1900s.

Land use surrounding the Site has evolved from rural and undeveloped into densely developed urban uses. The Site vicinity is currently mostly developed as residential and there are two parks adjoining the Site to the east and west, a plant nursery to the east and some commercial use to the south.

The Phase I ESA revealed evidence of recognized environmental conditions (RECs) in connection with the Site. The Site comprises spreading grounds; a drainage and flood control feature that receives surface water and debris from a large subwatershed area

[1] ASTM E1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.

within the San Gabriel Mountains and the San Fernando Valley urban areas. The results of this assessment indicate that potential sources of environmental impact at the Site include:

- The closed San Fernando City Landfill and the oil and gas wells located adjacent to the Site (northeast of the Site) are potential sources of gas migration to the Site;

- underground storage tanks that were located on-Site at 10450 Arleta Avenue (northeast portion of the Site); and

- petroleum hydrocarbons and lead that were detected in soil samples during previous subsurface investigations on the northeast portion of the Site.

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1. INTRODUCTION

1.1 Terms of Reference

This report documents the results of the Phase I Environmental Site Assessment (ESA) performed by Geosyntec Consultants, Inc. (Geosyntec) for the Pacoima Spreading Grounds (the Site) located in the northern portion of the San Fernando Valley near the intersection of Devonshire Street and Arleta Avenue on the west side of the Pacoima Diversion Channel (Figure 1). The boundaries of the Site encompassing approximately 169 acres are included in Figure 2. This Phase I ESA was prepared in accordance with the scope of work, terms and conditions described in Geosyntec's proposal dated 16 December 2014. This report incorporates, by reference, the American Society of Testing and Materials (ASTM) Standard E 1527-13, "*Standard Practice for Environmental Assessments: Phase I Environmental Site Assessment Process*." Limitations and exceptions are provided in Section 1.4 of this report.

1.1 Purpose

The Los Angeles County Flood Control District (LACFCD) is planning a basin enhancement project (Project) at the Site and is subject to the California Environmental Quality Act (CEQA) process. This Phase I ESA was performed to primarily support the CEQA process.

The overall objective of the Project is to expand and reconfigure the spreading basins to increase the spreading grounds' storage capacity, percolation rate, and annual water conservation. The following have been proposed by the LACFCD:

- reconfiguring the spreading basins: combining and deepening the existing basins;
- removing the low permeability clay layers underlying the spreading basins and replacing them with higher permeability soils;
- exporting excavated materials; and
- replacing the intake canal with buried pipes.

Considering the scope of the Project, additional Site-specific considerations were incorporated into the scope of this Phase I ESA, including:

- hydrogeologic conditions (such as groundwater flow regime and groundwater quality);

- hydrologic conditions (such as surface water flow regime and surface water quality from the upgradient tributary drainage, including industrial discharges, beyond the Site limits); and

- the known occurrence and potential for natural or industrial fires that may result in additional concentrations of fire or fire-related cleanup debris and constituents (such as metals) at the Site.

The purpose of the Phase I ESA was to identify Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs), and/or Controlled Recognized Environmental Conditions (CRECs) at the Site. For the purpose of this report, and as defined by ASTM Standard E1527-13, a REC is, "… *the presence or likely presence of any hazardous substance or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.*"

A HREC is "… *a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).*"

A CREC is a REC "… *resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).*"

This Phase I ESA report is intended to satisfy certain requirements for the conduct of "all appropriate inquiries" (AAI) as established by the United States Environmental Protection Agency (USEPA) in 2006.

1.2 Scope of Services

Geosyntec was authorized on 6 January 2015 by BonTerra Psomas (on behalf of LACFCD), to complete a Phase I ESA of the Site. The scope of services included:

- searching standard local, state, and federal environmental record sources within recommended ASTM search distances;
- reviewing available physiographic information including topographic, geologic, hydrologic, and hydrogeologic information;
- reviewing available records on known natural or industrial fires potentially posing a REC/CREC/HREC;
- reviewing historical aerial photographs;
- reviewing historical fire insurance maps;
- performing a Site reconnaissance;
- conducting an interview with the Site owner; and
- documenting the procedures, findings, opinions, and conclusions of the Phase I ESA in this report.

This work was completed in general accordance with ASTM Practice E 1527-13 with the limitations and exceptions described in Section 1.4 of this report. For the purposes of this Phase I ESA report, BonTerra Psomas and LACFCD are the "users," defined as "the party seeking to use Practice E 1527-13 to complete an *environmental site assessment* of the *property*…"

1.3 Limitations and Exceptions

This Phase I ESA is intended to reduce, but not eliminate, uncertainty regarding the potential for RECs, HRECs, and/or CRECs in connection with the Site. Not every property warrants the same level of assessment. Consistent with good commercial or customary practice, the appropriate level of assessment was guided by the type of property subject to assessment, the requirements of ASTM E 1527-13 pertaining to the satisfaction of EPA's All Appropriate Inquiry requirements, and the information developed in the course of the inquiry. A balance between the competing goals of limiting cost and time demands and the reduction of uncertainty about unknown conditions resulting from additional information was identified during the Phase I ESA.

Additional services considered optional by ASTM E 1527-13, such as asbestos-containing building materials, radon, lead-based paint, lead in drinking water, wetlands, regulatory compliance, cultural and historic resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, biological agents, mold, and high voltage power lines, were not included in the scope of work (Table 2).

The findings and conclusions presented in this Phase I ESA report are the result of professional interpretation of the information collected at the time of this study. This Phase I ESA was not an exhaustive search of all available records, nor does it include

detailed assessment of all Phase I ESA findings. Geosyntec cannot "certify" or guarantee that any property is free of environmental impairment; no warranties regarding the environmental quality of the property are expressed or implied.

This Phase I ESA did not include the sampling of rock, soil, groundwater, surface water, soil vapor, air, or on-Site substances or materials. Therefore, it is not possible to confirm the presence or absence of hazardous substances or petroleum products in the environments associated with the Site.

The findings of this report, to the best of our knowledge, are valid as of the date of this work. However, changes in the conditions of a property can occur with the passage of time, whether due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate regulations and standards may occur, whether they result from legislation, from the broadening of knowledge, or for other reasons. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control.

Specified information contained in this report has been obtained from publicly available sources and other sources of information. Although care has been taken in compiling this information, Geosyntec disclaims any and all liability for any errors, omissions, or inaccuracies in such information and data.

The work was performed using the degree of care and skill ordinarily exercised under similar circumstances by environmental consultants practicing in this or similar localities. No other warranty or guarantee, expressed or implied, is made as to the findings, opinions, conclusions, and recommendations included in this report.

2. SITE AND VICINITY DESCRIPTION

2.1 Site Location and Description

The Site is located in the northern portion of the San Fernando Valley near the intersection of Devonshire Street and Arleta Avenue on the west side of the Pacoima Diversion Channel (Figure 1). The facility is bordered by Filmore Street to the southeast, Woodman Avenue to the west, San Jose Street to the north, and Arleta Avenue to the northeast and is approximately bisected by Devonshire Street. The Site includes an intake gate and canal that allow the flow of water into the 12 spreading basins where the water percolates into the groundwater (Figure 2). Equipment are stored and controlled in the structures located on northeast portion of the Site referred to as the headworks.

The Pacoima Spreading Grounds facility is one of the major water conservation facilities that recharge the San Fernando Groundwater Basin. The facility conserves water that is supplied by imported water, storm flows, and controlled releases from Pacoima Dam, partially controlled flow from Lopez Basin, and uncontrolled flows from East Canyon and Pacoima Wash [LACFCD, 2014].

2.2 Geoenvironmental Characteristics

2.2.1 Topography

The Site is located within the United States Geological Survey (USGS) San Fernando Quadrangle map.[2] The elevation of the Site varies from approximately 960 feet (ft) on the northeast portion to 910 ft above mean sea level (amsl) on the southwest portion [USGS 1995] where the average elevation of the Site is approximately 935 ft amsl. The general topographic gradient for the area is sloping towards the south-southwest [EDR, 2015].

2.2.2 Geology

The Site is located in northern San Fernando Valley, which is an east-west trending basin within the Transverse Ranges Geomorphic Province of Southern California. The geological structure of the Transverse Ranges is dominated by the effects of compressive deformation resulting in thrust faulting, strike-slip faulting, and bedrock

[2] Available for electronic download from *store.usgs.gov*. Additional information was obtained from an Environmental Data Resources Inc. (EDR) Historical Topographic Maps (Appendix A).

folding. The valley is bounded by the Verdugo, Santa Susana, and San Gabriel Mountains to the north and the Santa Monica Mountains to the south [LACDPW 2009].

The Site is located in the portion of the basin consisting of the sediments deposited by Pacoima Wash and Tujunga Wash. The sediments include sand, silt, gravel and clays that have formed during the weathering process [LACDPW, 2007].

Alluvium predominantly containing sand, silt and gravel was observed during previous subsurface investigations at the Site. The results of these investigations also identified a clay layer that appeared to dip south-southwest. The thickness of this clay layer was reported to vary from 3 to 10 ft. The depth to the top of the clay layer was observed to range from 5 to 15 ft below ground surface (bgs) and the maximum anticipated depth to the bottom of the clay was 19 ft bgs [LACDPW, 2007]. As this clay layer is anticipated to limit the vertical infiltration of recharge water in the basins, removal and replacement of this low permeable layer is within the Project scope.

2.2.3 Hydrogeology

The Site is one of the major water conservation facilities that recharge the San Fernando Groundwater Basin by allowing percolation of the runoff water into the basin. The San Fernando Groundwater Basin covers an area of about 175 square miles. Annual groundwater recharge at the Site is 6,900 acre-feet, which provides enough water for 13,800 families per year [LACDPW, 2014]. Other recharge sources of the San Fernando Groundwater Basin are the Tujunga and Hansen Spreading Grounds.

The San Fernando Groundwater Basin is documented to contain identified areas of groundwater contamination based on water quality analyses [DWR, 2003]. The primary contaminants identified are Volatile Organic Compounds (VOCs) including trichloroethylene (TCE) and tetrachloroethylene (PCE), which have been identified in shallow zones northeast of the Site and in the vicinity of the Site (Figures 3 and 4). These contaminants are documented to have existed in groundwater encountered at depths as shallow as 200 to 280 ft below ground surface (bgs) [EPA, 1998]. A number of investigations have identified other chemicals in groundwater such as petroleum compounds, chloroform, nitrate, sulfate, and heavy metals [Setmire 1985; ULARAW 1999]. TCE, PCE and nitrate contamination occurs in the eastern part of the basin and elevated sulfate concentration occurs in the western part of the basin [ULARAW, 1999].

In the vicinity of the Site the depth to groundwater fluctuated between 300 ft and 350 ft bgs between the years 2004 and 2008 and the historic high groundwater level is approximately 210 ft bgs [LACDPW, 2009]. Groundwater in the area flows in a south-southwest direction [Kleinfelder, 2003].

2.2.4 Surface Water Hydrology

The northeast extents of the Pacoima Wash subwatershed encompass parts of the Angeles National forest and the southwestern portions of the subwatershed include urban areas of the San Fernando Valley. The subwatershed drains mainly into the Pacoima Wash (Figure 5).

The Site is located on the southernmost section of the Pacoima Wash subwatershed on the Pacoima Wash. The Pacoima Wash flows in a northeast-southwest direction through the Pacoima Spreading Ground subwatershed, originating in the upper reaches of the San Gabriel Mountains. The Pacoima Wash passes through the Pacoima reservoir/dam and the Lopez reservoir/dam where sandy debris carried from the mountains and undeveloped hillsides by the wash is captured and contained in a debris basin. At the southern end of the debris basin, the Pacoima Wash is directed into a concrete-lined channel that travels southwest towards the headworks at the Site, through residential neighborhoods and industrial areas. At this point characteristics of the wash are significantly influenced by the surrounding urban land use due to receiving surface water discharges (Figure 6). Figure 6 also shows select surface water drainage features from the Los Angeles County storm drain system. As shown in Figure 6, Pacoima Wash inflows are mostly discharges from the urban areas to the north of the wash including the water that drains into the East Canyon Channel which joins the Pacoima Wash on the northeast of the Site. In this concrete-lined portion of the Pacoima Wash, trash and other miscellaneous debris are commonly observed alongside and within the wash. As the Pacoima Wash continues southwesterly, it is funneled into a square culvert under the I-5 Freeway and SR-118 interchange (Figure 7) where the East Canyon Channel (with a northwest-southeast oriented flow) joins the Pacoima Wash and continues to the Site [Creel et al., 2004]. The East Canyon Channel is a concrete drainage channel that serves as one of the major flood control facilities in the area. The channel follows San Fernando Road to the East of Los Angeles Reservoir and at about Rinaldi Street it flows southeasterly along the I-5 Freeway.

2.3 Current Site Uses and Descriptions of Structures

The Site is currently used as spreading grounds to recharge the San Fernando Groundwater Basin. The Site is approximately 169 acres and has a storage capacity of 530 acre-feet (AF). The Site includes the following facilities:

- radial intake gate;
- intake canal;
- equipment storage / control room structures;

- 12 spreading basins (Figure 7);
- maintenance roads;
- spillways; and
- overflow weir.

The water is diverted from the Pacoima Diversion Channel using the radial gate located on the northeast end of the Site (headworks). The water then flows over a weir, through the intake canal, passing through pipes under Arleta Avenue to the spreading basins. The water percolates to the groundwater basin at the spreading grounds. The radial gate is lifted out of the channel slightly to allow excess flows of water to undershoot the gate and travel down the Pacoima Diversion Channel during high stormwater flows.

2.4 Current Adjoining Property Uses and Descriptions of Structures

The Site is located to the west of the Pacoima Diversion Channel and it is generally bounded to the north, south, east, and west by single-family residential (Figure 7). Adjacent properties included: single-family residential to the north, south, east and west; some commercial uses to the south; Devonshire Arleta Park and a plant nursery to the east and Devonwood Park to the west.

3. USER PROVIDED INFORMATION

In accordance with ASTM Standard E 1527-13, Geosyntec requested that the User of the Phase I ESA provide information that would assist in identifying RECs in connection with the Site. Based on BonTerra Psomas' recommendation, Geosyntec contacted Mr. John Bodenchak, Associate Civil Engineer at the LACDPW. Mr. Bodenchak and his manager Mr. Ken Zimmer, Head of Water Conservation Planning Section, provided the following information:

3.1 Title Records

A title report for the Site was not reviewed for purposes of the Phase I ESA. The Site has been owned by the LACFCD since the 1930s.

3.2 Environmental Liens or Activity and Use Limitations

Mr. Zimmer was not aware of any chemical releases, environmental cleanup activities, environmental liens, or land use limitations associated with the Site.

3.3 Specialized Knowledge

Mr. Zimmer stated that he has specialized knowledge or experience related to the Site. He indicated that he has 18 years of experience in spreading grounds operations and design at the LACFCD.

3.4 Commonly Known or Reasonably Ascertainable Information

Mr. Zimmer stated that he has knowledge of the past uses of the Site and indicated that the Site has been used for water conservation since its construction in the 1930s.

Mr. Zimmer indicated that a gasoline storage tank was located at the headworks area of the Site (location of this tank is shown in Appendix G). He also stated that currently herbicide is used on the Site and that Ferric chloride was used previously to aid in settlement of fines during operation of the spreading grounds.

Mr. Zimmer did not have knowledge of spills, chemical releases, and environmental cleanups that may have taken place at the Site.

3.5 Owner, Property Manager, and Occupant Information

Mr. Zimmer stated that the LACFCD has owned the Site since its construction in the 1930s.

3.6 Reason for Performing This Phase I ESA

Geosyntec understands that BonTerra Psomas and the Los Angeles County Flood Control District have requested this Phase I ESA to support the CEQA process regarding an upcoming basin enhancement Project at the Site.

3.7 Valuation Reduction for Environmental Issues

Mr. Zimmer indicated that this item is not applicable since the LACFCD has owned the Site since its construction in the 1930s and the Site is not being sold.

3.8 Other User Provided Information

Mr. Zimmer stated that based on his knowledge and experience related to the Site there have been indicators that point to the presence or likely presence of contamination at the Site. He referred to the previous environmental reports indicating potential for contamination. These reports are discussed in Section 4.4.

4. RECORDS REVIEW

4.1 Standard Environmental Records Database Search

In accordance with ASTM E 1527-13, Geosyntec reviewed applicable and reasonably accessible federal, state, and local records as part of this Phase I ESA. The environmental records review was performed in the form of an environmental database search by EDR, in an attempt to ascertain whether the Site or neighboring properties were suspected of having environmental conditions with the potential to impact (or have impacted) the soil and/or groundwater at the Site.

The database search revealed 41 facilities (onsite, adjoining and offsite) included in regulatory agency lists of known or potential hazardous waste facilities, landfills, hazardous waste generators, and disposal facilities in addition to properties under investigation. The information provided in the EDR report (Appendix B) was obtained from publicly available sources. The locations of the properties listed in the EDR report are plotted with a geographic information system (GIS). Specific records and search distances for these environmental databases were reported by EDR to be consistent with ASTM E 1527-13 and are included in the EDR report presented as Appendix B.

The database search results were screened and summarized in Table 1 based on the following criteria:

- facilities within less than 1/8 mile from the Site boundary;
- facilities within 1/3 mile of the Site boundary with contaminated soil vapor (this is the "approximate minimum search distance" as defined by ASTM 2600-10 for non-petroleum hydrocarbon chemicals of concern in soil vapor); and
- facilities beyond the Site boundary, projected to be up gradient of the Site, and listed as having groundwater contamination.

Table 1 presents a summary of the records, with a brief description of the each record, associated databases and EDR map IDs. The following describes the records associated with potential impact on the Site due to the nature of the facilities operations and chemical substances involved.

4.1.1 Site and Adjoining Property Record Results

EDR's search of available "reasonably ascertainable" government records found numerous listings within the ASTM-specified search distances. The Site and properties adjoining the Site encompass 17 of the 41 listed facilities in the EDR report. Among

these facilities the following are identified with potential or limited potential impact on the Site:

1) Former underground storage tanks (Pacoima Spreading Grounds), located on-Site at 10450 Arleta Avenue (labeled "C" on the EDR Radius Map presented in Appendix B): Two records of underground storage tanks were found at this location; a historical record (dated 1990) and a recent record (dated 2010). The recent record indicates a 250-gallon tank. The tanks contained gasoline that was used for the backup generator at the Site. The location of these tanks was reported to be on the northeast portion of the Site. No leak was reported. The records were listed in CA FID UST, HIST UST, LOS ANGELES CO. HMS, and HAZNET. These underground tanks have also been identified by previous Phase I ESAs.

2) Closed solid waste landfill facility (San Fernando City Landfill), located at Sharp Avenue and Paxton Street (labeled "34" on the EDR Radius Map presented in Appendix B): The closed landfill is located less than 1/8 mile northeast of the Site. This record was found in WMUDS/SWAT database.

3) Small quantity generator of hazardous waste (Southern California Gas Co.), located less than 1/8 mile northeast of the Site at 14201 Paxton Street (labeled "31" on the EDR Radius Map presented in Appendix B): The facility is listed in RCRA-SQG. No releases or violations were reported.

4) Underground injection wells (Chevron U.S.A. Inc.), located less than 1/8 mile west of the Site (labeled "12" on the EDR Radius Map presented in Appendix B): This facility is listed in the California Oil and Gas Wells database. The records indicate directionally drilled wells at this location.

5) Leaking underground storage tank (Arco #1575, BP west Coast Production LLC), located at 14761 Devonshire Street (labeled "D" on the EDR Radius Map presented in Appendix B): This facility is located less than 1/8 mile west of the Site which reportedly affected the soil only. The case has been closed. The record is listed in LUST, HAZNET, ERNNS, and CA FID UST.

6) A facility located at 14600 San Jose, less than 1/8 mile north of the Site, was listed as a hazardous waste generator (labeled "24" on the EDR Radius Map presented in Appendix B). No releases or violations were reported. The record was found in HAZNET database.

4.1.2 Other Offsite Record Results

Of the 41 facilities reported within a 1-mile radius of the approximate Site boundary 24 were offsite (facilities that are neither within the Site boundary nor adjoining). The locations of these facilities are shown on the Overview Map and Detail Map in the EDR report (Appendix B).

Based on a review of these database listings three (3) of the facilities appear to have the potential to impact the Site soils or groundwater below the Site (see table 1).

4.1.3 Orphan Sites

In addition to the 41 facilities identified and mapped in the EDR report, an additional eight (8) offsite properties were identified by EDR search as orphan sites. However due to the long distance of these facilities to the Site they are unlikely to have adversely affected the Site.

4.2 Local Regulatory Agencies

Geosyntec contacted the following federal, state, and local agencies and requested reasonably ascertainable records for the Site from the following agencies:

- Department of Toxic Substances Control (DTSC);
- City of Los Angeles Public Works – Industrial Waste;
- South Coast Air Quality Management District (SCAQMD);
- Regional Water Quality Control Board (RWQCB);
- Los Angeles County Public Health Investigator;
- City of Los Angeles Fire Department (LAFD); and
- City of Los Angeles Building Department.

Geosyntec provided the aforementioned agencies with Site location information such as maps, street address (10450 Arleta Avenue) and parcel numbers at the time of request. The above agencies did not have records associated with the Site with the exception of the LAFD. A permit record for the removal of a 250-gallon unleaded gasoline dated 1 July 2014 was found in the LAFD records associated with 10450 N Arleta Avenue (the Site).

4.3 Historical Documentation Review

4.3.1 Historical Aerial Photographs and Topographic Maps

As part of this Phase I ESA, an aerial photograph and topographic map review was conducted. Historical USGS topographic maps for years 1896 to 1995 and aerial photographs from 1928 to 2012 were obtained from EDR and are provided in

Appendices A and D, respectively. Based on a review of these maps and photographs, a summary of the Site developments and historical use is as follows:

- The 1900 topographic map does not show structures in the immediate vicinity of the Site.
- In 1928 other than some man-made features to the northeast, the Site appears to be undeveloped for the most part. The Pacoima wash has formed a debris basin which is not bound by roads at this time.
- The 1938 aerial photograph shows that the wash has been channelized and initial construction of the spreading grounds has begun.
- In the 1952 aerial photograph the Site appears to be bound by roads and the Site configuration is visible.
- Devonshire Street appears on the 1976 aerial photograph and minor changes to the Site configuration are visible.
- In the 1989 aerial photograph the Site configuration appears very similar to the current configuration.
- Post 1989 minor modifications to the Site and a change in vegetation are noticeable.

4.3.2 Sanborn Fire Insurance Map Review

The Sanborn Library fire insurance maps were searched by EDR. The search results however indicated that Sanborn fire insurance maps covering the Site were not available.

4.3.3 City Directories

City Directories were searched by EDR for select years from 1920 to 2013 to assess occupancy at the Site and adjoining properties (Appendix F). The address associated with the headworks at the Site (10450 Arleta Avenue, Pacoima, California) was not identified in the city directories. The findings of the City Directories search however includes information corresponding to some of the adjoining properties mostly located on Devonshire Street near the western boundary of the Site.

4.4 Additional Environmental Record Sources

Geosyntec was provided with copies of prior environmental site assessment reports. The following lists the reports provided and a summary of relevant information:

- Prior Phase I ESA titled: "Pacoima Spreading Grounds, Phase I Site Assessment, Pacoima, California" conducted in May 2002 by Geotechnical and Materials Engineering Division of Los Angeles County Department of Public Works.
    - The report identifies a "moderate level of risk in terms of the potential presence of significant contamination problems resulting from hazardous materials, including petroleum hydrocarbons, as defined under applicable Federal and State environmental laws" due to close proximity of the closed San Fernando Landfill and an unnamed landfill to the northeast of the Site.
    - The report recommends that a Phase II Environmental Site Investigation be performed to evaluate the potential presence of environmental contamination at the Site.
- Prior Phase I ESA titled: "Phase I Environmental Site Assessment, Pacoima Spreading Grounds, 10450 Arleta Avenue, Pacoima, California" conducted in March 2003 by Kleinfelder.
    - The following RECs were identified:
        - potential presence of methane and other oil well related gases within subsurface soils at the Site due to the oil and gas wells located in the immediate vicinity of the Site;
        - potential landfill gases at the Site due to the former San Fernando Landfill referenced to be located at the intersection of Sharp Avenue and Paxton Street, northeast of the Site; and
        - observed oil staining northeast of the Site and south of the water diversion equipment with unknown subsurface impact.
    - The report indicates an on-Site 750-gallon septic tank on the northeast portion of the Site, at the headworks, that was installed in 1932. The septic tank is reportedly constructed with concrete and currently exists at the Site.

- The report recommends performing a soil gas survey to assess the potential impact from the closed landfill and the oil wells in addition to sampling soil at the oil stain to assess chemical impact to the subsurface.

- Prior Phase II ESA titled: "Report of Limited Subsurface Environmental Site Assessment, Pacoima Spreading Grounds Headworks, 10450 Arleta Avenue, Pacoima, California" conducted in April 2003 by Kleinfelder.

  - This assessment included the drilling of 30 borings and the collection of 40 soil samples for laboratory testing on the northeast portion of the Site, at the headworks.

  - The soil samples were analyzed for total petroleum hydrocarbons (gasoline, and diesel range), VOCs, total recoverable petroleum hydrocarbons, organochlorine pesticides, PCBs, California Title 22 metals and chlorinated herbicides.

  - VOCs, PCBs, herbicides and pesticides were not detected in soil samples.

  - Hydrocarbons were detected at concentrations ranging from 1.36 to 85.4 milligrams per kilogram (mg/kg). Petroleum hydrocarbons in soil were not vertically delineated.

  - With the exception of lead, concentrations of detected metals were below the U.S. EPA Residential Preliminary Remediation Goals (PRGs). Lead was detected in one sample at 5 ft bgs at a concentration of 155 (mg/kg). Based on this result the Waste Extraction Test (WET) was performed resulting in a concentration of 9.11 milligrams per liter. This concentration is greater than the Soluble Threshold Limit Concentration (STLC) used for hazardous waste classification.

  - A soil gas survey was also recommended depending on the future uses of the Site.

5. SITE RECONNAISSANCE AND INTERVIEWS

5.1 Methodology and Limiting Conditions

Geosyntec conducted a reconnaissance of the Site on 2 February 2015 to assess the environmental conditions on and around the Site. Mr. John Bodenchak, LACDPW's Associate Civil Engineer, provided escort during the Site reconnaissance and provided access to the Site and associated facilities. Mr. Bodenchak has worked for the LACDPW for about seven (7) years and particularly on the Site for about four (4) years. Mr. Octaviano Fernandez, Flood Control Construction Supervisor, was also present during the Site reconnaissance.

As part of the Site reconnaissance, Geosyntec looked for evidence regarding hazardous substances use, storage, or disposal at and in the vicinity of the Site. Moreover, Geosyntec evaluated the Site for areas of disturbed or discolored soil, suspect equipment, which may contain hazardous substances, areas of distressed vegetation, wastewater discharge areas, storage tanks/septic systems, waste management/disposal areas, lagoons, pits, sumps, surface water management areas, and stained surfaces.

Adjoining properties were observed from the perimeter of the Site or via access roads. Select photographs taken during the Site reconnaissance are presented in Appendix G.

5.2 General Site Setting

5.2.1 Current Use of the Site

At the time of Geosyntec's performance of this Phase I ESA, the Site consisted of a northeastern area known as the "headworks" in the vicinity of the intake canal where water diversion equipment, office/supply structures, and a gate operation structure were located. The radial gate at the headworks is used to divert the water from Pacoima Diversion Channel to the spreading grounds. The spreading basins were situated to the southwest of the headworks and comprised the majority of the Site area. This is where the runoff water percolates into the basin soils and recharges the groundwater.

5.2.2 Current Use of Adjoining Properties and the Surrounding Area

The area surrounding the Site is mostly residential. However, two parks, the Devonshire Arleta and Devonwood parks are located on the east and west side of the Site, respectively. A plant nursery and a vacant triangular shaped gravel padded area are located to the northeast of the Site. According to previous ESAs and Mr. Bodenchak this vacant area is where the oil and gas wells were previously located.

The closed San Fernando City Landfill is located on Sharp Avenue and Paxton Street, across from the headworks at the Site.

5.3 Observations

5.3.1 Hazardous Substances and Petroleum Products

Geosyntec observed a hazardous materials storage container kept at the northeast corner of the Site. The LACDPW personnel described the stored materials as paint. The container was closed and no significant evidence of staining or spills was observed.

Two 250-gallon underground storage tanks used for the backup generator were formerly located in the headworks area near the generator. According to Mr. Octaviano these tanks have been removed from the Site. The previous location of the underground tanks is shown in Appendix G.

The area where the oil and gas wells previously located off-Site to the northeast of the headworks was visited and it appeared to be mostly covered with gravel.

No other hazardous substances or petroleum products were observed during the Site reconnaissance.

5.3.2 Storage Tanks

No evidence of existing underground or aboveground storage tanks was observed during the Site reconnaissance. The location of a previously existing underground storage tank however was noted.

5.3.3 Odors

No strong, pungent, or noxious odors were observed at the Site during the Site reconnaissance.

5.3.4 Pools of Liquid

Pools of liquid were not observed at the Site (other than the residual water in the designated intake canal) during the Site reconnaissance.

5.3.5 Drums or Containers and Unidentified Substances/Containers

Drums were not observed at the Site at the time of Geosyntec's Site reconnaissance. However, Mr. Bodenchak indicated that chemical coagulants (ferric chloride) were previously used at the spreading grounds to aid in settlement of fines.

5.3.6 Indications of Polychlorinated Biphenyls (PCBs)

During the Site visit, Geosyntec did not observe transformers on-Site, however, lighting ballast was observed in lighting fixtures. Lighting ballast installed prior to 1979 may contain small amounts of PCBs and should be disposed of properly when eventually discarded.

5.3.7 Heating and Cooling System

A Heating Ventilation and Cooling (HVAC) system was observed in a small control room structure at the headworks.

5.3.8 Stains or Corrosion

Geosyntec did not observe significant areas of ground staining at the time of the Site reconnaissance. However some degree of corrosion was observed in the intake canal.

5.3.9 Drains and Sumps

Geosyntec did not observe drains or sumps at the time of the Site reconnaissance.

5.3.10 Pits, Ponds, and Lagoons

Only pits, ponds and lagoons associated with the spreading ground activities were observed. No evidence of hazardous materials was observed during the Site reconnaissance.

5.3.11 Stained Soil or Pavement

Geosyntec did not observe significantly stained soil or pavement at the subject Site.

5.3.12 Stressed Vegetation

No stressed vegetation was observed at the Site during the Site reconnaissance.

5.3.13 Solid Waste

No evidence of filled areas was observed. However some solid waste (mostly trash, tires, etc.) was observed near the perimeter fences and within the spreading grounds. No evidence of illicit dumping of potentially hazardous substances was noted during the Site reconnaissance.

The location of the closed San Fernando City Landfill located off-Site was visited and the area appeared to be covered by vegetation.

5.3.14 Wastewater or Stormwater Discharge

No evidence of onsite storm drains or other wastewater discharge was observed during the Site reconnaissance. The Pacoima Wash that drains to the Site however carries stormwater discharges from the surrounding area.

5.3.15 Wells

Piezometers were observed around the spreading grounds that are used to measure the depth to water.

5.3.16 Septic Systems

While no evidence of septic systems was observed during the reconnaissance, Mr. Bodenchak described a 750-gallon septic tank that was installed in the northeastern portion of the Site in 1932.

6. INTERVIEWS

6.1 Interview of Property Owner

On 2 February 2015 Geosyntec interviewed Mr. John Bodenchak, Associate Civil Engineer and Mr. Octaviano Fernandez, Flood Control Construction Supervisor. During the interview, questions were asked regarding Site use and conditions, typical of a Phase I ESA interview in accordance with ASTM E 1527-13.

Mr. Bodenchak indicated that currently a hazardous materials storage container is kept at the northeast corner of the Site. According to Mr. Bodenchak the container only holds cans of paint that is used to clean up graffiti. Mr. Bodenchak also stated that pesticides and herbicides are applied to the grounds. Mr. Fernandez indicated that an underground storage tank that contained gasoline and was used to fuel the backup generator was removed from the Site more than a year ago.

Mr. Bodenchak and Mr. Fernandez did not have knowledge of any other hazardous materials/waste.

On 5 February 2015 Mr. Ken Zimmer, Head of Water Conservation Planning Section also provided information regarding current use of herbicides and previous use of ferric chloride (to aid settlements of fines at the spreading grounds) at the Site. Mr. Zimmer indicated that an underground storage tank containing gasoline was previously located at the Site (on the northeast portion at the headworks).

6.2 Interview with Others

No other interviews were conducted as part of this Phase I ESA.

7. EVALUATION

7.1 Findings and Opinions

Based on the information identified and reviewed, other key findings of the Phase I ESA include:

- The Site includes the southernmost portions of the Pacoima Spreading Grounds subwatershed and is located in the northern portion of the San Fernando Valley near the intersection of Devonshire Street and Arleta Avenue, Los Angeles, California.

- The Site facilitates the groundwater basin recharge by receiving the Pacoima Wash water and spreading in through the basins allowing for water percolation through the spreading grounds.

- Two (250-gallon) underground storage tanks containing gasoline were located on-Site at 10450 Arleta Avenue (northeast portion of the Site). These tanks have reportedly been removed from the Site.

- The closed San Fernando City Landfill is located adjacent to the northeast portion of the Site and the intake canal. Landfill gas migration from the closed landfill to the Site is a potential concern.

- Oil and gas wells were previously in operation adjoining the Site.

- A septic tank is reportedly located on the northeast portion of the Site (near the east-central portion of the headworks). This 750-gallon tank was installed in 1932 and was constructed with concrete.

- Kleinfelder conducted soil sampling and testing on the northeast portion of the Site (at the headworks). The testing resulted in detection of hydrocarbons at concentrations ranging from 1.36 to 85.4 (mg/kg). These concentrations are well below the general accepted action level; however petroleum hydrocarbons in soil were not vertically delineated. Lead was also detected in one sample at 5 ft bgs at a concentration of 155 (mg/kg). Additional soil analytical (i.e., WET test) results indicated a lead concentration of greater than the STLC used for hazardous waste classification.

- Underground injection wells have been recorded to be located west of the Site. These wells are listed in California Oil and Gas Wells database and are reported to have been abandoned [DOGGR, 2015].

7.2 Conclusions

Geosyntec has performed a Phase I ESA of the Site, located in the northern portion of the San Fernando Valley near the intersection of Devonshire Street and Arleta Avenue, Los Angeles, California, in conformance with the scope and limitations of ASTM Practice E1527-13. Any exceptions to, or deletions from this practice, are described in Sections 1, and 7.3 of this report. This assessment has revealed evidence of recognized environmental conditions RECs in connection with the Site as follows:

- Potential migration of gases: The closed San Fernando City Landfill, and the abandoned oil and gas wells located adjacent to the Site (northeast of the Site) are potential sources of gas migration to the Site.

- Previous subsurface investigations: Petroleum hydrocarbons and lead were detected during previous subsurface investigations on the northeast portion of the Site. Hydrocarbons concentrations ranged from 1.36 to 85.4 (mg/kg). Petroleum hydrocarbons in soil were not vertically delineated. WET test results indicated a lead concentration of greater than the STLC used for hazardous waste classification.

- Underground storage tanks: Two (250-gallon) underground storage tanks containing gasoline that were located on-Site at 10450 Arleta Avenue (northeast portion of the Site) may be associated with potential impact to the Site. Soil sampling and testing at this location following removal of the tank in 2014 has not been performed / reported.

7.3 Data Gaps

In accordance with ASTM E1527-13, this section documents data gaps in the information obtained and reviewed as part of this Phase I ESA and discusses the associated significance. A data gap is defined in ASTM E1527-13 as being "… *a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information*". The only data gap in this environmental site assessment is the records requested from the City of Los Angeles Fire Department Plan Check and Underground Storage Tank Division. At the time of this report Geosyntec had not received any records from this agency.

7.4 Exceptions and Deviations

In performance of this Phase I ESA, Geosyntec has not identified potential exceptions or deviations from the ASTM E 1527-13 standard of practice except where noted.

7.5 Qualifications of Environmental Professionals

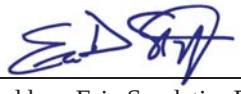
This Phase I Environmental Site Assessment was performed by Dr. Zahra Amini and Mr. Brian Cozzens of Geosyntec. The Phase I ESA was performed under the oversight of Mr. Eric Smalstig P.E., and Mr. Mike Reardon, P.E. Mr. Reardon and Mr. Smalstig are Environmental Professionals as defined by the ASTM E1527-13 standard. As lead reviewer, Mr. Reardon's professional qualifications are provided in Appendix H.

7.6 Signature by Environmental Professionals

We declare, that to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of 40 CFR §312.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Site. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Signed by: Mike Reardon, P.E. – Associate



Signed by: Eric Smalstig, P.E. – Principal

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TABLES

TABLE 1

SUMMARY OF RECORDS REVIEW
PHASE I ENVIRONMENTAL SITE ASSESSMENT
PACOIMA SPREADING GROUNDS, LOS ANGELES, CALIFORNIA

Site Name and Address	EDR Map ID	Direction (relative to Site center)	Databases	Summary/Opinion
within or less than 1/8 mile from the Site boundary				
Pacoima Wash – Pacoima Spreading Grounds 10450 Arleta Ave	C	Northeast	CA FID UST HIST UST LOS ANGELES CO. HMS HAZNET	No leak detected. Identified as a potential REC.
San Fernando City Landfill Sharp Ave and Paxton	34	Northeast	WMUDS/SWAT	Facility is a waste management unit located upgradient from the Site center. Identified as a potential REC.
Southern California Gas Co. 14201 PAXTON ST	31	Northeast	RCRA-SQG	Facility listed as small quantity generator. No violations found. Facility is upgradient from Site center.
14661 San Jose	B	North	ERNS	Facility is upgradient from Site center.
Arco #1575 BP West Coast Products LLC 015 786 Venture Inc. Fazelrahman Tajar/ Ata. U Rahma H Haghighi/M Jahangir 14761 Devonshire st	A/D	West	ERNS LUST UST HAZNET RGA LUST CA FID UST HIST UST EDR US Hist Auto Stat	Leak reported. Case closed in 2004. Facility is downgradient from Site Center.
Broker Hazmat Disposal Inc. 14839 SAN JOSE ST	33	Northwest	RCRA NonGen / NLR	No violations found. Facility is crossgradient from the Site center.
Chevron U.S.A. Inc.	12/A14	Northwest	UIC	Listed in California Oil and Gas Wells database. Facility is downgradient from the Site center.
Clarita Capellini 14670 San Jose St.	B4	North	HAZNET	Facility is upgradient from the Site center. No violations found.

Site Name and Address	EDR Map ID	Direction (relative to Site center)	Databases	Summary/Opinion
Nellie Loya 14626 Hiawatha St.	13	North	HAZNET	No violations found. Facility is upgradient from the Site center.
Motchell Marciales 10541 Lev Ave	20	Northeast	HAZNET	Asbestos containing waste reported. Facility is upgradient from the Site center.
Mike Marr 14600 San Jose	24	North	HAZNET	Unspecified organic liquid mixture reported. Facility is upgradient from the Site center.
10540 Arleta Ave	25	Northeast	EDR US Hist Auto Stat	No violations found. Facility is upgradient from the Site center.
10529 Cedros Ave	32	North	EDR US Hist Auto Stat	Facility is upgradient from the Site center.
Chevron Service 14800 Devonshire	17	West	EDR US Hist Auto Stat	Facility is downgradient from the Site center.
14805 Devonshire	A19	West	EDR US Hist Auto Stat	Facility is downgradient from the Site center.
14512 San Jose St.	26	North	EDR US Hist Cleaners	Facility is upgradient from the Site center.
10729 Sharp Ave.	35	Northeast	EDR US Hist Cleaners	Facility is upgradient from the Site center.
10100 Woodman Ave.	16	Southwest	EDR US Hist Cleaners	Facility is downgradient from the Site center.
less than 1/3 mile of the Site boundary with contaminated soil vapor				
None was found.				
beyond the Site boundary with groundwater contamination				
San Fernando Valley (Area 1) North Hollywood	0	Northeast	NPL	This is a Federal Superfund site and is listed on the National Priorities List (NPL). Facility is upgradient from the Site Center.

Site Name and Address	EDR Map ID	Direction (relative to Site center)	Databases	Summary/Opinion
American Etching and Manufacturing 13730 Desmond St.	H62	Northeast	RCRA –LQG LUST CORRACTS SLIC (open-Inactive) WIP HAZNET HWP WDS	Leak reported. Facility Has Received Notices of Violations. Violation lead agency is EPA. Facility listed as LUST cleanup site. Facility status is open-inactive in 2014. Facility is upgradient from the Site Center.
Price Pfister Inc. 13500 Paxton St. Pacoima, CA 91331	66	Northeast	LUST SLIC WIP EMI ENVIROSTOR CA WDS	Facility SLIC status in 2010: Open-Remediation. Facility WIP status: Active. Heavily contaminates soils. VOC's reported. Facility is upgradient from the Site Center.

TABLE 2

DETAILED SCOPE ELEMENTS PER ASTM E1527-13
PHASE I ENVIRONMENTAL SITE ASSESSMENT
PACOIMA SPREADING GROUNDS, LOS ANGELES, CALIFORNIA

SCOPE ELEMENT	ASTM E-1527-13 Reference	INCLUDED ?
RECORDS REVIEW	**8.0**	- -
Standard Environmental Record Sources (radii of search 0.5/1.0 miles)	**8.2.1**	- -
Federal NPL site list	8.2.1	Yes
Federal Delisted NPL site list	8.2.1	Yes
Federal CERCLIS list	8.2.1	Yes
Federal CERCLIS NFRAP site list	8.2.1	Yes
Federal RCRA CORRACTS facilities list	8.2.1	Yes
Federal RCRA non-CORRACTS TSD facilities list	8.2.1	Yes
Federal RCRA generators list	8.2.1	Yes
Federal institutional control/engineering control registries	8.2.1	Yes
Federal ERNS list	8.2.1	Yes
State and tribal lists of hazardous waste sites identified for investigation or remediation: State- and tribal-equivalent NPL	8.2.1	Yes
State and tribal lists of hazardous waste sites identified for investigation or remediation: State- and tribal-equivalent CERCLIS	8.2.1	Yes
State and tribal landfill and/or solid waste disposal site lists	8.2.1	Yes
State and tribal leaking storage tank lists	8.2.1	Yes
State and tribal registered storage tank lists	8.2.1	Yes
State and tribal institutional control/engineering control registries	8.2.1	Yes
State and tribal voluntary cleanup sites	8.2.1	Yes
State and tribal Brownfield sites	8.2.1	Yes
Additional Environmental Record Sources	**8.2.3**	- -
Types of Records	8.2.3	- -
Local Brownfield Lists	8.2.3	Yes
Local Lists of Landfill/Solid Waste Disposal Sites	8.2.3	Yes
Local Lists of Hazardous Waste/Contaminated Sites	8.2.3	Yes
Local Lists of Registered Storage Tanks	8.2.3	Yes
Local Land Records (for activity and use limitations)	8.2.3	No
Records of Emergency Release Reports (42 U.S.C. 11004)	8.2.3	No
Records of Contaminated Public Wells	8.2.3	No
Sources	8.2.3	- -
Department of Health/Environmental Division	8.2.3	Yes
City Fire Department	8.2.3	Yes
Planning Department	8.2.3	Yes
Building Permit/Inspection Department	8.2.3	Yes
Local/Regional Pollution Control Agency	8.2.3	Yes
Local/Regional Water Quality Agency	8.2.3	No
Local Electric Utility Companies (for records relating to PCBs)	8.2.3	No
Physical Setting Sources	**8.2.4**	- -

SCOPE ELEMENT	ASTM E-1527-13 Reference	INCLUDED ?
Mandatory Standard Physical Setting Source	8.2.4	- -
USGS – Current 7.5 Minute Topographic Map (or equivalent)	8.2.4	Yes
Discretionary and Non-Standard Physical Setting Sources	8.2.4	- -
USGS and/or State Geological Survey – Groundwater Maps	8.2.4	No
USGS and/or State Geological Survey – Bedrock Geology Maps	8.2.4	No
USGS and/or State Geological Survey – Surficial Geology Maps	8.2.4	No
Soil Conservation Service – Soil Maps	8.2.4	No
Other Physical Setting Sources that are reasonably credible	8.2.4	No
Standard Historical Sources	**8.3.4**	- -
Aerial Photographs (review of one source of air photo)	8.3.4.1	Yes
Fire Insurance Maps (such as Sanborn maps)	8.3.4.2	Yes
Property Tax Files	8.3.4.3	No
Recorded Land Title Records	8.3.4.4	No
USGS Topographic Maps (other than requirement of 8.2.3)	8.3.4.5	No
Local Street Directories	8.3.4.6	Yes
Building Department Records	8.3.4.7	No
Zoning/Land Use Records	8.3.4.8	No
Other Historical Sources	8.3.4.9	No
SITE RECONNAISSANCE	**9.0**	- -
General Site Setting	**9.4.1**	- -
Current Use(s) of the Property	9.4.1.1	Yes
Past Use(s) of the Property	9.4.1.2	Yes
Current Uses of Adjoining Properties	9.4.1.3	Yes
Past Uses of Adjoining Properties	9.4.1.4	Yes
Current or Past Uses in the Surrounding Area	9.4.1.5	Yes
Geologic, Hydrogeologic, Hydrologic, and Topographic Conditions	9.4.1.6	Yes
General Description of Structures	9.4.1.7	Yes
Roads	9.4.1.8	Yes
Potable Water Supply	9.4.1.9	Yes
Sewage Disposal System	9.4.1.10	Yes
Interior and Exterior Observations	**9.4.2**	- -
Current Use(s) of the Property	9.4.2.1	Yes
Past Use(s) of the Property	9.4.2.2	Yes
Hazardous Substances and Petroleum Products in Connection with Identified Uses	9.4.2.3	Yes
Storage Tanks	9.4.2.4	Yes
Odors	9.4.2.5	Yes
Pools of Liquid	9.4.2.6	Yes
Drums	9.4.2.7	Yes
Hazardous Substance and Petroleum Products Containers (not necessarily in connection with identified uses)	9.4.2.8	Yes
Unidentified Substance Containers	9.4.2.9	Yes
PCBs	9.4.2.10	Yes
Interior Observations	**9.4.3**	- -

SCOPE ELEMENT	ASTM E-1527-13 Reference	INCLUDED ?
Heating/Cooling	9.4.3.1	Yes
Stains or Corrosion	9.4.3.2	Yes
Drains and Sumps	9.4.3.3	Yes
Exterior Observations	**9.4.4**	- -
Pits, Ponds or Lagoons	9.4.4.1	Yes
Stained Soil or Pavement	9.4.4.2	Yes
Stressed Vegetation	9.4.4.3	Yes
Solid Waste	9.4.4.4	Yes
Waste Water	9.4.4.5	Yes
Wells	9.4.4.6	Yes
Septic Systems	9.4.4.7	Yes
INTERVIEWS WITH (PAST AND) PRESENT OWNERS AND OCCUPANTS(1)	**10.0**	**YES**
INTERVIEWS WITH STATE AND/OR LOCAL GOVERNMENT OFFICIALS	**11.0**	- -
State and/or Local Agency Officials	**11.5.1**	- -
Local Fire Department that Serves the Property	11.5.1.1	No
State and/or Local Health Agency or Local/Regional Office of State Health Agency Serving the Area in Which the Property is Located	11.5.1.2	No
State and/or Local Agency or Local/Regional Office of State Agency having Jurisdiction over Hazardous Waste Disposal or Other Environmental Matters in the Area in which the Property is Located	11.5.1.3	No
Local Agencies Responsible for the Issuance of Building Permits or Groundwater Use Permits that Document the Presence of AULs which may Identify a Recognized Environmental Condition in the Area in which the Property is Located.	11.5.1.4	No
EVALUATION AND REPORT PREPARATION	**12.0**	**YES**
NON-SCOPE CONSIDERATIONS(2)	**13.0**	- -
Asbestos-Containing Building Materials	13.1.5.1	No
Radon	13.1.5.2	No
Lead-Based Paint	13.1.5.3	No
Lead in Drinking Water	13.1.5.4	No
Wetlands	13.1.5.5	No
Regulatory Compliance	13.1.5.6	No
Cultural and Historical Resources	13.1.5.7	No
Industrial Hygiene	13.1.5.8	No
Health and Safety	13.1.5.9	No
Ecological Resources	13.1.5.10	No
Endangered Species	13.1.5.11	No
Indoor Air Quality	13.1.5.12	No
Biological Agents	13.1.5.13	No
Mold	13.1.5.14	No

Notes: (1) Contact information for previous and current owner(s) to be provided to Geosyntec.
(2) Will be performed at an additional cost if other research indicates a potential issue may exist.

FIGURES

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Site Plan
Pacoima Spreading Grounds
Los Angeles, CA

600 300 0 600 1,200
Feet

Geosyntec consultants

Project No:

February 2015

Figure
2

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SIMI VALLEY
GOLDEN STATE FRWY
SITE
SAN DIEGO FRWY
ROSCOE BLVD.
HOLLYWOOD FRWY
SHERMAN WAY
VAN NUYS BLVD.
VANOWEN ST.
WOODMAN AVE.
VICTORY BLVD.
FULTON AVE.
OXNARD ST.
WHITSETT AVE.
BURBANK BLVD.
LAUREL CYN. BLVD.
LANKERSHIM BLVD.
MAGNOLIA BLVD
VENTURA FRWY
VERDUGO AVE
LANKERSHIM BLVD.
LOS ANGELES RIVER
BURBANK AIRPORT
GOLDEN STATE FRWY
BUENA VISTA ST.
OLIVE AVE.
ALAMEDA AVE.
GLENOAKS BLVD.
VERDUGO AVE.
WESTERN AVE.
SONORA AVE.
SAN FERNANDO RD.
VERDUGO MOUNTAINS
BASIN BOUNDARY
FOOTHILL FRWY
VENTURA FRWY
COLORADO ST.
GLENDALE AVE
CHEVY CHASE DR
LOS FELIZ DR
GLENDALE FRWY
VERDUGO RD
EAGLE ROCK BLVD.
GOLDEN STATE FRWY

SITE

LOCATION MAP

LEGEND

- > ND - 5 µg/L (MCL)
- 5.01 - 50 µg/L
- 50.01 - 100 µg/L
- 100.01 - 500 µg/L
- 500.01 - 1000 µg/L
- 1000.01 - 5000 µg/L
- Above 5000 µg/L

N
W
E
S

NOTES:

1. The areas of contamination shown on this map represent generalized two-dimensional approximations based on water quality analysis from RI Monitoring Wells, Facility Wells, and Production Wells where the top of screened interval is within 50 feet of the water table.
2. Due to the possible vertical zonation of contamination, a well within an identified area of contamination may produce water with contamination different than that indicated on this map.
3. Areas of contamination are based on: the highest concentration during 1998 sample events for RI wells sampled quarterly; the highest concentration during the previous two sample rounds (or 18 months) for wells sampled annually; and, the most recent record available for wells sampled more than 18 months prior to most recent sample event.
4. Areas outside the zones represented here may be contaminated. Data available in the areas outside the zones represented on this map are below the detection limit of 2 µg/l.

SAN FERNANDO VALLEY BASIN
TCE Contamination (µg/L) in Shallow Zone in 1998

San Fernando Valley Basin
TCE Contamination
Los Angeles, CA

0 3500 7000 14000
FEET

Geosyntec consultants

FIGURE 3

Project No: HR1507 | February 2015

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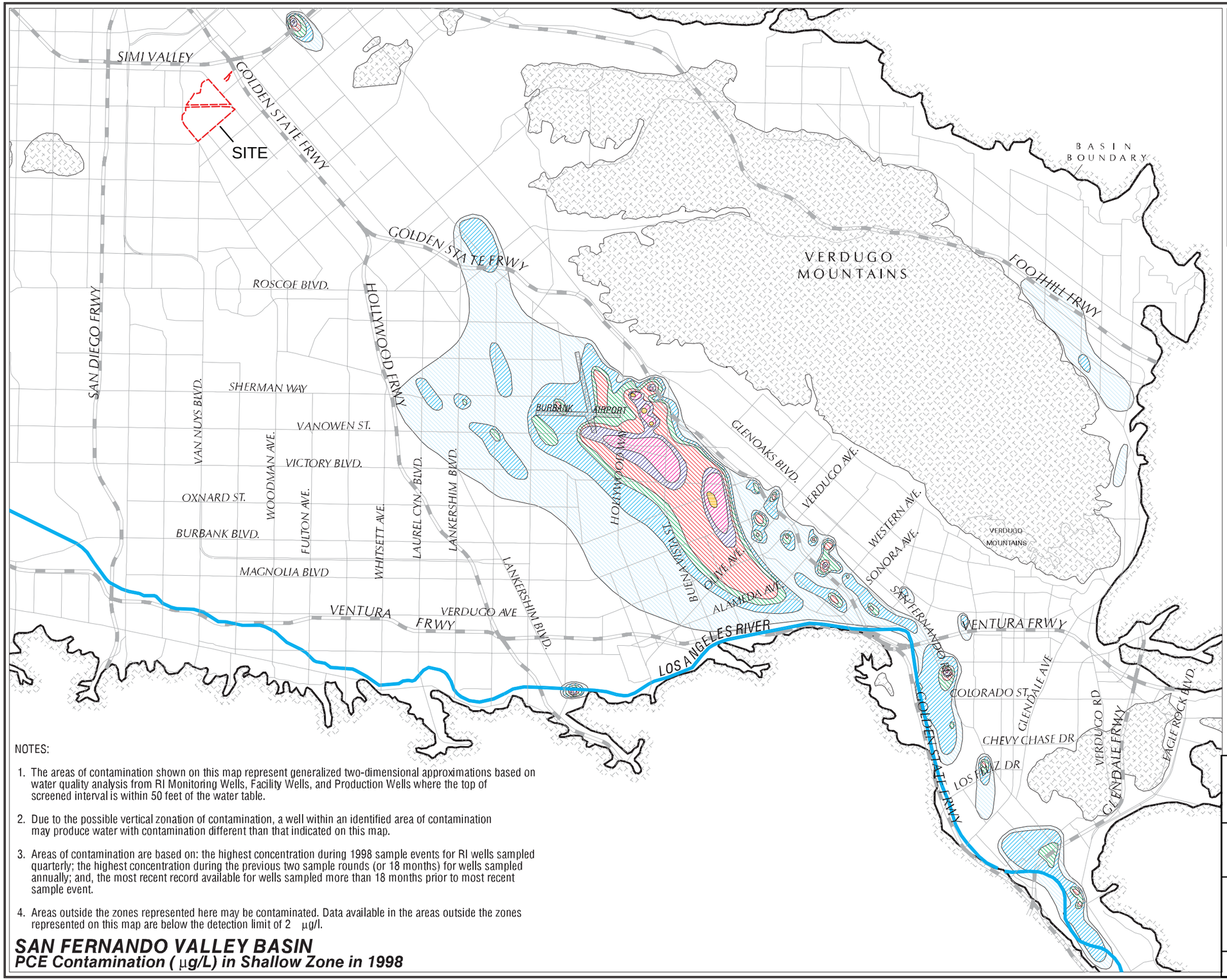

NOTES:

1. The areas of contamination shown on this map represent generalized two-dimensional approximations based on water quality analysis from RI Monitoring Wells, Facility Wells, and Production Wells where the top of screened interval is within 50 feet of the water table.
2. Due to the possible vertical zonation of contamination, a well within an identified area of contamination may produce water with contamination different than that indicated on this map.
3. Areas of contamination are based on: the highest concentration during 1998 sample events for RI wells sampled quarterly; the highest concentration during the previous two sample rounds (or 18 months) for wells sampled annually; and, the most recent record available for wells sampled more than 18 months prior to most recent sample event.
4. Areas outside the zones represented here may be contaminated. Data available in the areas outside the zones represented on this map are below the detection limit of 2 µg/l.

SAN FERNANDO VALLEY BASIN
PCE Contamination (µg/L) in Shallow Zone in 1998

San Fernando Valley Basin
PCE Contamination
Los Angeles, CA

0 3500 7000 14000
FEET

Geosyntec consultants

FIGURE 4

Project No: HR1507 | February 2015

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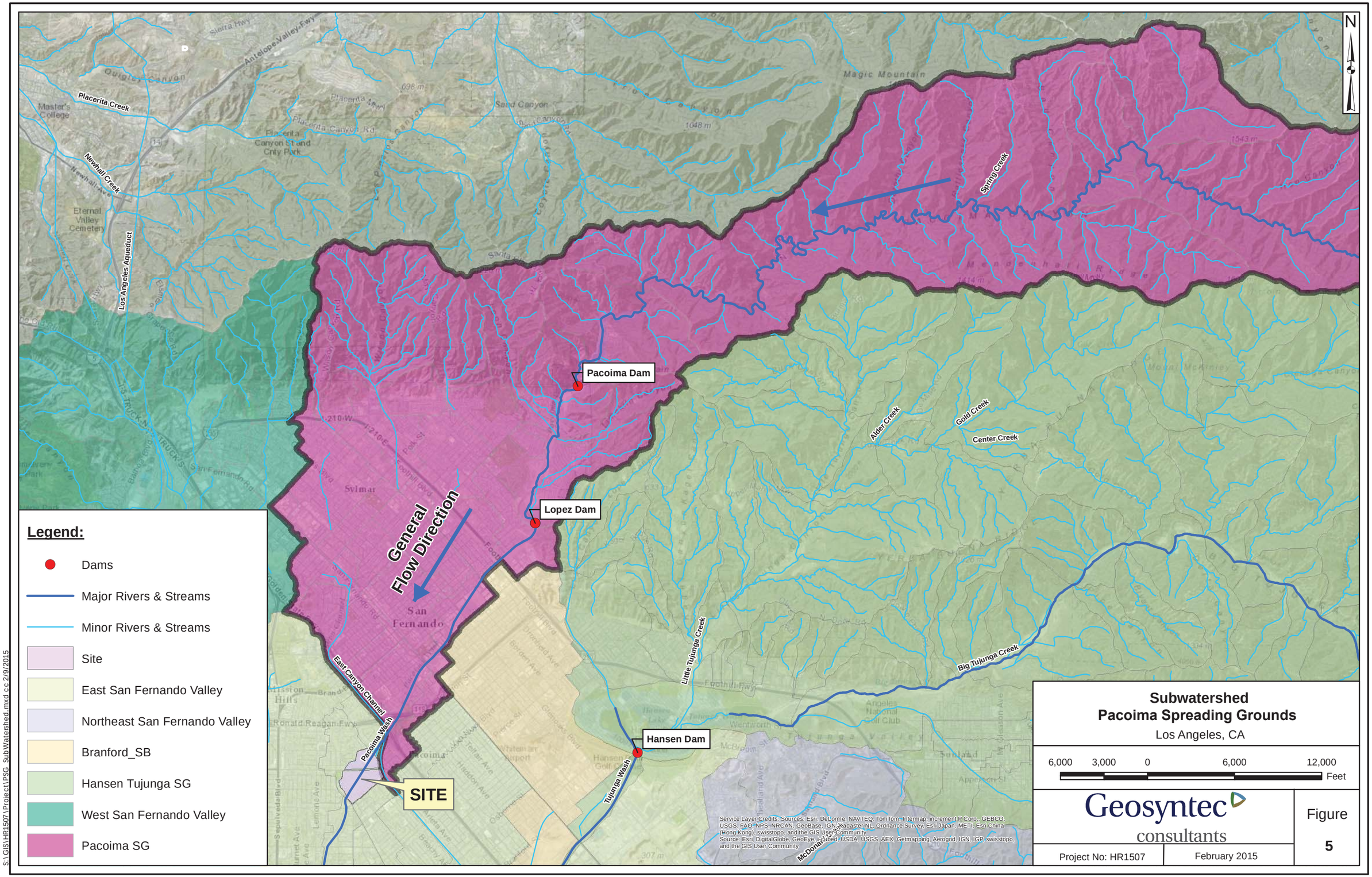
N
Pacoima Dam
Lopez Dam
Hansen Dam
SITE
General Flow Direction
Placerita Creek
Newhall Creek
Los Angeles Aqueduct
Spring Creek
Alder Creek
Gold Creek
Center Creek
Little Tujunga Creek
Big Tujunga Creek
East Canyon Channel
Pacoima Wash
Tujunga Wash
Legend:
Dams
Major Rivers & Streams
Minor Rivers & Streams
Site
East San Fernando Valley
Northeast San Fernando Valley
Branford_SB
Hansen Tujunga SG
West San Fernando Valley
Pacoima SG
Subwatershed
Pacoima Spreading Grounds
Los Angeles, CA
6,000 3,000 0 6,000 12,000
Feet
Geosyntec consultants
Project No: HR1507
February 2015
Figure
5
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General Surface Water Flow

Legend:

- Catch Basin
- Flowlines
- Natural Drainage
- Open Channel
- Culvert
- Force Main
- Gravity Main
- Lateral Line
- Site

SITE

Pacoima Wash

East Canyon Channel

Big Tujunga Creek

Tujunga Wash

Little Tujunga Creek

Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Surface Drainage - General Layout
Pacoima Spreading Grounds
Los Angeles, CA

3,000 1,500 0 3,000 6,000 Feet

Geosyntec consultants

Project No: HR1507 | February 2015

Figure 6

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N

Site Adjoining Land Use
Pacoima Spreading Grounds
Los Angeles, CA

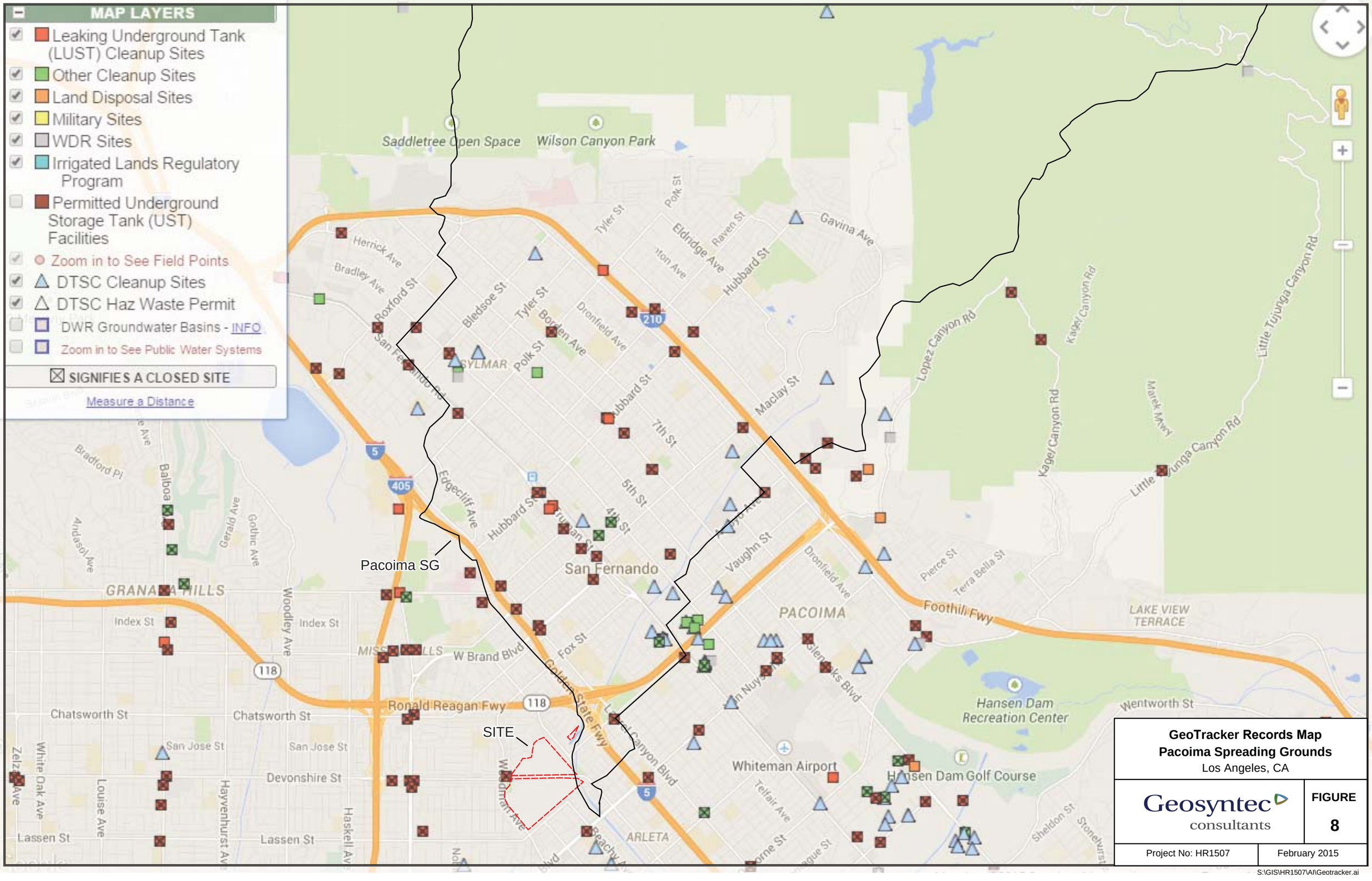
0 300 1/3 1/2 Miles

Geosyntec consultants

FIGURE 7

Prouject No: HR1507 | February 2015

S:\GIS\HR1507\AI\SiteAdjoiningLandUse_AI.ai



GeoTracker Records Map
Pacoima Spreading Grounds
Los Angeles, CA

Geosyntec consultants

FIGURE 8

Project No: HR1507 | February 2015

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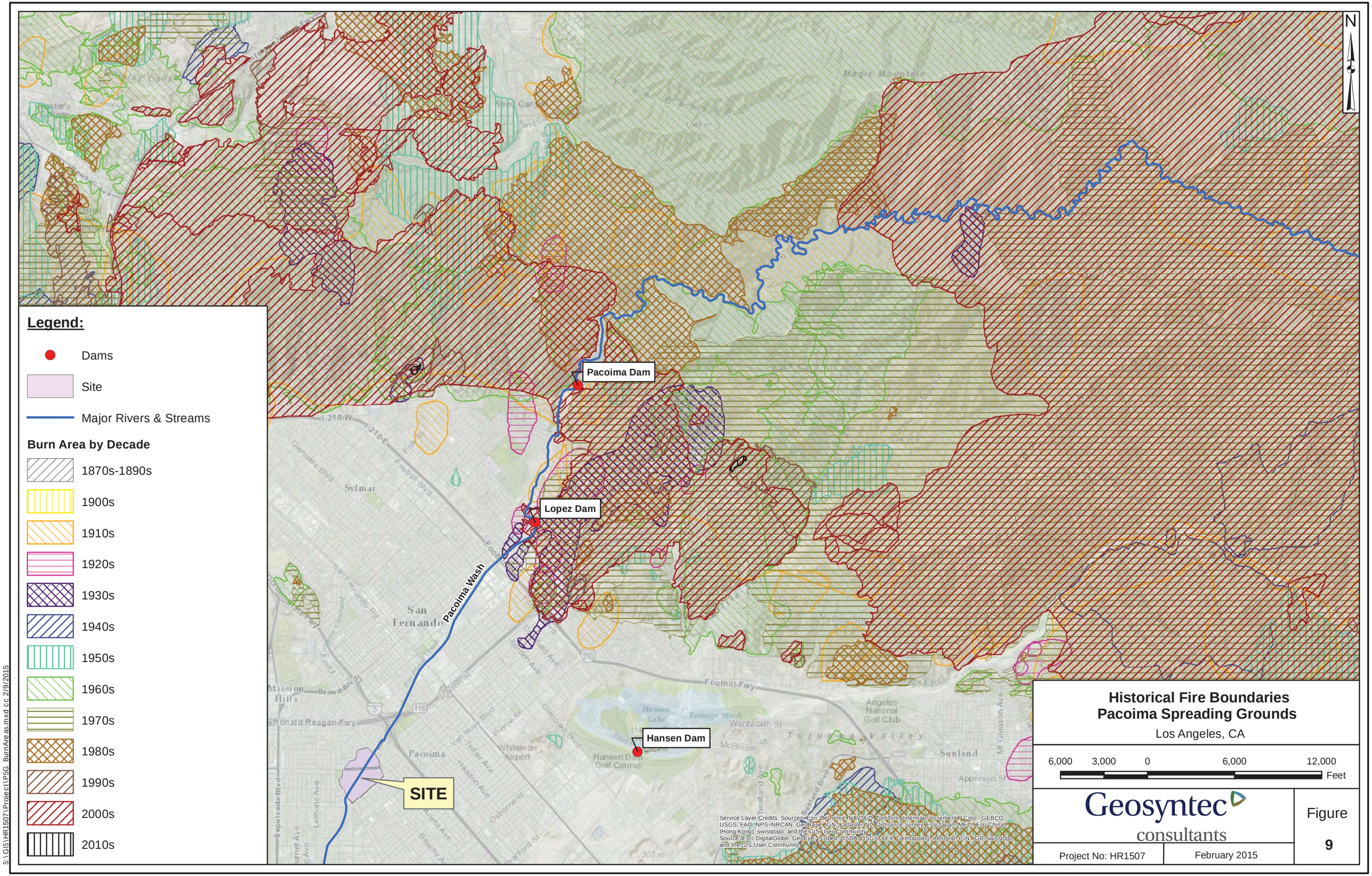


Historical Fire Boundaries
Pacoima Spreading Grounds
Los Angeles, CA

6,000 3,000 0 6,000 12,000 Feet

Geosyntec consultants

Project No: HR1507 | February 2015

Figure 9

S:\GIS\HR1507\Project\PSG_BurnAreas.mxd cc 2/9/2015

APPENDIX A
HISTORICAL TOPOGRAPHIC MAPS

Historical Topographic Map

N	ADJOINING QUAD NAME: SANTA MONICA MAP YEAR: 1896 SERIES: 15 SCALE: 1:62500	SITE NAME: Pacoima Spreading Grounds Lacfcd Site ADDRESS: Intersection of Devonshire Street & Arleta Ave Mission Hills, Los A, CA LAT/LONG: 34.2563 / -118.449	CLIENT: GeoSyntec Consultants CONTACT: Zahra Amini INQUIRY#: 4185299.4 RESEARCH DATE: 01/19/2015

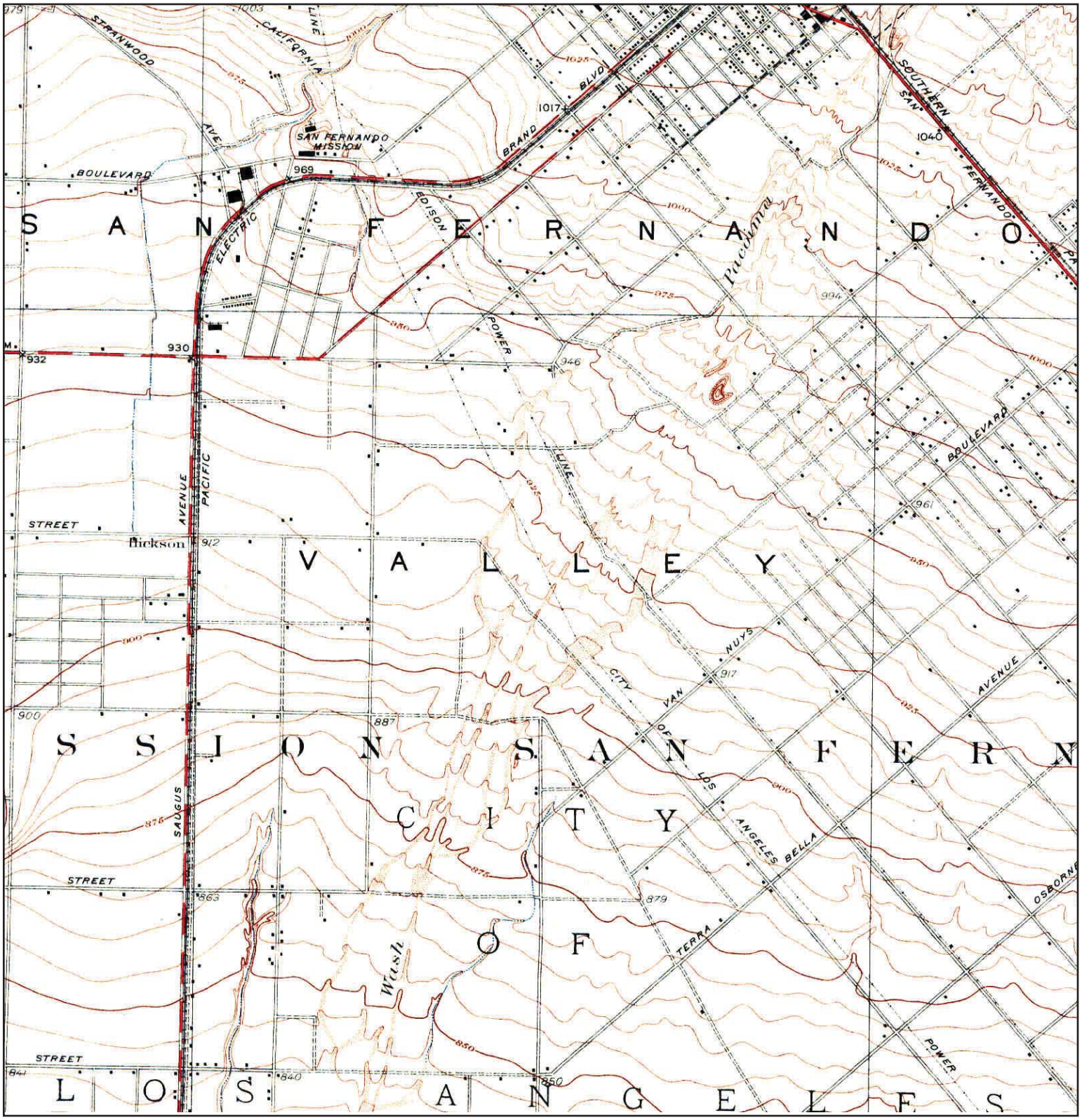
Historical Topographic Map

N	TARGET QUAD NAME: FERNANDO MAP YEAR: 1900 SERIES: 15 SCALE: 1:62500	SITE NAME: Pacoima Spreading Grounds Lacfcd Site ADDRESS: Intersection of Devonshire Street & Arleta Ave Mission Hills, Los A, CA LAT/LONG: 34.2563 / -118.449	CLIENT: GeoSyntec Consultants CONTACT: Zahra Amini INQUIRY#: 4185299.4 RESEARCH DATE: 01/19/2015

Historical Topographic Map

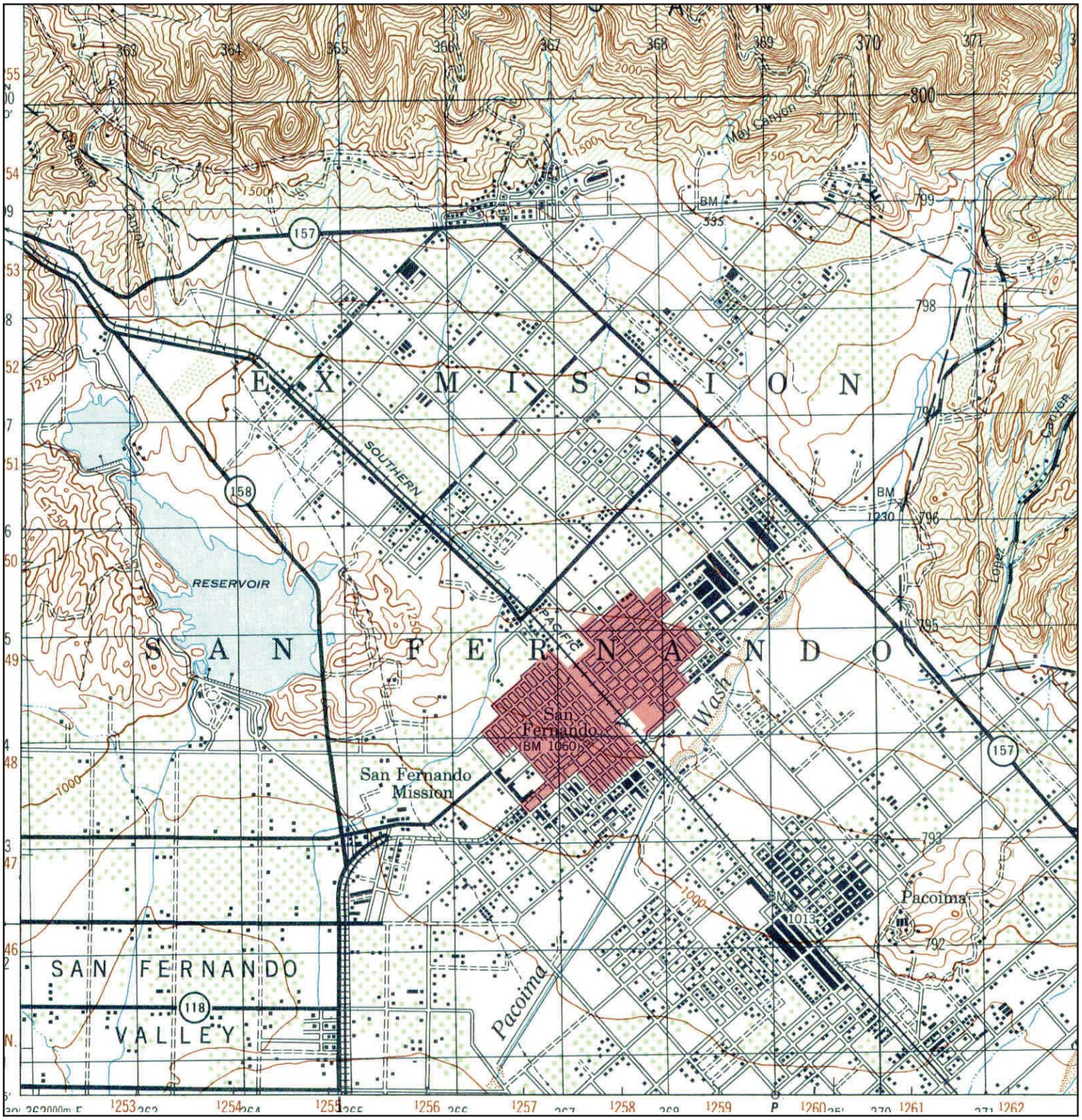
N	TARGET QUAD		SITE NAME:	Pacoima Spreading Grounds Lacfcd Site	CLIENT: GeoSyntec Consultants
	NAME: SOUTHERN CA SHEET 1		ADDRESS:	Intersection of Devonshire Street & Arleta Ave	CONTACT: Zahra Amini
	MAP YEAR: 1901				INQUIRY#: 4185299.4
	SERIES: 60			Mission Hills, Los A, CA	RESEARCH DATE: 01/19/2015
	SCALE: 1:250000		LAT/LONG:	34.2563 / -118.449	

Historical Topographic Map



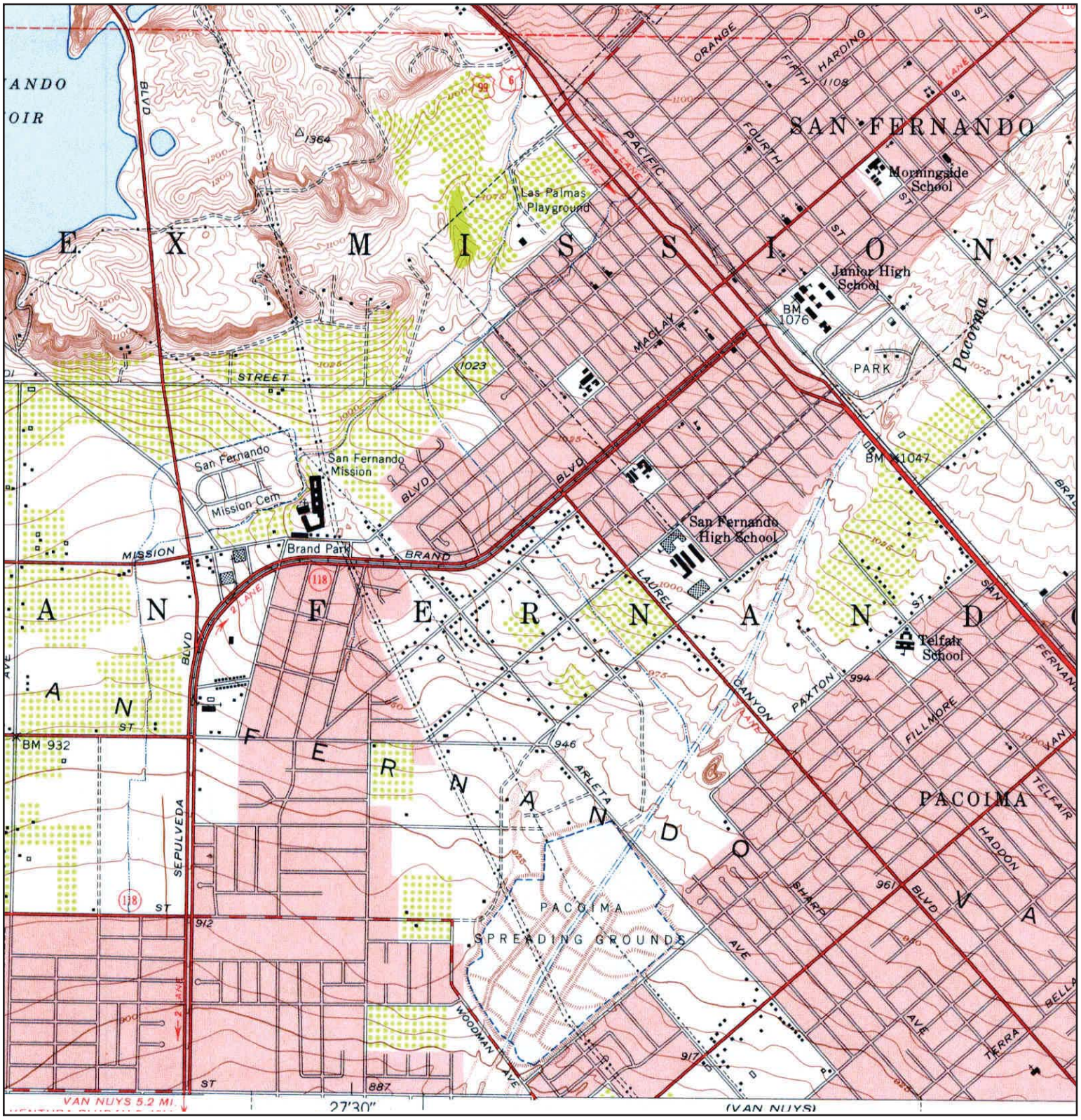
N	TARGET QUAD NAME: PACOIMA MAP YEAR: 1927 SERIES: 6 SCALE: 1:24000	SITE NAME: Pacoima Spreading Grounds Lacfcd Site ADDRESS: Intersection of Devonshire Street & Arleta Ave Mission Hills, Los A, CA LAT/LONG: 34.2563 / -118.449	CLIENT: GeoSyntec Consultants CONTACT: Zahra Amini INQUIRY#: 4185299.4 RESEARCH DATE: 01/19/2015

Historical Topographic Map



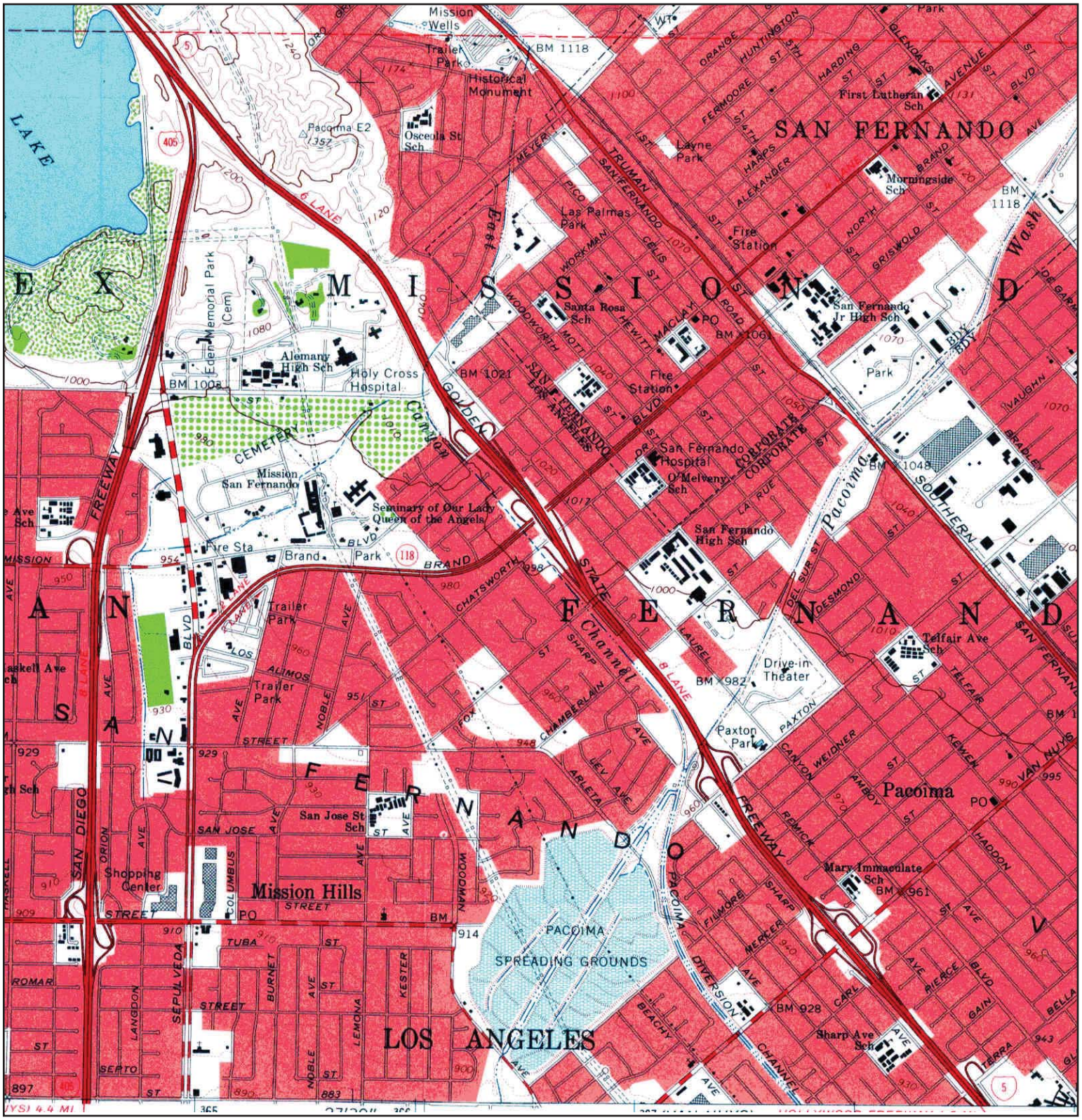
N	TARGET QUAD NAME: SAN FERNANDO MAP YEAR: 1947 SERIES: 15 SCALE: 1:50000	SITE NAME: Pacoima Spreading Grounds Lacfcd Site ADDRESS: Intersection of Devonshire Street & Arleta Ave Mission Hills, Los A, CA LAT/LONG: 34.2563 / -118.449	CLIENT: GeoSyntec Consultants CONTACT: Zahra Amini INQUIRY#: 4185299.4 RESEARCH DATE: 01/19/2015

Historical Topographic Map



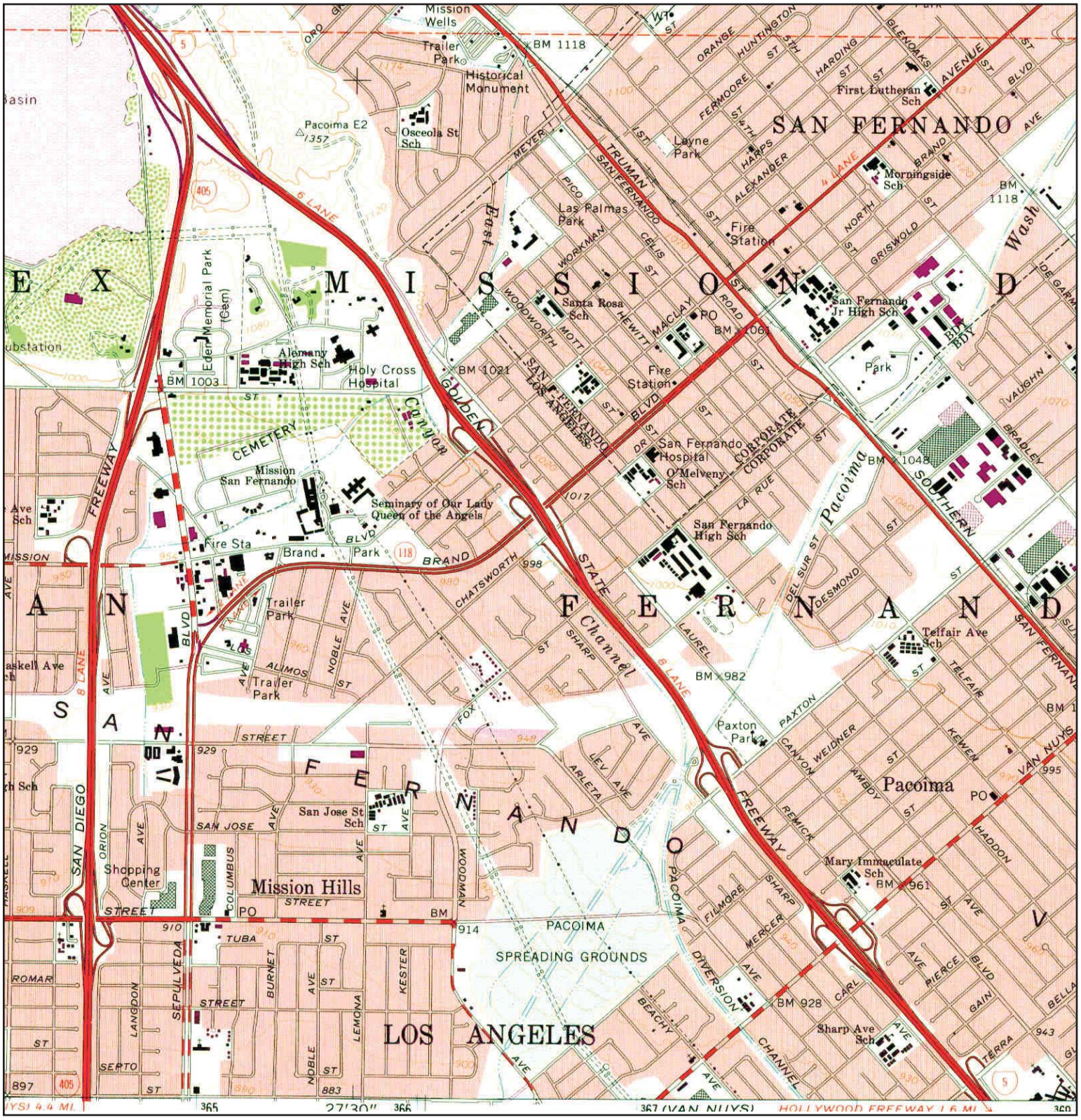
N	TARGET QUAD				
	NAME:	SAN FERNANDO	SITE NAME:	Pacoima Spreading Grounds Lacfcd Site	CLIENT: GeoSyntec Consultants
	MAP YEAR:	1953	ADDRESS:	Intersection of Devonshire Street & Arleta Ave	CONTACT: Zahra Amini
	SERIES:	7.5		Mission Hills, Los A, CA	INQUIRY#: 4185299.4
	SCALE:	1:24000	LAT/LONG:	34.2563 / -118.449	RESEARCH DATE: 01/19/2015

Historical Topographic Map



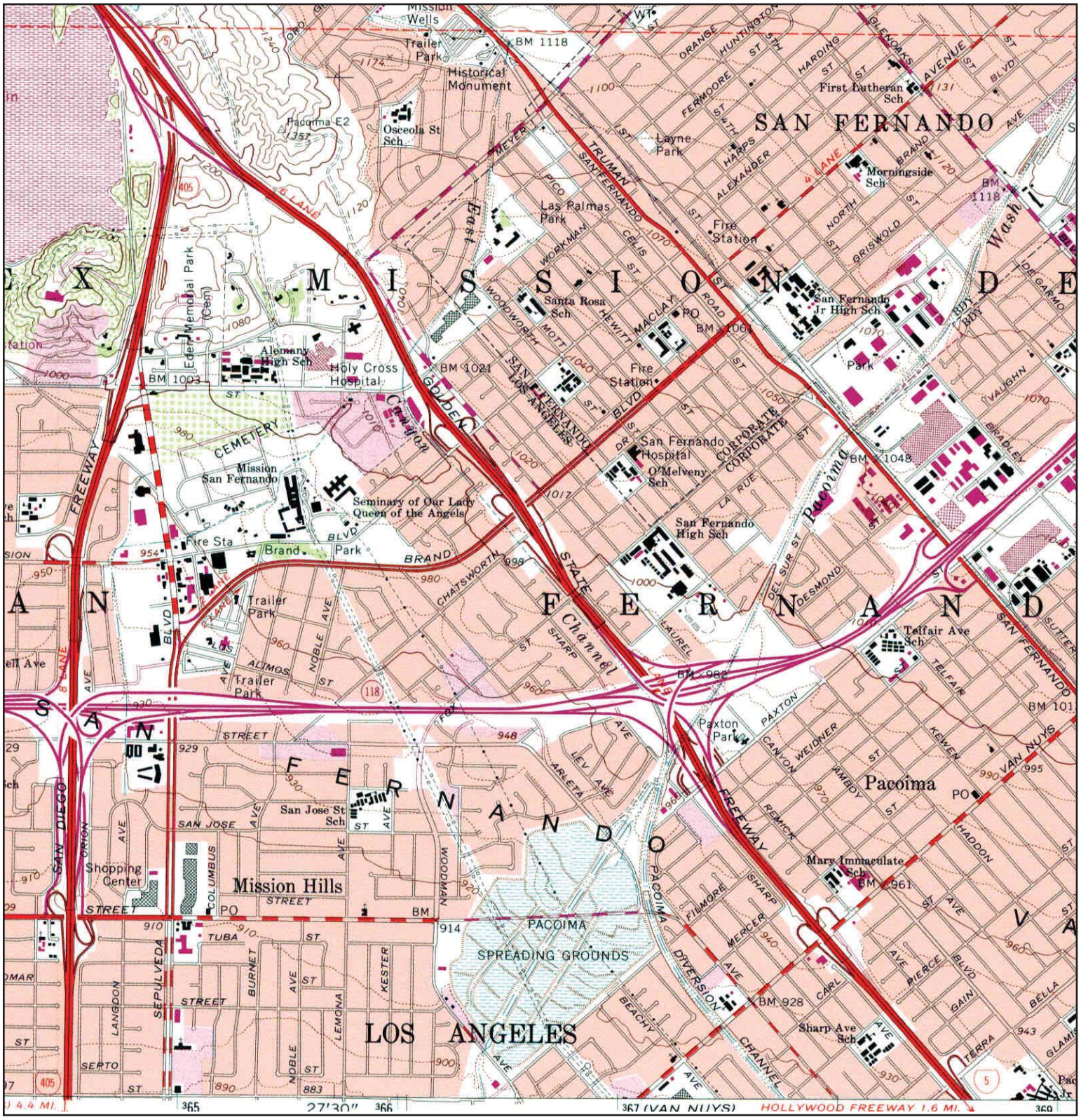
N	TARGET QUAD				
	NAME:	SAN FERNANDO	SITE NAME:	Pacoima Spreading Grounds Lacfcd Site	CLIENT: GeoSyntec Consultants
	MAP YEAR:	1966	ADDRESS:	Intersection of Devonshire Street & Arleta Ave	CONTACT: Zahra Amini
	SERIES:	7.5		Mission Hills, Los A, CA	INQUIRY#: 4185299.4
	SCALE:	1:24000	LAT/LONG:	34.2563 / -118.449	RESEARCH DATE: 01/19/2015

Historical Topographic Map



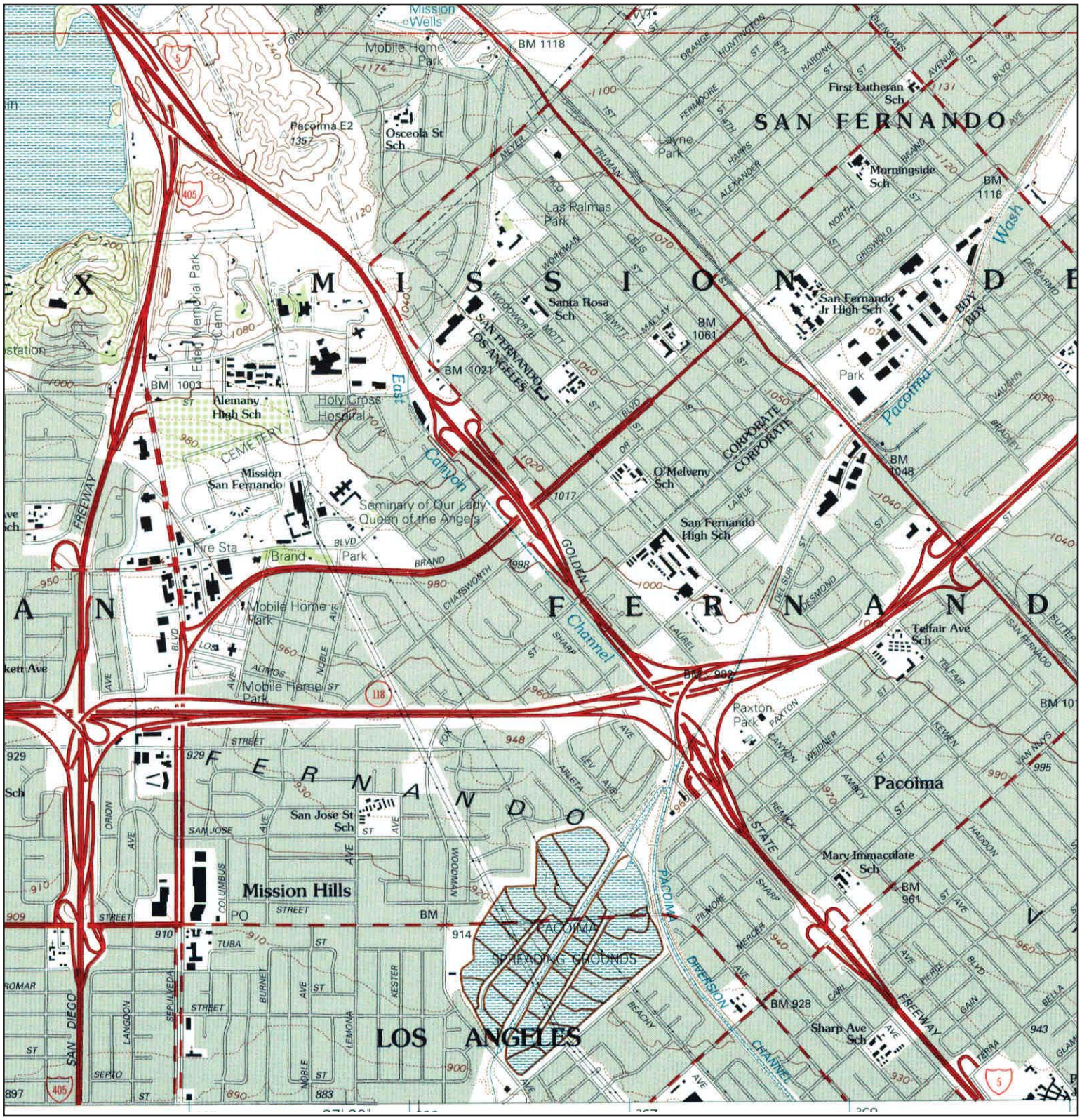
N	TARGET QUAD NAME: SAN FERNANDO MAP YEAR: 1972 PHOTOREVISED FROM :1966 SERIES: 7.5 SCALE: 1:24000	SITE NAME: Pacoima Spreading Grounds Lacfcd Site ADDRESS: Intersection of Devonshire Street & Arleta Ave Mission Hills, Los A, CA LAT/LONG: 34.2563 / -118.449	CLIENT: GeoSyntec Consultants CONTACT: Zahra Amini INQUIRY#: 4185299.4 RESEARCH DATE: 01/19/2015

Historical Topographic Map



N	TARGET QUAD				
	NAME:	SAN FERNANDO	SITE NAME:	Pacoima Spreading Grounds Lacfcd Site	CLIENT: GeoSyntec Consultants
	MAP YEAR:	1988	ADDRESS:	Intersection of Devonshire Street & Arleta Ave	CONTACT: Zahra Amini
	PHOTOREVISED FROM :	1966		Mission Hills, Los A, CA	INQUIRY#: 4185299.4
	SERIES:	7.5	LAT/LONG:	34.2563 / -118.449	RESEARCH DATE: 01/19/2015
	SCALE:	1:24000			

Historical Topographic Map



N	TARGET QUAD	SITE NAME:	Pacoima Spreading Grounds Lacfcd Site	CLIENT:	GeoSyntec Consultants
	NAME: SAN FERNANDO			CONTACT:	Zahra Amini
	MAP YEAR: 1995	ADDRESS:	Intersection of Devonshire Street & Arleta Ave	INQUIRY#:	4185299.4
				RESEARCH DATE:	01/19/2015
	SERIES: 7.5		Mission Hills, Los A, CA		
	SCALE: 1:24000	LAT/LONG:	34.2563 / -118.449		

APPENDIX B
EDR DATABASE
RECORDS REVIEW REPORT

Pacoima Spreading Grounds Lacfcd Site
Intersection of Devonshire Street & Arleta Ave
Mission Hills, Los A, CA 91345

Inquiry Number: 4185299.2s
January 19, 2015

The EDR Radius Map™ Report with GeoCheck®

EDR® Environmental Data Resources Inc

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

INTERSECTION OF DEVONSHIRE STREET & ARLETA AVE
LOS ANGELES County, CA 91345

COORDINATES

Latitude (North):	34.2563000 - 34° 15' 22.68''
Longitude (West):	118.4490000 - 118° 26' 56.40''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	366582.9
UTM Y (Meters):	3791329.0
Elevation:	923 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	34118-C4 SAN FERNANDO, CA
Most Recent Revision:	1988
South Map:	34118-B4 VAN NUYS, CA
Most Recent Revision:	1991

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20120428
Source:	USDA

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

Proposed NPL---------- Proposed National Priority List Sites

EXECUTIVE SUMMARY

NPL LIENS ---- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---- National Priority List Deletions

Federal CERCLIS list

CERCLIS ---- Comprehensive Environmental Response, Compensation, and Liability Information System
FEDERAL FACILITY ---- Federal Facility Site Information listing

Federal CERCLIS NFRAP site List

CERC-NFRAP ---- CERCLIS No Further Remedial Action Planned

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-CESQG ---- RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

US ENG CONTROLS ---- Engineering Controls Sites List
US INST CONTROL ---- Sites with Institutional Controls
LUCIS ---- Land Use Control Information System

State and tribal landfill and/or solid waste disposal site lists

SWF/LF ---- Solid Waste Information System

State and tribal leaking storage tank lists

SLIC ---- Statewide SLIC Cases
INDIAN LUST ---- Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

AST ---- Aboveground Petroleum Storage Tank Facilities
INDIAN UST ---- Underground Storage Tanks on Indian Land
FEMA UST ---- Underground Storage Tank Listing

State and tribal voluntary cleanup sites

INDIAN VCP ---- Voluntary Cleanup Priority Listing
VCP ---- Voluntary Cleanup Program Properties

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

ODI ---- Open Dump Inventory

DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations
HAULERS	Registered Waste Tire Haulers Listing
INDIAN ODI	Report on the Status of Open Dumps on Indian Lands

Local Lists of Hazardous waste / Contaminated Sites

US CDL	Clandestine Drug Labs
SCH	School Property Evaluation Program
Toxic Pits	Toxic Pits Cleanup Act Sites
AOCONCERN	San Gabriel Valley Areas of Concern
CDL	Clandestine Drug Labs
US HIST CDL	National Clandestine Laboratory Register

Local Land Records

LIENS 2	CERCLA Lien Information
LIENS	Environmental Liens Listing
DEED	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CHMIRS	California Hazardous Material Incident Report System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

DOT OPS	Incident and Accident Data
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
UMTRA	Uranium Mill Tailings Sites
US MINES	Mines Master Index File
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
RADINFO	Radiation Information Database
FINDS	Facility Index System/Facility Registry System
RAATS	RCRA Administrative Action Tracking System
RMP	Risk Management Plans
CA BOND EXP. PLAN	Bond Expenditure Plan
NPDES	NPDES Permits Listing
Cortese	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings	CUPA Resources List
LA Co. Site Mitigation	Site Mitigation List
DRYCLEANERS	Cleaner Facilities
WIP	Well Investigation Program Case List
ENF	Enforcement Action Listing

EMI Emissions Inventory Data
INDIAN RESERV Indian Reservations
SCRD DRYCLEANERS State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR Financial Assurance Information
EPA WATCH LIST EPA WATCH LIST
LEAD SMELTERS Lead Smelter Sites
PRP Potentially Responsible Parties
2020 COR ACTION 2020 Corrective Action Program List
COAL ASH DOE Steam-Electric Plant Operation Data
US AIRS Aerometric Information Retrieval System Facility Subsystem
WDS Waste Discharge System
HWT Registered Hazardous Waste Transporter Database
PROC Certified Processors Database
Financial Assurance Financial Assurance Information Listing
MWMP Medical Waste Management Program Listing
PCB TRANSFORMER PCB Transformer Registration Database
COAL ASH EPA Coal Combustion Residues Surface Impoundments List

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF Recovered Government Archive Solid Waste Facilities List

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: Also known as Superfund, the National Priority List database is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund program. The source of this database is the U.S. EPA.

A review of the NPL list, as provided by EDR, and dated 09/29/2014 has revealed that there is 1 NPL

site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN FERNANDO VALLEY (AREA 1)	***NORTH HOLLYWOOD WELLFIE***	***NE 1/2 - 1 (0.770 mi.)***	***0***	***8***

Federal RCRA CORRACTS facilities list

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 06/10/2014 has revealed that there is 1 CORRACTS site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMERICAN ETCHING AND MFG.	***13730 DESMOND ST***	***NE 1/2 - 1 (0.733 mi.)***	***H62***	***142***

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 06/10/2014 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN JOSE STREET ELEMENTARY SCH	14928 CLYMER ST	NW 1/8 - 1/4 (0.198 mi.)	45	113

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/10/2014 has revealed that there are 2 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOUTHERN CALIFORNIA GAS CO	14201 PAXTON ST	NE 0 - 1/8 (0.021 mi.)	31	101
SHELL SERVICE STATION	***10685 LAUREL CANYON BLV***	***NE 1/8 - 1/4 (0.166 mi.)***	***E43***	***108***

Federal ERNS list

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 09/29/2014 has revealed that there are 3 ERNS sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	14661 SAN JOSE	0 - 1/8 (0.000 mi.)	B5	80
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
Not reported	ARCO #1575 14761 DEVONS	0 - 1/8 (0.000 mi.)	A2	79
Not reported	14761 DEVONSHIRE	0 - 1/8 (0.000 mi.)	A9	87

State- and tribal - equivalent NPL

RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the RESPONSE list, as provided by EDR, and dated 11/03/2014 has revealed that there are 2 RESPONSE sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PARAGON / KLEINERT/ D&M	***11035 SUTTER AVE***	***NE 1/2 - 1 (0.926 mi.)***	***I68***	***181***
HOLCHEM INCORPORATED	***13546 DESMOND ST***	***NE 1/2 - 1 (0.996 mi.)***	***J70***	***201***

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 11/03/2014 has revealed that there are 13 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN FERNANDO VALLEY (AREA 1)	***NORTH HOLLYWOOD WELLFIE***	***NE 1/2 - 1 (0.770 mi.)***	***0***	***8***
Status: Active				
LOUIES CLEANERS	***10427 LAUREL CANYON***	***ENE 1/2 - 1 (0.514 mi.)***	***59***	***131***
Status: Refer: Local Agency				
VANCRAFT INC	***11263 ILEX AV***	***NE 1/2 - 1 (0.714 mi.)***	***60***	***134***
Status: Inactive - Action Required				
Status: Refer: Other Agency				

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMERICAN ETCHING AND MFG.	***13730 DESMOND ST***	***NE 1/2 - 1 (0.733 mi.)***	***H62***	***142***
Status: Refer: Other Agency Status: Inactive - Action Required Status: * Inactive				
CP PLATING	13717 DESMOND STREET	NE 1/2 - 1 (0.762 mi.)	H63	165
Status: Inactive - Needs Evaluation				
FRED E MARSHALL CONSTRUCTION	***11071 SUTTER AVE***	***NE 1/2 - 1 (0.911 mi.)***	***I65***	***166***
Status: No Further Action				
PRICE PFISTER INC	***13500 PAXTON ST***	***NE 1/2 - 1 (0.917 mi.)***	***66***	***168***
Status: Refer: Other Agency Status: Refer: RWQCB				
SUTTER AVENUE PROPERTIES	***11101; 11151; AND 11074***	***NE 1/2 - 1 (0.920 mi.)***	***I67***	***179***
Status: No Further Action				
PARAGON / KLEINERT/ D&M	***11035 SUTTER AVE***	***NE 1/2 - 1 (0.926 mi.)***	***I68***	***181***
Status: No Further Action				
BURBANK PLATING SERVICES CORPO	***13561 DESMOND ST.***	***NE 1/2 - 1 (0.970 mi.)***	***J69***	***187***
Status: Inactive - Action Required Status: Refer: Other Agency				
HOLCHEM INCORPORATED	***13546 DESMOND ST***	***NE 1/2 - 1 (0.996 mi.)***	***J70***	***201***
Status: Refer: Other Agency Status: Active				

Lower Elevation	Address	Direction / Distance	Map ID	Page
EAST VALLEY HIGH SCHOOL NO. 2	***14184-14210 VAN NUYS BL***	***SE 1/4 - 1/2 (0.264 mi.)***	***G53***	***120***
Status: No Further Action				
VALUE CLEANERS	***10345 SEPULVEDA***	***W 1/2 - 1 (0.724 mi.)***	***61***	***138***
Status: Refer: 1248 Local Agency				

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 12/12/2014 has revealed that there are 5 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHELL OIL PRODUCTS CO	10685 LAUREL CANYON	NE 1/8 - 1/4 (0.166 mi.)	E44	111
Status: Completed - Case Closed				
UNOCAL #5704	***13812 VAN NUYS BLVD***	***E 1/4 - 1/2 (0.428 mi.)***	***57***	***127***
Status: Completed - Case Closed				

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO FACILITY NO. 1575	***14761 DEVONSHIRE***	***0 - 1/8 (0.000 mi.)***	***A6***	***80***
Status: Completed - Case Closed				

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO FACILITY #1575	***14761 DEVONSHIRE ST***	***0 - 1/8 (0.000 mi.)***	***A8***	***84***
UNOCAL #6987	***14200 VAN NUYS BLVD N***	***SE 1/4 - 1/2 (0.264 mi.)***	***G54***	***123***
Status: Completed - Case Closed				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 09/17/2014 has revealed that there are 2 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PACOIMA SHELL	10685 LAUREL CANYON BLV	NE 1/8 - 1/4 (0.166 mi.)	E41	108

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO SERVICE STATION 1575	14761 DEVONSHIRE ST	0 - 1/8 (0.000 mi.)	A7	83

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: The EPA's listing of Brownfields properties from the Cleanups in My Community program, which provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

A review of the US BROWNFIELDS list, as provided by EDR, and dated 09/22/2014 has revealed that there is 1 US BROWNFIELDS site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
VAN NUYS	14094 VAN NUYS BLVD	ESE 1/4 - 1/2 (0.262 mi.)	52	118

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 09/16/2014 has revealed that there are 4 SWRCY sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
RAMIREZ RECYCLING CENTER	14035 1/2 VAN NUYS BLVD	ESE 1/4 - 1/2 (0.260 mi.)	F51	117
SAN FERNANDO RECYCLING	13950 W VAN NUYS BLVD	E 1/4 - 1/2 (0.284 mi.)	55	126
L A RECYCLING	10455 LAUREL CANYON BLV	ENE 1/4 - 1/2 (0.493 mi.)	58	130

Lower Elevation	Address	Direction / Distance	Map ID	Page
NEXCYCLE	***9710 WOODMAN AVE***	***S 1/4 - 1/2 (0.331 mi.)***	***56***	***126***

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 WMUDS/SWAT site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN FERNANDO CITY LANDFILL	SHARP AVE & PAXTON	NE 0 - 1/8 (0.053 mi.)	34	104

Local Lists of Hazardous waste / Contaminated Sites

HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there are 2 HIST Cal-Sites sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN FERNANDO VALLEY (AREA 1)	***NORTH HOLLYWOOD WELLFIE***	***NE 1/2 - 1 (0.770 mi.)***	***0***	***8***
HOLCHEM INCORPORATED	***13546 DESMOND ST***	***NE 1/2 - 1 (0.996 mi.)***	***J70***	***201***

Local Lists of Registered Storage Tanks

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 4 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PACOIMA WASH - PACOIMA SPREADI	***10450 ARLETA AVE***	***0 - 1/8 (0.000 mi.)***	***C18***	***90***
ALONA ENTERPRISERS	***14615 CHATSWORTH ST***	***N 1/8 - 1/4 (0.163 mi.)***	***38***	***106***
PYUNG SHELL SERVICE STATION	***10685 LAUREL CANYON BLV***	***NE 1/8 - 1/4 (0.166 mi.)***	***E39***	***107***

Lower Elevation	Address	Direction / Distance	Map ID	Page
FAZELRAHMAN TAJAR/ATA. U RAHMA	14761 DEVONSHIRE ST	0 - 1/8 (0.000 mi.)	A3	79

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 2 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PACOIMA WASH - PACOIMA SPREADI	10450 ARLETA	0 - 1/8 (0.000 mi.)	C11	88

Lower Elevation	Address	Direction / Distance	Map ID	Page
H HAGHIGHI/M JAHANGIR	14761 DEVONSHIRE ST	0 - 1/8 (0.000 mi.)	A1	78

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 4 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PACOIMA WASH - PACOIMA SPREADI	*10450 ARLETA AVE*	*0 - 1/8 (0.000 mi.)*	*C18*	*90*
ALONA ENTERPRISERS	*14615 CHATSWORTH ST*	*N 1/8 - 1/4 (0.163 mi.)*	*38*	*106*
PYUNG SHELL SERVICE STATION	*10685 LAUREL CANYON BLV*	*NE 1/8 - 1/4 (0.166 mi.)*	*E39*	*107*
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
ARCO FACILITY #1575	*14761 DEVONSHIRE ST*	*0 - 1/8 (0.000 mi.)*	*A8*	*84*

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 06/10/2014 has revealed that there are 2 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BROKER HAZMAT DISPOSAL INC	*14839 SAN JOSE ST*	*NW 0 - 1/8 (0.043 mi.)*	*33*	*103*
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
C&S TRUCKING CO	*9747 CEDROS AVE*	*SSW 1/8 - 1/4 (0.229 mi.)*	*48*	*115*

CONSENT: Major Legal settlements that establish responsibility and standards for cleanup at NPL (superfund) sites. Released periodically by U.S. District Courts after settlement by parties to litigation matters.

A review of the CONSENT list, as provided by EDR, and dated 12/31/2013 has revealed that there is 1 CONSENT site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN FERNANDO VALLEY (AREA 1)	*NORTH HOLLYWOOD WELLFIE*	*NE 1/2 - 1 (0.770 mi.)*	*0*	*8*

ROD: Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid the cleanup.

A review of the ROD list, as provided by EDR, and dated 11/25/2013 has revealed that there is 1 ROD site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAN FERNANDO VALLEY (AREA 1)	***NORTH HOLLYWOOD WELLFIE***	***NE 1/2 - 1 (0.770 mi.)***	***0***	***8***

UIC: A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

A review of the UIC list, as provided by EDR, and dated 07/14/2014 has revealed that there are 2 UIC sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON U.S.A. INC.		0 - 1/8 (0.000 mi.)	12	88
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
CHEVRON U.S.A. INC.		0 - 1/8 (0.000 mi.)	A14	89

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 4 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHELL OIL PRODUCTS CO	10685 LAUREL CNYN	NE 1/8 - 1/4 (0.166 mi.)	E42	108
UNOCAL #5704	***13812 VAN NUYS BLVD***	***E 1/4 - 1/2 (0.428 mi.)***	***57***	***127***
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
ARCO FACILITY NO. 1575	***14761 DEVONSHIRE***	***0 - 1/8 (0.000 mi.)***	***A6***	***80***
UNOCAL #6987	***14200 VAN NUYS BLVD N***	***SE 1/4 - 1/2 (0.264 mi.)***	***G54***	***123***

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON USA INC.	***11113 SAN FERNANDO RD***	***NE 1/2 - 1 (0.822 mi.)***	***64***	***166***

EXECUTIVE SUMMARY

Los Angeles County Industrial Waste and Underground Storage Tank Sites.

A review of the LOS ANGELES CO. HMS list, as provided by EDR, and dated 03/31/2014 has revealed that there are 2 LOS ANGELES CO. HMS sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LA CO DPW FMD PACOIMA SG	10450 ARLETA AVE	0 - 1/8 (0.000 mi.)	C15	90
LA CO DPW FMD PACOIMA SG	10450 ARLETA AVE	0 - 1/8 (0.000 mi.)	C22	94

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency

A review of the HAZNET list, as provided by EDR, and dated 12/31/2013 has revealed that there are 9 HAZNET sites within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CLARITA CAPELLINI	14670 SAN JOSE ST	0 - 1/8 (0.000 mi.)	B4	79
LOS ANGELES COUNTY/PUBL WORKS	10450 ARLETA AVE	0 - 1/8 (0.000 mi.)	C10	87
NELLIE LOYA	14626 HIAWATHA ST.	0 - 1/8 (0.000 mi.)	13	89
MITCHELL MARCIALES	10541 LEV AVE	0 - 1/8 (0.000 mi.)	20	92
MIKE MARR	14600 SAN JOSE	0 - 1/8 (0.000 mi.)	24	95

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO PRODUCTS FACILITY 1575	14761 DEVONSHIRE	0 - 1/8 (0.000 mi.)	D21	93
ARCO PRODUCTS COMPANY	14761 DEVONSHIRE	0 - 1/8 (0.000 mi.)	D27	97
BP WEST COAST PRODUCTS LLC 015	14761 DEVONSHIRE	0 - 1/8 (0.000 mi.)	D28	98
786 VENTURE INC	14761 DEVONSHIRE ST	0 - 1/8 (0.000 mi.)	D29	99

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 11/24/2014 has revealed that there is 1 HWP site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMERICAN ETCHING AND MFG.	***13730 DESMOND ST***	***NE 1/2 - 1 (0.733 mi.)***	***H62***	***142***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR US Hist Auto Stat: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR

researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Auto Stat list, as provided by EDR, has revealed that there are 10 EDR US Hist Auto Stat sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	10540 ARLETA AVE	0 - 1/8 (0.000 mi.)	25	96
Not reported	10529 CEDROS AVE	NNW 0 - 1/8 (0.027 mi.)	32	102
Not reported	10870 LAUREL CANYON BL	NNE 1/8 - 1/4 (0.127 mi.)	37	105
Not reported	10685 LAUREL CANYON BL	NE 1/8 - 1/4 (0.166 mi.)	E40	107
Not reported	10375 SHARP AVE	ENE 1/8 - 1/4 (0.219 mi.)	47	115
Not reported	10108 ARLETA AVE	ESE 1/8 - 1/4 (0.248 mi.)	F50	117

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON SERVICE	14800 DEVONSHIRE	0 - 1/8 (0.000 mi.)	17	90
Not reported	14805 DEVONSHIRE ST	0 - 1/8 (0.000 mi.)	A19	91
Not reported	14761 DEVONSHIRE ST	0 - 1/8 (0.000 mi.)	D30	100
Not reported	9930 OBECK AVE	SSE 1/8 - 1/4 (0.126 mi.)	36	105

EDR US Hist Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Cleaners list, as provided by EDR, has revealed that there are 5 EDR US Hist Cleaners sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	14512 SAN JOSE ST	0 - 1/8 (0.000 mi.)	26	97
Not reported	10729 SHARP AVE	NNE 0 - 1/8 (0.103 mi.)	35	105
Not reported	13985 WEIDNER ST	NE 1/8 - 1/4 (0.244 mi.)	49	117

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	10100 WOODMAN AVE	0 - 1/8 (0.000 mi.)	16	90
Not reported	14829 LASSEN ST	SW 1/8 - 1/4 (0.209 mi.)	46	115

EXECUTIVE SUMMARY

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LUST: The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

A review of the RGA LUST list, as provided by EDR, has revealed that there is 1 RGA LUST site within approximately 0.001 miles of the target property.

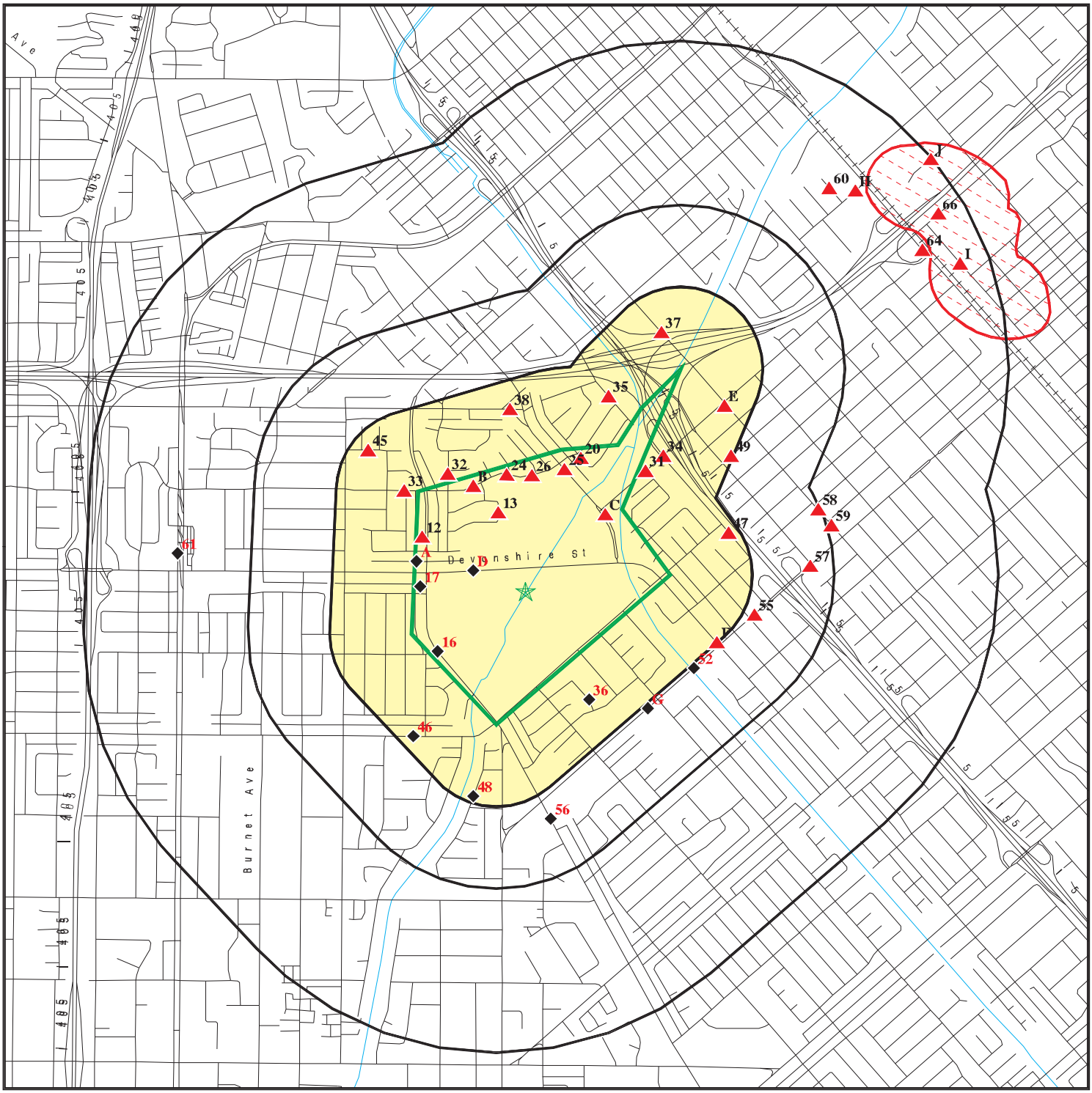
Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO #1575	14761 DEVONSHIRE ST	0 - 1/8 (0.000 mi.)	D23	94

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 8 records.

Site Name	Database(s)
	CDL
	CDL
	CDL
	CDL
TUJUNGA WELLFIELD SITE DISCOVERY	CERCLIS
VALLEY BRICK LANDFILL	SWF/LF
THRIFTY #230	LUST
TUJUNGA WELLFIELD DISCOVERY PROJEC	ENVIROSTOR

OVERVIEW MAP - 4185299.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Oil & Gas pipelines from USGS
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Pacoima Spreading Grounds Lacfcd Site ADDRESS: Intersection of Devonshire Street & Arleta Ave Mission Hills, Los A CA 91345 LAT/LONG: 34.2563 / 118.449	CLIENT: GeoSyntec Consultants CONTACT: Zahra Amini INQUIRY #: 4185299.2s DATE: January 19, 2015 2:10 pm

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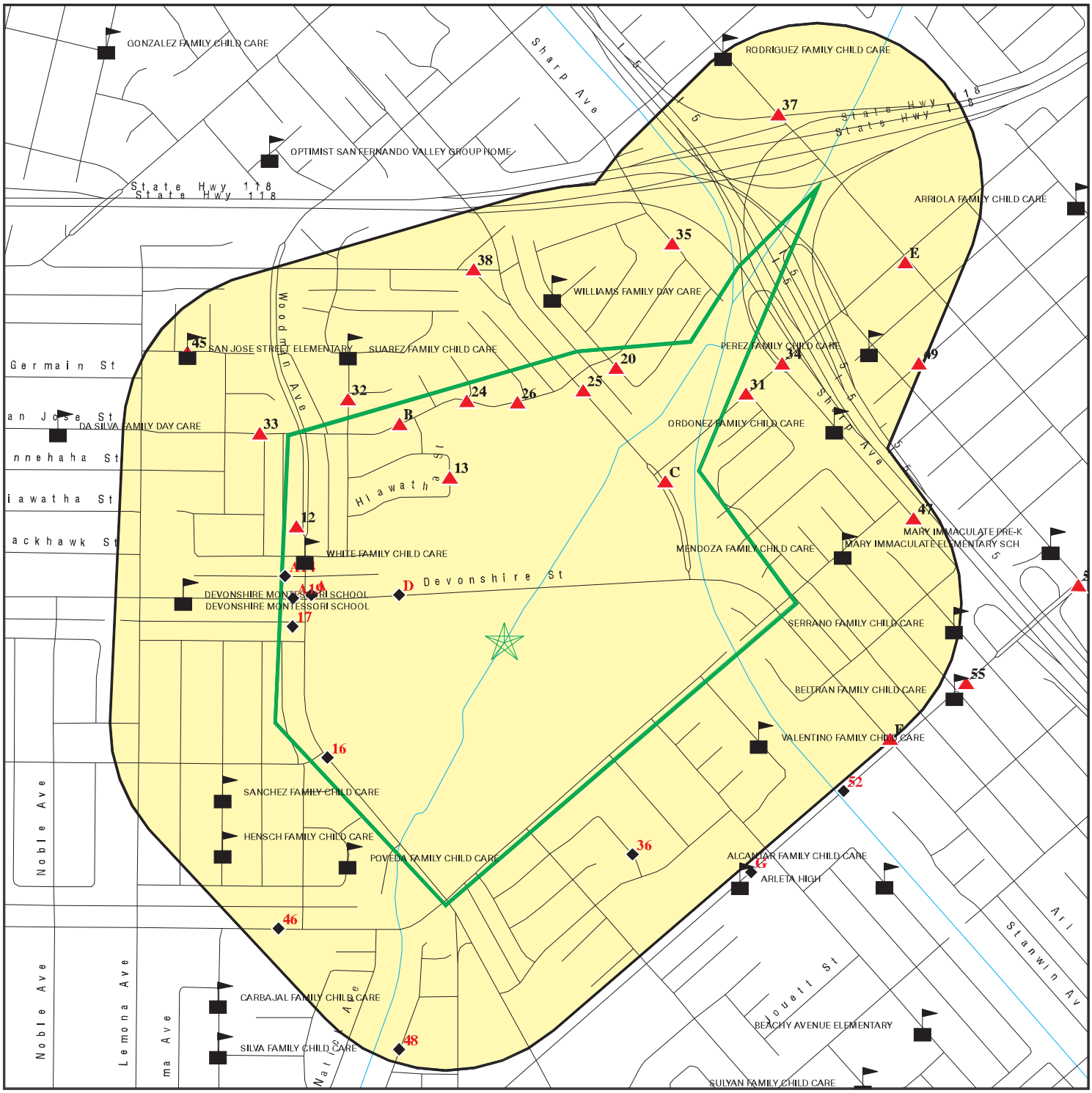
DETAIL MAP - 4185299.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Oil & Gas pipelines from USGS
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Pacoima Spreading Grounds Lacfcd Site	CLIENT: GeoSyntec Consultants
ADDRESS: Intersection of Devonshire Street & Arleta Ave Mission Hills, Los A CA 91345	CONTACT: Zahra Amini
LAT/LONG: 34.2563 / 118.449	INQUIRY #: 4185299.2s DATE: January 19, 2015 2:11 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	1	NR	1
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
CERCLIS	0.500		0	0	0	NR	NR	0
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	1	NR	1
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		1	1	NR	NR	NR	2
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
LUCIS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		3	NR	NR	NR	NR	3
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	2	NR	2
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	1	12	NR	13
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		2	1	2	NR	NR	5

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SLIC	0.500		0	0	0	NR	NR	0
INDIAN LUST	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST	0.250		1	1	NR	NR	NR	2
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
FEMA UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	1	NR	NR	1
Local Lists of Landfill / Solid Waste Disposal Sites								
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	4	NR	NR	4
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
WMUDS/SWAT	0.500		1	0	0	NR	NR	1
Local Lists of Hazardous waste / Contaminated Sites								
US CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	2	NR	2
SCH	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
AOCONCERN	1.000		0	0	0	0	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
US HIST CDL	0.001		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST	0.250		2	2	NR	NR	NR	4
HIST UST	0.250		2	0	NR	NR	NR	2
SWEEPS UST	0.250		2	2	NR	NR	NR	4
Local Land Records								
LIENS 2	0.001		0	NR	NR	NR	NR	0
LIENS	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		1	1	NR	NR	NR	2
DOT OPS	0.001		0	NR	NR	NR	NR	0
DOD	1.000		0	0	0	0	NR	0
FUDS	1.000		0	0	0	0	NR	0
CONSENT	1.000		0	0	0	1	NR	1
ROD	1.000		0	0	0	1	NR	1
UMTRA	0.500		0	0	0	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
UIC	0.001		2	NR	NR	NR	NR	2
NPDES	0.001		0	NR	NR	NR	NR	0
Cortese	0.500		0	0	0	NR	NR	0
HIST CORTESE	0.500		1	1	2	NR	NR	4
CUPA Listings	0.250		0	0	NR	NR	NR	0
Notify 65	1.000		0	0	0	1	NR	1
LA Co. Site Mitigation	0.001		0	NR	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
LOS ANGELES CO. HMS	0.001		2	NR	NR	NR	NR	2
ENF	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		9	NR	NR	NR	NR	9
EMI	0.001		0	NR	NR	NR	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
HWP	1.000		0	0	0	1	NR	1
HWT	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PROC	0.500		0	0	0	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR US Hist Auto Stat	0.250		5	5	NR	NR	NR	10
EDR US Hist Cleaners	0.250		3	2	NR	NR	NR	5
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		1	NR	NR	NR	NR	1

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

NPL **SAN FERNANDO VALLEY (AREA 1)** **NPL** **1000709322**
Region **NORTH HOLLYWOOD WELLFIELD AREA** **CERCLIS** **CAD980894893**
NE **NORTH HOLLYWOOD, CA 91601** **US ENG CONTROLS**
1/2-1 **US INST CONTROL**
4068 ft. **CONSENT**
ROD
ICIS
FINDS
HIST Cal-Sites
Cortese
ENVIROSTOR
PRP

NPL:
EPA ID: CAD980894893
EPA Region: 09
Federal: N
Final Date: 1986-06-10 00:00:00

Category Details:
NPL Status: Currently on the Final NPL
Category Description: Depth To Aquifer-<= 10 Feet
Category Value: 1

NPL Status: Currently on the Final NPL
Category Description: Distance To Nearest Population-> 0 And <= 1/4 Mile
Category Value: 10

Site Details:
Site Name: SAN FERNANDO VALLEY (AREA 1)
Site Status: Final
Site Zip: 91601
Site City: NORTH HOLLYWOOD
Site State: CA
Federal Site: No
Site County: LOS ANGELES
EPA Region: 09
Date Proposed: 10/15/84
Date Deleted: Not reported
Date Finalized: 06/10/86

Substance Details:
NPL Status: Currently on the Final NPL
Substance ID: Not reported
Substance: Not reported
CAS #: Not reported
Pathway: Not reported
Scoring: Not reported

NPL Status: Currently on the Final NPL
Substance ID: U044
Substance: CHLOROFORM
CAS #: 67-66-3
Pathway: GROUND WATER PATHWAY
Scoring: 4

NPL Status: Currently on the Final NPL
Substance ID: U210

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Substance: TETRACHLOROETHENE
CAS #: 127-18-4
Pathway: GROUND WATER PATHWAY
Scoring: 2

NPL Status: Currently on the Final NPL
Substance ID: U211
Substance: CARBON TETRACHLORIDE
CAS #: 56-23-5
Pathway: GROUND WATER PATHWAY
Scoring: 4

NPL Status: Currently on the Final NPL
Substance ID: U228
Substance: TRICHLOROETHYLENE (TCE)
CAS #: 79-01-6
Pathway: GROUND WATER PATHWAY
Scoring: 2

Summary Details:

Conditions at proposal October 15, 1984): San Fernando Valley Area l) is an area of contaminated ground water in the vicinity of the North Hollywood section of the City of Los Angeles, Los Angeles County, California. This area is part of the San Fernando Valley Basin, a natural underground reservoir that represents an important source of drinking water for at least 3 million people in the Los Angeles metropolitan area. The contaminated ground water, which underlies an area of approximately 5,l56 acres, contains trichloroethylene TCE) and perchloroethylene PCE), and to a lesser extent, carbon tetrachloride and chloroform, according to analyses conducted by the California Department of Health Services, as well as numerous local government agencies. The State s recommended drinking water guideline for TCE and PCE 5 and 4 parts per billion respectively) are exceeded in a number of public wells in this area. To alleviate this contamination, wells are eithertaken out of service or blended with water from clean sources to ensure that the public receives water with TCE/PCE concentrations below the State s guidelines. Status June 10, 1986): EPA and the Los Angeles Department of Water and Power are entering into a cooperative agreement for a remedial investigation of the San Fernando Valley Basin and a feasibility study targeted at Area 1, the most contaminated area. The RI is scheduled to begin in early 1986.

Site Status Details:
NPL Status: Final
Proposed Date: 10/15/1984
Final Date: 06/10/1986
Deleted Date: Not reported

Narratives Details:
NPL Name: SAN FERNANDO VALLEY (AREA 1)
City: NORTH HOLLYWOOD
State: CA

CERCLIS:
Site ID: 0902251
EPA ID: CAD980894893

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Facility County:	LOS ANGELES
Short Name:	SAN FERNANDO VALLEY (AREA
Congressional District:	28
IFMS ID:	0959
SMSA Number:	4480
USGC Hydro Unit:	18070105
Federal Facility:	Not a Federal Facility
DMNSN Number:	9336.00000
Site Orphan Flag:	N
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	Not reported
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	I
EPA Region:	09
Classification:	Wells
Site Settings Code:	UR
NPL Status:	Currently on the Final NPL
DMNSN Unit Code:	ACRE
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	Not reported
Non NPL Status Date:	/ /
Site Fips Code:	06037
CC Concurrence Date:	/ /
CC Concurrence FY:	Not reported
Alias EPA ID:	Not reported
Site FUDS Flag:	Not reported

CERCLIS Site Contact Name(s):

Contact ID:	13002702.00000
Contact Name:	Zizi Searles
Contact Tel:	(415) 972-3178
Contact Title:	Remedial Project Manager (RPM)
Contact Email:	Not reported
Contact ID:	13003854.00000
Contact Name:	Leslie Ramirez
Contact Tel:	(415) 972-3978
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13003858.00000
Contact Name:	Sharon Murray
Contact Tel:	(415) 972-4250
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13004003.00000
Contact Name:	Carl Brickner
Contact Tel:	Not reported
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13002904.00000
Contact Name:	Lisa Hanusiak

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Contact Tel: (415) 972-3152
Contact Title: Remedial Project Manager (RPM)
Contact Email: Not reported

Contact ID: 13002785.00000
Contact Name: Kelly Manheimer
Contact Tel: (415) 972-3290
Contact Title: Remedial Project Manager (RPM)
Contact Email: Not reported

Contact ID: 13004928.00000
Contact Name: Jamey Watt
Contact Tel: (415) 972-3175
Contact Title: Remedial Project Manager (RPM)
Contact Email: Not reported

CERCLIS Site Alias Name(s):
Alias ID: 101
Alias Name: SAN FERNANDO VALLEY- N HOLLYWOOD WELLFLD
Alias Address: Not reported
NORTH HOLLYWOOD & BURBANK, CA 91600
Alias ID: 201
Alias Name: NORTH HOLLYWOOD OPERABLE UNIT
Alias Address: Not reported
CA
Alias ID: 301
Alias Name: BURBANK OPERABLE UNIT
Alias Address: Not reported
CA
Alias ID: 302
Alias Name: SAN FERNANDO VALLEY (AREA 1)
Alias Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Alias ID: 303
Alias Name: SAN FERNANDO VALLEY (AREA 1)
Alias Address: NORTH HOLLYWOOD WELLFIELD AREA
LOS ANGELES, CA 91601
Alias ID: 201
Alias ID: 301
Alias Comments: OPERABLE UNIT 1* BURBANK WELL FIELD IN VICINITY OF BURBANK AIRPORT & FACILITY. *
OPERABLE UNIT 2. *
BURBANK/LOCKHEED OPERABLE UNIT.

Site Description: The North Hollywood-Burbank Well Field is located within the North Hollywood National Priorities List (NPL) Site, which is one of four NPL sites in the San Fernando Valley. It is also located in the San Fernando Valley Groundwater Basin. The sites were proposed for inclusion on the NPL because of the discovery of trichloroethylene and other volatile organic contaminants (VOCs) in the groundwater. The San Fernando Valley Groundwater Basin comprises 112,000 acres of valley fill situated among the Coastal Ranges within the Los Angeles metropolitan area. The area is used for residential, commercial, and industrial purposes. Groundwater from the basin is distributed by various municipalities and water districts to the residents of the metropolitan area. The Los Angeles Department of Water and Power (DWP) operates the North Hollywood-Burbank Well Field to provide drinking water to the residents of the City of Los Angeles, located to the south of the San Fernando Valley. The San Fernando Groundwater Basin can provide drinking water for approximately 500,000 people

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

residing in the San Fernando Valley and Los Angeles. In times of water shortages, the groundwater shortage can be drawn upon to supply about one million people. It is also an important source of water for the Cities of Burbank, Glendale, and San Fernando. The North Hollywood Operable Unit (NHOU) is one of two geographically-defined operable units within the San Fernando Valley (SFV) (Area 1) Superfund Site. The NHOU comprises approximately 4 square miles of contaminated groundwater underlying an area of mixed industrial, commercial, and residential land use in the community of North Hollywood (a district of the City of Los Angeles). The NHOU is approximately 15 miles north of downtown Los Angeles and immediately west of the City of Burbank, and has approximate Site boundaries of Sun Valley and Interstate 5 to the north, State Highway 170 and Lankershim Boulevard to the west, the Burbank Airport to the east, and Burbank Boulevard to the south. The EPA is the lead agency for the current and planned future groundwater remedial activities at the NHOU. The EPA's response activities at the NHOU are and have been conducted under the authority established in the federal Superfund law, the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended, 42 U.S.C. Section 9601 et seq. The lead state agency is the California Department of Toxic Substances Control (DTSC). The Los Angeles Regional Water Quality Control Board (RWQCB) has provided and continues to provide substantial support, particularly with the investigation and cleanup of sources of contamination in the SFV. The expected source of cleanup monies for the NHOU is an enforcement settlement with the Potentially Responsible Parties (PRPs). Prior to World War II, most land in the SFV was occupied by farms, orchards, and ranchland. By 1949, after the war, nearly all the land in Burbank and North Hollywood was occupied by housing developments, industrial facilities, retail establishments, and the Burbank Airport. Accompanying these land use changes in the 1940s was a substantial increase in population and groundwater withdrawals from the SFV. In the 1950s, the North Hollywood, Erwin, Whitnall, and Verdugo Well Fields were constructed by the Los Angeles Department of Water and Power (LADWP) in the North Hollywood area to meet the increasing demand for water. In 1968, groundwater withdrawals from the SFV were reduced to achieve "safe yield" from the basin, and more surface water was imported to the basin from external sources. In 1979, industrial contamination was found in groundwater in the San Gabriel Valley (to the east of the SFV), prompting the California Department of Public Health (CDPH; formerly the California Department of Health Services) to request that all major water providers in the region, including those in the SFV, sample and analyze groundwater for potential industrial contaminants. Trichloroethylene (TCE) and tetrachloroethylene (PCE) were consistently detected in a large number of production wells in the SFV at concentrations greater than Federal and State Maximum Contaminant Levels (MCLs) for drinking water. TCE and PCE were widely used in the San Fernando Valley starting in the 1940s for dry cleaning and for degreasing machinery. Disposal was not well regulated at that time, and releases volatile organic compound (VOC)-contaminated groundwater that extends from the NHOU to the southeast. To replace wells within the NHOU area contaminated by TCE and PCE, and to provide more operational flexibility for groundwater recharge and pumping in the SFV, LADWP constructed the Rinaldi-Toluca Well Field in 1988 and 1989, and the Tujunga Well Field in 1993. Based on the significant levels of groundwater contamination present in the SFV and the impact of that contamination on numerous municipal water supply wells, EPA added four SFV Sites to the National Priorities List (NPL) in 1986 and defined them as areas of regional groundwater contamination. Three of the four Sites (Areas 1, 2 and 4) are contiguous areas within whose boundaries are well fields that serve the water supply systems for the cities of Los Angeles, Burbank and Glendale. There is a large, continuous plume of groundwater contamination that runs through these three Sites. The fourth Site, Area 3,

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

lies in the Verdugo basin, a geographically separate area of the eastern San Fernando Valley. In the SFV Area 1 Site, located at the upgradient end of the contaminated groundwater plume, the selection and implementation of the initial interim remedy - the Existing NHOU Extraction and Treatment System - for the LADWP's North Hollywood well field was given fast-track status because of the potential for contamination to spread to other well fields and areas of uncontaminated groundwater. In 1986, LADWP completed the Operable Unit Feasibility Study for the North Hollywood Well Field Area of the North Hollywood-Burbank NPL Site, which was the basis for selection and implementation of the Existing NHOU Extraction and Treatment System. The 1987 Record of Decision (ROD) for the Site selected the Existing NHOU Extraction and Treatment System as an interim groundwater containment remedy. In 1989, LADWP constructed the Existing NHOU Extraction and Treatment System with financial support from EPA. The Existing NHOU Extraction and Treatment System consists of eight groundwater extraction wells (NHE-1 through NHE-8), an air-stripping treatment system to remove VOCs from the extracted groundwater, activated carbon filters to remove VOCs from the air stream, and ancillary equipment. The treated groundwater is discharged into an LADWP blending facility where it is combined with water from other sources before entering the LADWP water supply system. The Existing NHOU Extraction and Treatment System commenced operation in December 1989 and remains in operation today. In 1989, EPA issued a ROD for the Burbank OU (BOU) of the SFV Area 1 Site. That ROD also selected an interim remedy (containment) for the VOC-contaminated groundwater within the Burbank area, where ten of the city's water supply wells had been shut down due to contamination. The BOU remedy, which provides treated water for the City of Burbank's water supply system, began operation in 1996 and remains in operation to this day. OU01 1991 ESD: In June 1986, the United States Environmental Protection Agency (EPA) evaluated the threat posed by a number of well fields within the San Fernando and Verdugo Groundwater Basins, and designated them as National Priorities List (NPL) hazardous substance sites. Industrial chemicals had been detected in groundwater from these areas. Although four sites in the basin were listed on the NPL, EPA and DWP are managing the investigation of the four sites and the adjacent area as a single project consistent with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Section 104(d)(4). The San Fernando Valley Groundwater Basin (SFVGB) has historically been, and continues to be, an important source of drinking water for the Los Angeles metropolitan area, including the unincorporated area of La Cresenta, and the cities of Burbank, Glendale, and San Fernando. The groundwater basin provides these communities with enough water to serve approximately 600,000 residents. Groundwater from the SFVGB is used for residential, commercial, and industrial purposes, and is especially important during years of drought. The groundwater that has become contaminated is difficult to replace. The current water supply from surface water may not always be available in the future because of periodic drought conditions and state and federal water rights issues. The Burbank Operable Unit (OU) was developed to address the areal extent of groundwater contamination that is presently generally located in the area of the Burbank Well Field and including any areas to which the groundwater contamination migrates. The Site is part of the SFV Area 1 (North Hollywood) NPL site and includes an area beyond that originally designated as SFV Area 1. The City of Burbank's production wells have been shut down because the water they produce contained trichloroethylene (TCE) and perchloroethylene (PCE) in concentrations exceeding state and federal maximum contaminant levels (MCLs). Consequently, the City of Burbank now purchases 100 percent of its water, which is imported supply, from the Metropolitan Water District of Southern California (MWD). On June 30, 1989, the U.S. Environmental Protection Agency (EPA) signed a Record of Decision (ROD) for the San Fernando

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Valley (SFV) Area 1 - Burbank Operable Unit (Burbank OU). The Burbank OU is the second OU, but is named OU03 at the SFV Area 1 NPL site. The purpose of this Explanation of Significant Differences (ESD) is to explain the significant differences between the interim remedial action originally selected in the 1989 ROD and the interim remedy which will be implemented at the Site. EPA is issuing this ESD in order to take into account technical data received after the ROD was signed in June of 1989 and to clarify any ambiguities regarding the selected remedy. An Explanation of Significant Differences addressing OU01 the San Fernando Site was completed in November, 1990. Operable Unit 3: The following gives a brief background of the Burbank Operable unit (OU) and a short summary of the remedy selected in the Record of Decision (ROD) and modified by Explanation of Significant Differences (ESD) 1. Further background information can be found in the ROD (dated June 30, 1989), and in ESD1 (dated November 20, 1990), as well as in other documents in the Burbank OU Administrative Record. In June 1986, the U.S. Environmental Protection Agency (EPA) evaluated the threat posed by groundwater contamination at a number of water supply wellfields within the San Fernando Valley and Verdugo groundwater basins. The chief contaminants of concern are trichloroethylene (TCE) and perchloroethylene (PCE). As a result of its investigation, EPA designated four wellfield areas as National Priorities List (NPL) sites. EPA is managing the four sites as a single project consistent with the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Section 104(d)(4). The San Fernando Valley Groundwater Basin has historically been an important source of drinking water for the Los Angeles metropolitan area, including the City of Burbank. The groundwater basin provides enough water to serve approximately 600,000 residents. Groundwater extracted from the basin is especially important during years of drought. Due to contamination by volatile organic chemicals (VOC), including TCE and PCE, beneficial use of the groundwater resource has been partially lost. Surface water supplies have replaced the lost resource, but are costly, and may not be available in the future due to periodic drought conditions and the potential for changing water rights policy. The Burbank OU is located within the San Fernando Valley groundwater basin and encompasses wellfields which were operated by the City of Burbank prior to being shut down as a result of contamination. The Burbank OU was specifically developed to address this areal extent of groundwater contamination. The City of Burbank's production wells have been shut down since the early 1980s because of the presence of TCE and PCE in concentrations exceeding federal and state Maximum Contaminant Levels (MCL). Consequently, the city purchases close to one hundred percent of its water from the Metropolitan Water District of Southern California, which supplies surface water imported from outside the San Fernando basin. (The city does operate a granular activated carbon groundwater extraction and treatment plant during parts of the year, but the contribution of this plant toward meeting the overall water demand is small). On June 30, 1989, EPA signed a Record of Decision (ROD) for the San Fernando Valley Area 1 Superfund Site, Burbank Operable Unit OU. On November 21, 1990, EPA signed an Explanation of Significant Differences (ESD1) modifying the interim remedial action selected in the ROD. A second ESD addressing the Burbank Operable Unit (Operable Unit 3) at the San Fernando Valley (Area 1) site was completed in February 1997. In December 1992, a remedial investigation (RI) for the SFV groundwater basin, including installation and subsequent regular monitoring of 84 groundwater wells, was completed under a cooperative agreement between EPA and the LADWP. The RI was conducted to evaluate the groundwater quality throughout the SFV basin and assist in identifying the best treatment method(s) and optimal locations to install groundwater treatment systems to address the SFV groundwater contamination EPA listed the SFV Sites as groundwater only, with the intent to focus on addressing the regional groundwater contamination, with an

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

agreement with the state agencies to address the sources. From the late 1980s to late 1990s, EPA provided funds to RWQCB to conduct assessments of facilities in the SFV to determine the extent of solvent usage and to assess past and current chemical handling, storage, and disposal practices. These investigations were conducted pursuant to RWQCB's Well Investigation Program and resulted in source remediation activities under RWQCB oversight at several facilities within the SFV, including two within the NHOU. Source investigations and remediation activities are currently in progress under the lead of RWQCB and DTSC. In 1993, 1998, 2003, and 2008, EPA conducted five-year reviews (as required by CERCLA) to evaluate the protectiveness of the NHOU interim remedy. The Third NHOU Five-Year Review reported that the TCE and PCE groundwater plume that the remedy was designed to capture was migrating vertically and laterally beyond the remedy's zone of hydraulic control. This conclusion was based largely on EPA's evaluation of the current NHOU groundwater conditions and LADWP findings in the Draft Evaluation of the North Hollywood Operable Unit and Options to Enhance Its Effectiveness. The Final Evaluation of the North Hollywood Operable Unit and Options to Enhance Its Effectiveness also raised concerns regarding detections of total chromium and hexavalent chromium in extraction well NHE-2 of the NHOU interim remedy. Well NHE-2 is located just a short distance from the former Bendix facility, one of the major VOC sources in the NHOU. In July 2006, after a year of unusually high rainfall and rising groundwater levels in the SFV, the total chromium concentration detected at NHOU extraction well NHE-2 began to increase. Chromium was used in the metal plating and aerospace industry (metal fabrication), as well as for corrosion inhibition in industrial cooling towers, from the 1940s through the 1980s. It was also used extensively at the former Bendix facility. In 2007, the elevated concentrations of chromium at well NHE-2 caused total chromium concentrations in the combined NHOU treatment system effluent to exceed 30 micrograms per liter (ug/L) (60 percent of the state MCL). As a result, CDPH advised LADWP to shut down well NHE-2 or divert the water produced by the well to a nonpotable use. Chromium concentrations at this well have subsequently ranged from approximately 280 to 440 ug/L. In addition, 1, 4-dioxane was detected at well NHE-2 during 2007 and 2008 at concentrations ranging from 4 to 7 ug/L. There is no MCL for 1, 4-dioxane, but the CDPH notification level for 1, 4-dioxane is 3 ug/L. Extraction well NHE-2 remained shut down until September 2008, when the installation of a wellhead VOC treatment unit and modification of the discharge piping were completed, which allowed this well to return to service. The NHE-2 effluent, which still contains elevated levels of chromium, is currently discharged to the Los Angeles Bureau of Sanitation sewer system. This work was conducted by Honeywell International (a corporate successor to Bendix) as an interim measure, pursuant to a Cleanup and Abatement Order (CAO) from RWQCB that requires Honeywell to clean up the chromium contamination and to restore lost water caused by the shut down of well NHE-2. A long-term wellhead treatment system for well NHE-2, including treatment for chromium and, if necessary, 1,4-dioxane, to meet drinking water standards is expected to be implemented pursuant to the RWQCB CAO prior to the implementation of the NHOU Second Interim Remedy. Following construction and start up of the Existing NHOU Extraction and Treatment System, EPA issued general and special notice letters to PRPs. In 1996 and 1997, EPA reached two separate settlements with PRPs in which the settling parties agreed to pay EPA's past costs and fund operation of the Existing NHOU Extraction and Treatment System for the remainder of its fifteen-year term. In 2008, when the funds collected pursuant to the 1996 and 1997 settlements were close to being exhausted, EPA entered into an administrative order on consent with a number of parties from 1996 and 1997 settlements and issued a unilateral administrative order to the remaining viable parties in order to secure funding to continue operating the Existing NHOU Extraction and Treatment System until the Second

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Interim Remedy is constructed and operational. In preparation for the selection and implementation of the Second Interim Remedy, EPA has conducted additional PRP search activity. The RWQCB has issued CAOs to two parties in the NHOU. In December 1987, Lockheed was issued a CAO directing it to remediate contaminated soil and groundwater at Plant B-1 (in the BOU) and to complete a comprehensive Site assessment at all of Lockheed's other Burbank Airport facilities, including Plants B5 and C1 (in the NHOU), to determine the sources and extent of soil and groundwater contamination. The RWQCB issued a CAO in February 2003 to Honeywell International, Inc., for VOC and chromium contamination in groundwater at the former Bendix facility in North Hollywood. This CAO was amended in April 2007 to include investigation and mitigation of emerging contaminants at the former Bendix facility and to address elevated chromium concentrations at NHOU extraction well NHE-2. The land use in the SFV Area 1 Site, including the NHOU, consists of mixed residential, industrial, and commercial use. The SFV is fully developed and land uses in the NHOU are not expected to change significantly in the next 20 years or longer. The SFV groundwater basin is an important source of drinking water for the Los Angeles metropolitan area, including the cities of Los Angeles, Glendale, Burbank, and San Fernando. The SFV is located in the Upper Los Angeles River Area (ULARA), which is under adjudicated water rights regulated by the ULARA Watermaster. Through court action in 1975, the City of Los Angeles was granted rights to all groundwater in the San Fernando Basin that is derived from precipitation within ULARA. There are a number of production well fields in the eastern SFV, including six LADWP well fields located in or near the NHOU. The output from the existing NHOU remedy accounts for approximately 1 to 2 percent of LADWP's total extraction from the SFV groundwater basin. The need for drinking water development in the eastern SFV, including the NHOU, is expected to increase over the next 20 years as restrictions on importing water to Southern California increase and imported water becomes more expensive. An Interim ROD addressing Operable Unit 4 was completed in September 2009.

CERCLIS Assessment History:

Action Code:	001
Action:	DISCOVERY
Date Started:	/ /
Date Completed:	12/01/83
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	State, Fund Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	HAZARD RANKING SYSTEM PACKAGE
Date Started:	/ /
Date Completed:	04/01/84
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	State, Fund Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: SITE INSPECTION
Date Started: / /
Date Completed: 04/01/84
Priority Level: Higher priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 04/01/84
Priority Level: Higher priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: PROPOSAL TO NATIONAL PRIORITIES LIST
Date Started: / /
Date Completed: 10/15/84
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 09/30/84
Date Completed: 08/15/85
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Action: FINAL LISTING ON NATIONAL PRIORITIES LIST
Date Started: / /
Date Completed: 06/10/86
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started: 08/16/85
Date Completed: 09/24/87
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: State, Fund Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: REMEDIAL DESIGN
Date Started: 04/01/87
Date Completed: 09/24/87
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: State, Fund Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: RECORD OF DECISION
Date Started: / /
Date Completed: 09/24/87
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: Notice Letters Issued
Date Started: / /
Date Completed: 08/24/88
Priority Level: Not reported
Operable Unit: SITEWIDE

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: Notice Letters Issued
Date Started: / /
Date Completed: 04/13/89
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started: 01/15/88
Date Completed: 06/30/89
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: State, Fund Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: Special Notice Issued
Date Started: / /
Date Completed: 06/30/89
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: RECORD OF DECISION
Date Started: / /
Date Completed: 06/30/89
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: Special Notice Issued
Date Started: / /
Date Completed: 05/04/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: REMOVAL ASSESSMENT
Date Started: 08/29/90
Date Completed: 08/29/90
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 08/30/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: Notice Letters Issued
Date Started: / /
Date Completed: 08/30/90
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Action:	Explanation Of Significant Differences
Date Started:	/ /
Date Completed:	11/12/90
Priority Level:	Not reported
Operable Unit:	BURBANK
Primary Responsibility:	Not reported
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	003
Action:	Special Notice Issued
Date Started:	/ /
Date Completed:	11/20/90
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Date Started:	05/04/89
Date Completed:	03/28/91
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	Federal Enforcement
Planning Status:	Primary
Urgency Indicator:	Not reported
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	REMOVAL
Date Started:	08/27/90
Date Completed:	05/23/91
Priority Level:	Cleaned up
Operable Unit:	BURBANK
Primary Responsibility:	EPA Fund-Financed
Planning Status:	Primary
Urgency Indicator:	Time Critical
Action Anomaly:	Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code:	001
Action:	REMOVAL COMMUNITY RELATIONS
Date Started:	09/11/90
Date Completed:	05/23/91
Priority Level:	Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Operable Unit: BURBANK
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: REMOVAL ASSESSMENT
Date Started: 06/17/91
Date Completed: 06/17/91
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: REMEDIAL ACTION
Date Started: 08/06/87
Date Completed: 09/04/91
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: State, Fund Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 08/16/90
Date Completed: 09/30/91
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: CONSENT DECREE
Date Started: 03/28/91
Date Completed: 03/25/92
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 03/26/92
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: RISK/HEALTH ASSESSMENT
Date Started: / /
Date Completed: 12/15/92
Priority Level: Not reported
Operable Unit: BASINWIDE
Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: ECOLOGICAL RISK ASSESSMENT
Date Started: / /
Date Completed: 12/15/92
Priority Level: Not reported
Operable Unit: BASINWIDE
Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: PREPARATION OF COST DOCUMENT PACKAGE
Date Started: / /
Date Completed: 06/17/93
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Action Code: 004
Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 09/25/89
Date Completed: 06/30/93
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: FIVE-YEAR REVIEW
Date Started: 07/08/93
Date Completed: 07/08/93
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started: 03/25/92
Date Completed: 11/22/93
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: Responsible Party
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Phased Completion

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started: 07/27/92
Date Completed: 11/22/93
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: Responsible Party
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 02/18/94
Priority Level: Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: PREPARATION OF COST DOCUMENT PACKAGE
Date Started: 03/24/94
Date Completed: 06/24/94
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL INVESTIGATION
Date Started: 02/18/94
Date Completed: 09/09/94
Priority Level: Not reported
Operable Unit: BASINWIDE
Primary Responsibility: Responsible Party
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started: 02/18/94
Date Completed: 09/09/94
Priority Level: Not reported
Operable Unit: BASINWIDE
Primary Responsibility: Responsible Party
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: PREPARATION OF COST DOCUMENT PACKAGE
Date Started: 09/04/94
Date Completed: 02/13/95
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: PREPARATION OF COST DOCUMENT PACKAGE
Date Started: 10/17/95
Date Completed: 01/26/96
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: Lodged By DOJ
Date Started: / /
Date Completed: 02/21/96
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: Lodged By DOJ
Date Started: / /
Date Completed: 03/14/96
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
Action: CONSENT DECREE
Date Started: 01/02/96
Date Completed: 07/01/96
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Action Code: 004
Action: CONSENT DECREE
Date Started: 02/12/96
Date Completed: 08/01/96
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: SECTION 107 LITIGATION
Date Started: 03/19/93
Date Completed: 01/14/97
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: COST RECOVERY NEGOTIATIONS
Date Started: 07/16/93
Date Completed: 01/14/97
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: Explanation Of Significant Differences
Date Started: / /
Date Completed: 02/12/97
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: Not reported
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: Lodged By DOJ
Date Started: / /
Date Completed: 02/18/97

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: Lodged By DOJ
Date Started: / /
Date Completed: 02/18/97
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 006
Action: CONSENT DECREE
Date Started: 01/14/97
Date Completed: 05/14/97
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 007
Action: CONSENT DECREE
Date Started: / /
Date Completed: 05/14/97
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Date Started: 05/04/94
Date Completed: 08/07/97
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started: 03/25/92
Date Completed: 09/30/97
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: Responsible Party
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Phased Start

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
Action: Lodged By DOJ
Date Started: / /
Date Completed: 03/17/98
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: CONSENT DECREE
Date Started: 08/07/97
Date Completed: 06/22/98
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 06/30/98
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Action Code: 002
Action: FIVE-YEAR REVIEW
Date Started: / /
Date Completed: 08/17/98
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 12/30/98
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: LONG TERM RESPONSE ACTION
Date Started: 12/01/89
Date Completed: 12/01/99
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: State, Fund Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: FIVE-YEAR REVIEW
Date Started: 06/20/03
Date Completed: 09/30/03
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
Action: FIVE-YEAR REVIEW
Date Started: 04/15/04
Date Completed: 09/30/04
Priority Level: Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Operable Unit: BURBANK
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 03/29/07
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: Notice of Intent by All Parties
Date Started: / /
Date Completed: 03/29/07
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: Not reported
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 09/16/08
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: NEGOTIATION (GENERIC)
Date Started: / /
Date Completed: 09/16/08
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 09/18/08
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: FIVE-YEAR REVIEW
Date Started: 04/24/08
Date Completed: 09/30/08
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: FEASIBILITY STUDY
Date Started: 01/23/06
Date Completed: 09/30/09
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: RECORD OF DECISION
Date Started: / /
Date Completed: 09/30/09
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: ADMINISTRATIVE ORDER ON CONSENT

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Date Started: / /
Date Completed: 12/29/09
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: CLAIM IN BANKRUPTCY PROCEEDING
Date Started: 07/02/09
Date Completed: 04/23/10
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: Special Notice Issued
Date Started: / /
Date Completed: 07/01/10
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 004
Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Date Started: 07/01/10
Date Completed: 02/14/11
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 02/14/11
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD 2ND REMEDY

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 006
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 11/16/11
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: NEGOTIATION (GENERIC)
Date Started: / /
Date Completed: 11/16/11
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 007
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 12/06/11
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: NEGOTIATION (GENERIC)
Date Started: / /
Date Completed: 12/06/11
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 005
Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 09/08/04
Date Completed: 04/26/12
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Other Completion Anomaly

For detailed financial records, contact EDR for a Site Report.:

Action Code: 008
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 03/01/13
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 009
Action: ADMINISTRATIVE ORDER ON CONSENT
Date Started: / /
Date Completed: 08/06/13
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started: 08/16/85
Date Completed: / /
Priority Level: Not reported
Operable Unit: BASINWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: TECHNICAL ASSISTANCE

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Date Started: 09/30/85
Date Completed: / /
Priority Level: Not reported
Operable Unit: BASINWIDE
Primary Responsibility: EPA Fund-Financed
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
Date Started: 11/22/93
Date Completed: / /
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: Responsible Party
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Phased Completion

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
Date Started: 11/22/93
Date Completed: / /
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: Responsible Party
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Phased Completion

For detailed financial records, contact EDR for a Site Report.:

Action Code: 003
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
Date Started: 09/30/97
Date Completed: / /
Priority Level: Not reported
Operable Unit: BURBANK
Primary Responsibility: Responsible Party
Planning Status: Primary
Urgency Indicator: Long Term Action
Action Anomaly: Phased Start

For detailed financial records, contact EDR for a Site Report.:

Action Code: 001
Action: OPERATIONS AND MAINTENANCE
Date Started: 12/01/99
Date Completed: / /
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD
Primary Responsibility: Responsible Party

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 006
Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started: 02/14/11
Date Completed: / /
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
Primary Responsibility: Responsible Party
Planning Status: Primary
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Action Code: 002
Action: REMEDIAL DESIGN
Date Started: 03/01/13
Date Completed: / /
Priority Level: Not reported
Operable Unit: NORTH HOLLYWOOD 2ND REMEDY
Primary Responsibility: EPA Fund-Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

For detailed financial records, contact EDR for a Site Report.:

Federal Register Details:
Fed Register Date: 06/10/86
Fed Register Volume: 51
Page Number: 21054

Fed Register Date: 10/15/84
Fed Register Volume: 49
Page Number: 40320

Click this hyperlink while viewing on your computer to access
3257 additional US CERCLIS Financial: record(s) in the EDR Site Report.

US ENG CONTROLS:
EPA ID: CAD980894893
Site ID: 0902251
Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
EPA Region: 09
County: LOS ANGELES
Event Code: Not reported
Actual Date: 09/30/2009

Action ID: 001
Action Name: Explanation Of Significant Differences

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Action Completion date: 11/12/1990
Operable Unit: 03
Contaminated Media : Groundwater
Engineering Control: Reinjection

Action ID: 001
Action Name: Explanation Of Significant Differences
Action Completion date: 11/12/1990
Operable Unit: 03
Contaminated Media : Groundwater
Engineering Control: Treatment, (N.O.S.)

Action ID: 002
Action Name: Explanation Of Significant Differences
Action Completion date: 02/12/1997
Operable Unit: 03
Contaminated Media : Groundwater
Engineering Control: Non-fundamental change (ESD)

Action ID: 002
Action Name: RECORD OF DECISION
Action Completion date: 06/30/1989
Operable Unit: 03
Contaminated Media : Groundwater
Engineering Control: Air Stripping

Action ID: 002
Action Name: RECORD OF DECISION
Action Completion date: 06/30/1989
Operable Unit: 03
Contaminated Media : Groundwater
Engineering Control: Extraction

Action ID: 002
Action Name: RECORD OF DECISION
Action Completion date: 06/30/1989
Operable Unit: 03
Contaminated Media : Groundwater
Engineering Control: Reuse as Drinking Water

Action ID: 002
Action Name: RECORD OF DECISION
Action Completion date: 06/30/1989
Operable Unit: 03
Contaminated Media : Groundwater
Engineering Control: Treatment, (N.O.S.)

Action ID: 003
Action Name: RECORD OF DECISION
Action Completion date: 09/24/1987
Operable Unit: 02
Contaminated Media : Groundwater
Engineering Control: Aeration

Action ID: 003
Action Name: RECORD OF DECISION
Action Completion date: 09/24/1987

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Operable Unit: 02
Contaminated Media : Groundwater
Engineering Control: Carbon Adsorption

Action ID: 003
Action Name: RECORD OF DECISION
Action Completion date: 09/24/1987
Operable Unit: 02
Contaminated Media : Groundwater
Engineering Control: Containment, (N.O.S.)

Action ID: 003
Action Name: RECORD OF DECISION
Action Completion date: 09/24/1987
Operable Unit: 02
Contaminated Media : Groundwater
Engineering Control: Discharge

Action ID: 003
Action Name: RECORD OF DECISION
Action Completion date: 09/24/1987
Operable Unit: 02
Contaminated Media : Groundwater
Engineering Control: Extraction

Action ID: 004
Action Name: RECORD OF DECISION
Action Completion date: 09/30/2009
Operable Unit: 04
Contaminated Media : Groundwater
Engineering Control: Air Stripping

Action ID: 004
Action Name: RECORD OF DECISION
Action Completion date: 09/30/2009
Operable Unit: 04
Contaminated Media : Groundwater
Engineering Control: Extraction

Action ID: 004
Action Name: RECORD OF DECISION
Action Completion date: 09/30/2009
Operable Unit: 04
Contaminated Media : Groundwater
Engineering Control: Filtration

Action ID: 004
Action Name: RECORD OF DECISION
Action Completion date: 09/30/2009
Operable Unit: 04
Contaminated Media : Groundwater
Engineering Control: Ion Exchange

Action ID: 004
Action Name: RECORD OF DECISION
Action Completion date: 09/30/2009
Operable Unit: 04

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Contaminated Media : Groundwater
Engineering Control: Liquid Phase Carbon Adsorption

Action ID: 004
Action Name: RECORD OF DECISION
Action Completion date: 09/30/2009
Operable Unit: 04
Contaminated Media : Groundwater
Engineering Control: Monitoring

Action ID: 004
Action Name: RECORD OF DECISION
Action Completion date: 09/30/2009
Operable Unit: 04
Contaminated Media : Groundwater
Engineering Control: Well Head Treatment

US INST CONTROL:
EPA ID: CAD980894893
Site ID: 0902251
Name: SAN FERNANDO VALLEY (AREA 1)
Action Name: RECORD OF DECISION
Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
EPA Region: 09
County: LOS ANGELES
Event Code: Not reported
Inst. Control: Groundwater use/well drilling regulation
Actual Date: 09/30/2009
Complet. Date: 09/30/2009
Operable Unit: 04
Contaminated Media : Groundwater

CONSENT:
EPA ID: CAD980894893
Site ID: Not reported
Case Title: U.S. V. ALLIED-SIGNAL, ET AL.
Court Num: 93-6490
District: California, Cent
Entered Date: 19970514
Full-text of the consent decree for this site issued by the United States District Court is available from EDR. Contact your EDR Account Executive.

ROD:
Full-text of USEPA Record of Decision(s) is available from EDR.

ICIS:
Enforcement Action ID: 09-2013-2511
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NHOU AOC FOR RECOVERY OF RESPONSE COSTS
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 107L Filing Of Lien
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2511
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NHOU AOC FOR RECOVERY OF RESPONSE COSTS
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 107L Filing Of Lien
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2511
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NHOU AOC FOR RECOVERY OF RESPONSE COSTS
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 107L Filing Of Lien
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2511
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NHOU AOC FOR RECOVERY OF RESPONSE COSTS
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2511
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NHOU AOC FOR RECOVERY OF RESPONSE COSTS
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2511
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NHOU AOC FOR RECOVERY OF RESPONSE COSTS
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 107L Filing Of Lien
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 107L Filing Of Lien
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 107L Filing Of Lien
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 104E5A AO For Access And/Or Info
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 104E5A AO For Access And/Or Info
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 104E5A AO For Access And/Or Info
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2013-2508
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NHOU AOC FOR HONEYWELL NHE-2 RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2012-2501
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NHOU AOC WITH WASTE MGMT FOR COST RECOVERY AND CIVIL PENALTY
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2012-2501
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NHOU AOC WITH WASTE MGMT FOR COST RECOVERY AND CIVIL PENALTY
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2012-2501
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NHOU AOC WITH WASTE MGMT FOR COST RECOVERY AND CIVIL PENALTY
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2012-2500
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NHOU AOC WITH PICK-YOUR-PART FOR RECOVERY OF RESPONSE COSTS AND PAYMENT OF CIVIL PENALTY
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2012-2500
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NHOU AOC WITH PICK-YOUR-PART FOR RECOVERY OF RESPONSE COSTS AND PAYMENT OF CIVIL PENALTY
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2012-2500
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NHOU AOC WITH PICK-YOUR-PART FOR RECOVERY OF RESPONSE COSTS AND PAYMENT OF CIVIL PENALTY
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2012-2500
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NHOU AOC WITH PICK-YOUR-PART FOR RECOVERY OF RESPONSE COSTS AND PAYMENT OF CIVIL PENALTY
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2012-2500
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NHOU AOC WITH PICK-YOUR-PART FOR RECOVERY OF RESPONSE COSTS AND PAYMENT OF CIVIL PENALTY
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2012-2500
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NHOU AOC WITH PICK-YOUR-PART FOR RECOVERY OF RESPONSE COSTS AND PAYMENT OF CIVIL PENALTY
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2011-2509
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NORTH HOLLYWOOD OPERABLE UNIT AOC FOR RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122A/104A Agrmt For RI/FS
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2011-2509
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NORTH HOLLYWOOD OPERABLE UNIT AOC FOR RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122A/104A Agrmt For RI/FS
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2011-2509
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NORTH HOLLYWOOD OPERABLE UNIT AOC FOR RD
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122A/104A Agrmt For RI/FS
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2011-2500
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: ACCESS ORDER TO LOS ANGELES BYPRODUCTS CO.
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 104E5A AO For Access And/Or Info
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2011-2500
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: ACCESS ORDER TO LOS ANGELES BYPRODUCTS CO.
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 104E5A AO For Access And/Or Info
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2011-2500
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: ACCESS ORDER TO LOS ANGELES BYPRODUCTS CO.
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 104E5A AO For Access And/Or Info
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2010-2519
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: LYONDELL BANKRUPTCY (NC)
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Bankruptcy
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2010-2519
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: LYONDELL BANKRUPTCY (NC)
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Bankruptcy
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2010-2519
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: LYONDELL BANKRUPTCY (NC)
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Bankruptcy
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2010-2505
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NORTH HOLLYWOOD AO FOR RI WITH HONEYWELL INTL INC
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122A/104A Agrmt For RI/FS
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2010-2505
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NORTH HOLLYWOOD AO FOR RI WITH HONEYWELL INTL INC
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122A/104A Agrmt For RI/FS
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2010-2505
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NORTH HOLLYWOOD AO FOR RI WITH HONEYWELL INTL INC
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122A/104A Agrmt For RI/FS
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2008-2527
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: NORTH HOLLYWOOD 106A ORDER FOR GROUNDWATER
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2008-2527
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: NORTH HOLLYWOOD 106A ORDER FOR GROUNDWATER
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2008-2527
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: NORTH HOLLYWOOD 106A ORDER FOR GROUNDWATER
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2008-2521
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: SAN FERNANDO AREA 1 122H AOC W/ HONEYWELL, LOCKHEED
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2008-2521
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: SAN FERNANDO AREA 1 122H AOC W/ HONEYWELL, LOCKHEED
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-2008-2521
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: SAN FERNANDO AREA 1 122H AOC W/ HONEYWELL, LOCKHEED
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 122h Agrmt For Cost Recovery

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1997-0172
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: LOCKHEED MARTIN
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1997-0172
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: LOCKHEED MARTIN
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1997-0172
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: LOCKHEED MARTIN
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1997-0015
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: SAN FERNANDO GLENDALE (NORTH AND SOUTH)
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

EPA Region #: 9

Enforcement Action ID: 09-1997-0015
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: SAN FERNANDO GLENDALE (NORTH AND SOUTH)
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1997-0015
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: SAN FERNANDO GLENDALE (NORTH AND SOUTH)
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1997-0014
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: SAN FERNANDO, GLENDALE
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1997-0014
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: SAN FERNANDO, GLENDALE
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Enforcement Action ID: 09-1997-0014
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: SAN FERNANDO, GLENDALE
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: CERCLA 106 AO For Resp Action/Imm Haz
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1993-0010
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: ALLIED-SIGNAL INCORPORATED
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1993-0010
FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: ALLIED-SIGNAL INCORPORATED
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1993-0010
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: ALLIED-SIGNAL INCORPORATED
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1991-0016

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

FRS ID: 110009267961
Program ID: CERCLIS CAD980894893
Action Name: CITY OF BURBANK
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1991-0016
FRS ID: 110009267961
Program ID: FRS 110009267961
Action Name: CITY OF BURBANK
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Enforcement Action ID: 09-1991-0016
FRS ID: 110009267961
Program ID: DTSC-ENVIROSTOR 19990011
Action Name: CITY OF BURBANK
Full Address: NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD WELLFIELD AREA NORTH HOLLYWOOD CA 91601
State: California
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Facility Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601
Enforcement Action Type: Civil Judicial Action
Facility County: LOS ANGELES
EPA Region #: 9

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: CERCLIS CAD980894893
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: DTSC-ENVIROSTOR 19990011
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: Not reported

Program ID: FRS 110009267961
Facility Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

SIC Code: Not reported

FINDS:

Registry ID: 110009267961

Environmental Interest/Information System

California Department of Toxic Substances Control EnviroStor System (DTSC-EnviroStor) is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. The EnviroStor database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

Calsite:

Region:	GLENDALE
Facility ID:	19990011
Facility Type:	NPJF
Type:	NPL SITE, JOINT STATE/FEDERAL-FUNDED
Branch:	SA
Branch Name:	SO CAL - GLENDALE
File Name:	Not reported
State Senate District:	05151996
Status:	ANNUAL WORKPLAN (AWP) - ACTIVE SITE
Status Name:	ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency:	ENVIRONMENTAL PROTECTION AGENCY
NPL:	Listed
SIC Code:	99
SIC Name:	NONCLASSIFIABLE ESTABLISHMENTS
Access:	Not reported
Cortese:	Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Hazardous Ranking Score:	Not reported
Date Site Hazard Ranked:	Not reported
Groundwater Contamination:	Confirmed
Staff Member Responsible for Site:	TYARGEAU
Supervisor Responsible for Site:	Not reported
Region Water Control Board:	LA
Region Water Control Board Name:	LOS ANGELES
Lat/Long Direction:	Not reported
Lat/Long (dms):	0 0 0 / 0 0 0
Lat/long Method:	Not reported
Lat/Long Description:	Not reported
State Assembly District Code:	43
State Senate District Code:	20
Facility ID:	19990011
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	NH
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	09301987
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	RIFS
Activity Name:	REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code:	NH
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	09301987
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	NH
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	03311989
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	B
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06301989
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	RIFS
Activity Name:	REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code:	B
Proposed Budget:	0

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06301989
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	PPP
Activity Name:	PUBLIC PARTICIPATION PLAN
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04301990
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	DES
Activity Name:	DESIGN
AWP Code:	B-PH1
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	03311997
Est Person-Yrs to complete:	0.30000
Estimated Size:	X
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	COST
Activity Name:	COST RECOVERY
AWP Code:	NH1/1
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	09041996
Est Person-Yrs to complete:	0
Estimated Size:	X
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	OM
Activity Name:	OPERATION & MAINTENANCE
AWP Code:	NH OU
Proposed Budget:	0
AWP Completion Date:	06302009
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	M
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Unknown Type:	0
Facility ID:	19990011
Activity:	COST
Activity Name:	COST RECOVERY
AWP Code:	NH2/1
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06201997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	DES
Activity Name:	DESIGN
AWP Code:	B-PH2
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	11171997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	CSNH1
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08011996

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	CSNH2
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	05141997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	CD-B2
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06241997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	5YEAR
Activity Name:	FIVE-YEAR REVIEW REQUIRED BY CERCLA
AWP Code:	NH OU
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08171998
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	NORTH HOLLYWOOD AREA
Alternate City,St,Zip:	NORTH HOLLYWOOD, CA 91606
Alternate Address:	NORTH HOLLYWOOD WELLFIELD AREA
Alternate City,St,Zip:	LOS ANGELES, CA 91601
Alternate Address:	BURBANK
Alternate City,St,Zip:	BURBANK, CA 91502
Background Info:	The San Fernando Valley Ground Water Basin (SFVGWB) is located within the Upper Los Angeles River Area, and consists of the eastern portion of the San Fernando Valley and the entire Verdugo Basin. The SFVGWB encompasses approximately 112,000 acres of alluvial valley fill deposits and provides enough water to serve approximately 600,000 residents. The Basin is bounded on the north and the northwest by the Santa Susana Mountains, on the northeast by the San Gabriel Mountains, on the west by the Simi Hills and on the south by the Santa Monica Mountains. The San Fernando Valley Study area includes four National Priorities List (NPL) sites. They are: Area #1 - North Hollywood NPL Site covers 9336 acres in the eastern part of the San Fernando Valley. The site has been divided into the North Hollywood Operable Unit(OU) and the Burbank OU. Area #2 - Crystal Springs NPL Site covers 3975 acres located southeast of the North Hollywood NPL site and is in the cities of Glendale and Los Angeles. Area #3 - Verdugo NPL Site covers 2673 acres in the eastern part of the SF Valley and is located in and adjacent to La

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Crescenta in the Verdugo Mountains.
Area #4 - the Pollock NPL Site covers 1635 acres in the south-eastern part of the San Fernando Valley and is located in and adjacent to the cities of Los Angeles and Glendale.
Groundwater contamination in the SFVGWB is linked to prewar, postwar, and current industrialization in the San Fernando Valley.
The primary contaminants of concern are the volatile organic compounds (VOCs) trichloroethylene (TCE) and tetrachloroethylene (PCE). These compounds have been and/or are being used in many San Fernando Valley industries, such as aeronautical, automotive dry cleaning, and metal plating. These solvents have found their way to the groundwater basin as a result of both past and improper use, storage and disposal practices. The SFVGWB Superfund sites, added to the NPL in 1986, are areas where groundwater from wells have been found to contain VOCs above the state and federal drinking water standards. Groundwater contamination in numerous wells have been so severe with TCE and PCE that these wells have essentially been put out of commission.
Exposure of receptors to contaminants can possibly occur through ingestion of contaminated drinking water, inhalation of VOC vapors released from the contaminated water as in taking showers, and dermal exposure as in washing or bathing. However, with the strict regulatory control over water quality by the State's Department of Health, Office of Drinking Water (ODW), the RWQCB, and other agencies, residents are assured that the water they consume is safe and that no one is drinking water which contains concentrations of contaminants above regulatory standards. Federal, state, and local agencies have been conducting investigations and cleanup of contaminated groundwater in the San Fernando Valley since contamination was discovered in 1979. These activities involve measuring the extent of contamination, developing and implementing cleanup remedies, and identifying responsible parties.
EPA provided oversight of the basinwide Remedial Investigation (RI) of groundwater contamination conducted by the Los Angeles Department of Water and Power (LADWP). The RI objectives were to collect lithological and water quality data and information regarding basin operations for the eastern SF and Verdugo basins; develop a regional characterization of geology, hydrology, hydrogeology and the nature and extent of groundwater contamination within the eastern and Verdugo basins; study fate and transport of compounds in the environment; identify Applicable or Relevant and Appropriate Requirements; (ARAR's) and evaluate the potential risk to human health and the environment.
The Remedial Investigation of the SFVGWB was divided into two phases.
Phase I activities have included vertical profile borings and installation of monitoring wells to obtain preliminary contamination information. Monitoring wells have been installed as follows: 34 in North Hollywood (Area #1); 29 in Crystal Springs (Area #2); 7 in Verdugo (Area #3); and 17 in Pollock (Area #4).
Information obtained from Phase I investigation activities identified the need for several operable units. Operable Unit is a federal term which is similar to the State's definition of a removal action.

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Phase II activities consist of a basinwide remedial investigation conducted by the LADWP.
Remedial Actions (RAs):
North Hollywood (Area #1) -- Two RAs were identified for Area #1, the North Hollywood OU and the Burbank OU.
A Record of Decision (ROD) for the North Hollywood RA was signed in September 1987, selecting groundwater extraction and treatment (air stripping) of 2,000 gallons per minute (gpm) of contaminated water as an interim remedy. This RA was constructed with funding from EPA and the State and has been treating contaminated groundwater since March 1989. This facility is located at 11845 Vose Street in the N. Hollywood section of Los Angeles.
A ROD for the Burbank OU was signed in June 1989, again selecting groundwater extraction and treatment of about 12,000 gpm of contaminated water. Phase I of the Burbank OU began operations in January 1996 treating groundwater at a rate of 6,000 gpm. Phase II began operations in May 1998 adding an additional 3,000 gpm to the Burbank OU's treatment capacity.
Crystal Springs (Area #2) -- LADWP has completed a focused RI/FS for this proposed RA. The Glendale OU has been separated into a North OU and a South OU based on the amount of contamination and the facilities contributing to the GW contamination. A ROD for each OU was signed on June 18, 1993 designating groundwater extraction and treatment as the interim remeday. The PRPs have formed a group and combined the RA efforts for each OU into one document. The selected alternative is GW extraction and treatment. The Glendale OU began operations in September 2000.
Verdugo and Pollock (Areas #3 and #4) --
Currently no RAs have been identified for Area #3 or for Area #4. In October 2003 US EPA proposed No Remedial Action for Verdugo Basin (Area #3).
Another contaminant of concern, hexavalent chromium, has been identified in the San Fernando Valley Groundwater Basin.
EPA and the RWQCB are currently dentifying potential sources of contamination and pursuing PRPs that may be responsible for contaminating groundwater. As these PRPs are identified, individual site investigations and mitigation activities will be pursued. Enforceable agreements and orders will be implemented at numerous specific potential source sites within the Basin by RWQCB and DTSC

Comments Date: 01011984
Comments: Groundwater contaminated with TCE and PCE is discovered.
Comments Date: 01011984
Comments: Site covers approximately 5254 acres.
Comments Date: 04141996
Comments: Consent Decree between EPA, DTSC and settling PRPs lodged
Comments Date: 04141996
Comments: with the court. Negotiations with non-settling PRPs
Comments Date: 04141996
Comments: continue.
Comments Date: 04241994
Comments: The U.S. EPA is in the process of recovering costs from
Comments Date: 04241994

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Comments:	the PRPs. DOJ is pursuing the cost recovery for DTSC.
Comments Date:	04241994
Comments:	The cooperative PRPs are willing to settle if they are
Comments Date:	04241994
Comments:	guaranteed contribution protection from the non-settling
Comments Date:	04241994
Comments:	PRPs (so that they cannot be named as a party to the
Comments Date:	04241994
Comments:	suit by the non-settling PRPs). DTSC is providing
Comments Date:	04241994
Comments:	documentation to DOJ (i.e. timesheets) to determine
Comments Date:	04241994
Comments:	staff time charged to the project. EPA is pursuing
Comments Date:	04241994
Comments:	legal action against the non-settling PRPs to recover
Comments Date:	04241994
Comments:	costs of past and future oversight.
Comments Date:	05022002
Comments:	EPA issues fine against Lockheed Martin for 1.37 million for
Comments Date:	05022002
Comments:	Force Majeure claim on Burbank Operable Unit.
Comments Date:	05131998
Comments:	11/17/97-The phase 2 design adds an additional well (wp-180)
Comments Date:	05131998
Comments:	and pipeline for extraction and treatment at the Burbank
Comments Date:	05131998
Comments:	operable unit. This adds an additional 3,000 gpm to the treatmen
Comments Date:	05131998
Comments:	system. Additional amendments to the design include changing the
Comments Date:	05131998
Comments:	Liquid Phase Granular Activated Carbon (LPGAC) bed system from an
Comments Date:	05131998
Comments:	upflow to a downflow configuration, and the addition of a LPGAC
Comments Date:	05131998
Comments:	backflush filtration system for continuous backflush to the
Comments Date:	05131998
Comments:	plant’s storm drain discharge.
Comments Date:	05141997
Comments:	The second partial consent decree to recover DTSC’s past cost is
Comments Date:	05141997
Comments:	signed on May 14, 1997. This also concludes the litigation for
Comments Date:	05141997
Comments:	the interim remedy at the North Hollywood OU.
Comments Date:	06201997
Comments:	DTSC recovers costs in accordance with the Second Partial
Comments Date:	06201997
Comments:	Consent Decree for the interim remedy at the NHOU. Two
Comments Date:	06201997
Comments:	additional payments are due by 5/14/98 and and 5/14/99.
Comments Date:	06241997
Comments:	A second partial Consent Decree, dated June 24, 1997, requires
Comments Date:	06241997
Comments:	reimbursement to the State by Lockheed-Martin of certain past
Comments Date:	06241997
Comments:	costs and annual billing for future site specific response costs.
Comments Date:	08011996
Comments:	The first partial consent decree is entered by the Federal

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Comments Date: 08011996
Comments: District court on August 1, 1996.
Comments Date: 08171998
Comments: A second 5-year review of remedial activities is conducted at
Comments Date: 08171998
Comments: the North Hollywood OU (NHOU) and covers operations from 1993
Comments Date: 08171998
Comments: thru 1997. The purpose was to evaluate whether the NH Interim
Comments Date: 08171998
Comments: Remedy achieved the objectives specified in the ROD. The
Comments Date: 08171998
Comments: findings of the 5-year review are that the objectives of the
Comments Date: 08171998
Comments: ROD have been met.
Comments Date: 09041996
Comments: Costs are recovered by DTSC in accordance with the First
Comments Date: 09041996
Comments: Partial Consent Decree for interim remedial action at the North
Comments Date: 09041996
Comments: Hollywood OU (NHOU). An additional payment is due by 08/01/97.
Comments Date: 09202001
Comments: The facility has been operating continuously with six water
Comments Date: 09202001
Comments: supply wells on line. This past quarter approximately 175
Comments Date: 09202001
Comments: million gallons of water was treated down to non-detect levels
Comments Date: 09202001
Comments: of contamination.
Comments Date: 12191999
Comments: Negotiating new state superfund contract between U.S. EPA, DTSC,
Comments Date: 12191999
Comments: and the Los Angeles Department of Water and Power to provide for
Comments Date: 12191999
Comments: continued funding of operation and maintenance of the NHOU.
ID Name: CALSTARS CODE
ID Value: 300127
ID Name: CALSTARS CODE
ID Value: 300126
ID Name: BEP DATABASE PCODE
ID Value: P31031
Alternate Name: SAN FERNANDO VALLEY GW BASIN AREA 1NORTH HOLLYWOOD OUFSSAN FERNANDO VALLEY (AREA 1)BURBANK OU
Special Programs Code: MSCA
Special Programs Name: MULTI-SITE COOPERATIVE AGREEMENT

CORTESE:
Region: CORTESE
Envirostor Id: 19990011
Site/Facility Type: FEDERAL SUPERFUND - LISTED
Cleanup Status: ACTIVE
Status Date: 05/15/1996
Site Code: 300126, 300173, 300287
Latitude: 34.1875
Longitude: -118.38388
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Flag:	envirostor
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported

ENVIROSTOR:

Facility ID:	19990011
Status:	Active
Status Date:	05/15/1996
Site Code:	300287
Site Type:	Federal Superfund
Site Type Detailed:	State Response or NPL
Acres:	5254
NPL:	YES
Regulatory Agencies:	SMBRP, RWQCB 4 - Los Angeles, US EPA
Lead Agency:	US EPA
Program Manager:	Tedd Yargeau
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Assembly:	39
Senate:	20
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.1875
Longitude:	-118.3838
APN:	NONE SPECIFIED
Past Use:	AEROSPACE MANUFACTURING/MAINTENANCE, MACHINE SHOP, MANUFACTURING - METAL, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER, RESEARCH - AEROSPACE
Potential COC:	Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Chromium III Chromium VI
Confirmed COC:	Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Chromium III Chromium VI
Potential Description:	AQUI, SOIL
Alias Name:	BURBANK OU
Alias Type:	Alternate Name
Alias Name:	NORTH HOLLYWOOD OUFS
Alias Type:	Alternate Name
Alias Name:	SAN FERNANDO VALLEY GW BASIN AREA 1
Alias Type:	Alternate Name
Alias Name:	CAD980894893
Alias Type:	CERCLIS ID
Alias Name:	110009267961
Alias Type:	EPA (FRS #)
Alias Name:	P31031
Alias Type:	PCode
Alias Name:	300126
Alias Type:	Project Code (Site Code)
Alias Name:	300173
Alias Type:	Project Code (Site Code)
Alias Name:	300287

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Alias Type: Project Code (Site Code)
Alias Name: 19990011
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 08/17/1998
Comments: A second 5-year review of remedial activities is conducted at the North Hollywood OU (NHOU) and covers operations from 1993 thru 1997. The purpose was to evaluate whether the NH Interim Remedy achieved the objectives specified in the ROD. The findings of the 5-year review are that the objectives of the ROD have been met.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 11/17/1997
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 03/31/1997
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 04/30/1990
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 06/30/1989
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 06/30/1989
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 03/31/1989
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 09/30/1987
Comments: Not reported

Completed Area Name: PROJECT WIDE

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/08/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Feasibility Study Report
Completed Date: 01/08/2009
Comments: DTSCs letter with comments on Focussed Feasibility Study document for North Hollywood Operable Unit, San Fernando Valley Area 1 was sent out.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Record of Decision - Interim
Completed Date: 09/28/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 06/24/1997
Comments: A second partial Consent Decree, dated June 24, 1997, requires reimbursement to the State by Lockheed-Martin of certain past costs and annual billing for future site specific response costs.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 05/14/1997
Comments: The second partial consent decree to recover DTSC's past cost is signed on May 14, 1997. This also concludes the litigation for the interim remedy at the North Hollywood OU.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 08/01/1996
Comments: The first partial consent decree is entered by the Federal District court on August 1, 1996.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

PRP:
PRP name: 2L SCREEN PRINTING CO.
A-H PLATING, INC.
ACCESSORY PLATING
ADLER SCREW PRODUCTS INC.

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

AEROQUIP CORP.
AEROQUIP CORP.
AIRPORT GROUP INTERNATIONAL, INC.
AIRPORT GROUP INTERNATIONAL, INC.
ALLIED SIGNAL
ALLIED SIGNAL
ANTONINI FAMILY TRUST
B.J. GRINDING
BARRON ANODIZING
BASINGER B TRUST
BASINGER C TRUST
BENDIX CORP.
BENDIX CORP.
CALIFORNIA CAR HIKERS SERVICES, INC.
CALMAT CO.
CALMAT CO.
CALMAT CO.
CALMAT CO.
CEBALLOS, MR. CHUCK
CHASE, STUART
COOKE FAMILY TRUST (AMENDED)
COOKE FAMILY TRUST (AMENDED)
COOKE FAMILY TRUST (AMENDED)
CRANE COMPANY/HYDRO-AIRE DIVISION
CRANE COMPANY/HYDRO-AIRE DIVISION
DE KING SCREW PRODUCTS
DELTRON ENGINEERING
DYNAMIC PLATING, INC.
ELLISON, LEON
ERIK AND ELSE BRUUN-ANDERSEN TRUST
ERIK AND ELSE BRUUN-ANDERSEN TRUST
FLEETWOOD MACHINE PRODUCTS, INC.
FLEETWOOD MACHINE PRODUCTS, INC.
FLEETWOOD MACHINE PRODUCTS, INC.
FRANK GUERRORO
HASKEL, INC.
HAWKER PACIFIC CORPORATION
HAWKER PACIFIC CORPORATION
HAWKER PACIFIC CORPORATION
HAYWARD ASSOC, LLC
HONEYWELL INTERNATIONAL, INC.
HONEYWELL INTERNATIONAL, INC.
HONEYWELL INTERNATIONAL, INC.
HONEYWELL INTERNATIONAL, INC.
JANCO CORPORATION
JANCO CORPORATION
JOHNSON, CHAD
KAHR BEARING
KAHR BEARING
LA AGCO SALES
LAWRENCE ENGINEERING AND SUPPLY CO.
LOCKHEED AERONAUTICAL SYSTEMS
LOCKHEED AERONAUTICAL SYSTEMS
LOCKHEED AERONAUTICAL SYSTEMS
LOCKHEED AERONAUTICAL SYSTEMS
LOCKHEED AERONAUTICAL SYSTEMS

SAN FERNANDO VALLEY (AREA 1) (Continued) **1000709322**

Click this hyperlink while viewing on your computer to access
45 additional PRP: record(s) in the EDR Site Report.

A1 **H HAGHIGHI/M JAHANGIR** **HIST UST** **U001567671**
14761 DEVONSHIRE ST **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 1 of 9 in cluster A

Relative:
Lower

Actual:
920 ft.

HIST UST:

Region:	STATE
Facility ID:	00000026581
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	0000000000
Owner Name:	ARCO PETROLEUM PRODUCTS CO.
Owner Address:	515 SOUTH FLOWER STREET
Owner City,St,Zip:	LOS ANGELES, CA 90071
Total Tanks:	0004
Tank Num:	001
Container Num:	0000000001
Year Installed:	1971
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	0000240
Leak Detection:	Stock Inventor, 10
Tank Num:	002
Container Num:	0000000002
Year Installed:	1971
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	0000240
Leak Detection:	Stock Inventor, 10
Tank Num:	003
Container Num:	0000000003
Year Installed:	1971
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	0000240
Leak Detection:	Stock Inventor, 10
Tank Num:	004
Container Num:	0000000004
Year Installed:	1983
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, 10

A2 **ERNS** **91210353**
ARCO #1575 14761 DEVONSHIRE **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 2 of 9 in cluster A

Relative: Click this hyperlink while viewing on your computer to access
Lower additional ERNS detail in the EDR Site Report.

Actual:
920 ft.

A3 **FAZELRAHMAN TAJAR/ATA. U RAHMA** **CA FID UST** **S101583292**
14761 DEVONSHIRE ST **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 3 of 9 in cluster A

Relative: CA FID UST:
Lower Facility ID: 19003280
Regulated By: UTNKA
Actual: Regulated ID: 00026581
920 ft. Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8183659569
Mail To: Not reported
Mailing Address: 515 S FLOWER ST
Mailing Address 2: Not reported
Mailing City,St,Zip: MISSION HILLS 913450000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

B4 **CLARITA CAPELLINI** **HAZNET** **S117306748**
14670 SAN JOSE ST **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 1 of 2 in cluster B

Relative: HAZNET:
Higher envid: S117306748
Year: 2013
Actual: GEPAID: CAC002752036
934 ft. Contact: CLARITA CAPELLINI
Telephone: 8188975115
Mailing Name: Not reported
Mailing Address: 14670 SAN JOSE ST
Mailing City,St,Zip: MISSION HILLS, CA 913452250
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Not reported

B5 **ERNS** **2005604198**
14661 SAN JOSE **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 2 of 2 in cluster B

Relative: Higher

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

Actual: 934 ft.

A6 **ARCO FACILITY NO. 1575** **HIST CORTESE** **S103631321**
14761 DEVONSHIRE **LUST** **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 4 of 9 in cluster A

Relative: Lower

Actual: 920 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	913450370

LUST:

Region:	STATE
Global Id:	T0603717009
Latitude:	34.257505
Longitude:	-118.453844
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/07/2004
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	PK
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	15573
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603717009
Contact Type:	Local Agency Caseworker
Contact Name:	PATRICK KILLIAN
Organization Name:	LOS ANGELES, CITY OF
Address:	221 N FIGUEROA ST STE 1500
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826527

Global Id:	T0603717009
Contact Type:	Regional Board Caseworker
Contact Name:	YI LU
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	ylu@waterboards.ca.gov
Phone Number:	Not reported

ARCO FACILITY NO. 1575 (Continued) **S103631321**

Status History:

Global Id:	T0603717009
Status:	Completed - Case Closed
Status Date:	06/07/2004
Global Id:	T0603717009
Status:	Open - Site Assessment
Status Date:	02/02/2004
Global Id:	T0603717009
Status:	Open - Case Begin Date
Status Date:	12/20/2000

Regulatory Activities:

Global Id:	T0603717009
Action Type:	Other
Date:	12/20/2000
Action:	Leak Discovery
Global Id:	T0603717009
Action Type:	Other
Date:	01/01/2001
Action:	Leak Reported
Global Id:	T0603717009
Action Type:	Other
Date:	12/20/2000
Action:	Leak Stopped
Global Id:	T0603717009
Action Type:	REMEDIATION
Date:	12/20/2000
Action:	Not reported

Region:	STATE
Global Id:	T0603702304
Latitude:	34.257504
Longitude:	-118.453844
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	04/04/1996
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	913450370
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603702304
Contact Type:	Regional Board Caseworker

ARCO FACILITY NO. 1575 (Continued) **S103631321**

Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603702304
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Status History:
Global Id: T0603702304
Status: Completed - Case Closed
Status Date: 04/04/1996

Global Id: T0603702304
Status: Open - Case Begin Date
Status Date: 03/27/1991

Global Id: T0603702304
Status: Open - Site Assessment
Status Date: 03/28/1991

Regulatory Activities:
Global Id: T0603702304
Action Type: Other
Date: 03/27/1991
Action: Leak Discovery

Global Id: T0603702304
Action Type: Other
Date: 03/28/1991
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: Not reported
Status: Not reported
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: 15573
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603717009
W Global ID: Not reported
Staff: UNK
Local Agency: 19050

ARCO FACILITY NO. 1575 (Continued) **S103631321**

Cross Street:	WOODMAN	
Enforcement Type:	Not reported	
Date Leak Discovered:	12/20/2000	
Date Leak First Reported:		1/1/2001
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	12/20/2000	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	NPP	
Cause of Leak:	UNK	
Leak Source:	Piping	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		Piping
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		.074
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	=	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	SLAYMAN	
RP Address:	FOUR CENTERPOINTE DRIVE, LPR4-460	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

A7 **ARCO SERVICE STATION 1575** **UST** **U003781193**
14761 DEVONSHIRE ST **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 5 of 9 in cluster A

Relative:
Lower

Actual:
920 ft.

UST:

Facility ID:	24847
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	34.258854
Longitude:	-118.452493

A8 **ARCO FACILITY #1575** **LUST S101297516**
14761 DEVONSHIRE ST **SWEEPS UST N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 6 of 9 in cluster A

Relative: **Lower**

Actual: **920 ft.**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	913450370	
Status:	Preliminary site assessment underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603702304	
W Global ID:	W0602903312	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	MASON	
Enforcement Type:	Not reported	
Date Leak Discovered:	3/27/1991	
Date Leak First Reported:		3/28/1991
Date Leak Record Entered:	12/11/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		12/13/1991
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD CASENO WAS 016223	
Water System:	WILDMAN MUTUAL WATER COMPANY	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		10782.822308810943326340557585
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		3/28/1991
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ARCO PRODUCTS CO.	
RP Address:	17315 STUDEBAKER RD, CERRITOS, 90701	
Program:	LUST	
Lat/Long:	34.2573667 / -1	
Local Agency Staff:	PEJ	

ARCO FACILITY #1575 (Continued) **S101297516**

Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 1503312-001
Summary: INVESTIGATION OF CONDITONS AND EVENTS WHICH GENERATED THIS REPORT.

SWEEPS UST:
Status: Not reported
Comp Number: 1587
Number: Not reported
Board Of Equalization: 44-011875
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001587-000001
Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 4

Status: Not reported
Comp Number: 1587
Number: Not reported
Board Of Equalization: 44-011875
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001587-000002
Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1587
Number: Not reported
Board Of Equalization: 44-011875
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001587-000003
Tank Status: Not reported
Capacity: 6000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED

ARCO FACILITY #1575 (Continued) **S101297516**

Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1587
Number: Not reported
Board Of Equalization: 44-011875
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001587-000004
Tank Status: Not reported
Capacity: 12000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1587
Number: 1
Board Of Equalization: 44-011875
Referral Date: 03-24-93
Action Date: 03-17-94
Created Date: 02-29-88
Owner Tank Id: 1587
SWRCB Tank Id: 19-050-001587-000005
Tank Status: A
Capacity: 10000
Active Date: 03-24-93
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: 4

Status: Active
Comp Number: 1587
Number: 1
Board Of Equalization: 44-011875
Referral Date: 03-24-93
Action Date: 03-17-94
Created Date: 02-29-88
Owner Tank Id: 1587-2
SWRCB Tank Id: 19-050-001587-000006
Tank Status: A
Capacity: 10000
Active Date: 03-24-93
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 1587
Number: 1
Board Of Equalization: 44-011875

ARCO FACILITY #1575 (Continued) **S101297516**

Referral Date:	03-24-93
Action Date:	03-17-94
Created Date:	02-29-88
Owner Tank Id:	1587-3
SWRCB Tank Id:	19-050-001587-000007
Tank Status:	A
Capacity:	10000
Active Date:	03-24-93
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	1587
Number:	1
Board Of Equalization:	44-011875
Referral Date:	03-24-93
Action Date:	03-17-94
Created Date:	02-29-88
Owner Tank Id:	1587-4
SWRCB Tank Id:	19-050-001587-000008
Tank Status:	A
Capacity:	10000
Active Date:	03-24-93
Tank Use:	M.V. FUEL
STG:	P
Content:	PRM UNLEADED
Number Of Tanks:	Not reported

A9 **ERNS** **96496440**
14761 DEVONSHIRE **N/A**
< 1/8 **MISSION HILLS, CA**
1 ft.

Site 7 of 9 in cluster A

Relative: Lower

Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.

Actual: 920 ft.

C10 **LOS ANGELES COUNTY/PUBL WORKS** **HAZNET** **S113461342**
10450 ARLETA AVE **N/A**
< 1/8 **PACOIMA, CA 91331**
1 ft.

Site 1 of 5 in cluster C

Relative: Higher

Actual: 955 ft.

HAZNET:

envid:	S113461342
Year:	2010
GEPAID:	CAC002655294
Contact:	GARY SANDERSON
Telephone:	6264581762
Mailing Name:	Not reported
Mailing Address:	PO BOX 1460
Mailing City,St,Zip:	ALHAMBRA, CA 918021460
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported

LOS ANGELES COUNTY/PUBL WORKS (Continued) **S113461342**

Waste Category: Other inorganic solid waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.075
Facility County: Los Angeles

C11 **PACOIMA WASH - PACOIMA SPREADI** **HIST UST** **U001567443**
10450 ARLETA **N/A**
< 1/8 **PACOIMA, CA 91331**
1 ft.

Site 2 of 5 in cluster C

Relative: Higher

Actual: 955 ft.

HIST UST:
Region: STATE
Facility ID: 00000034031
Facility Type: Other
Other Type: SPREADING GROUNDS
Contact Name: Not reported
Telephone: 8188960594
Owner Name: LOS ANGELES COUNTY FLOOD CONTR
Owner Address: 2250 ALCAZAR STREET
Owner City,St,Zip: LOS ANGELES, CA 90033
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000250
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: None

---

12 **CHEVRON U.S.A. INC.** **UIC** **S111628532**
N/A
< 1/8 **LOS ANGELES (County), CA**
1 ft.

Relative: Higher

Actual: 923 ft.

UIC:
API Number: 03721869
Confidential Well: No
Well Number: 2
Direction: Directionally drilled
Lease Name: Burnet C.H.
Well Located On A BLW Lease: No
Field Name: Any Field
Area Name: Any Area
Section: 16
Township: 02N
Range: 15W
Base And Meridian; Part Of The PLSS: SB
Elevation: Not reported
Location Desc: Not reported
GIS Source Code: hud
Comments: Not reported
Latitude: 34.25880

CHEVRON U.S.A. INC. (Continued) **S111628532**

Longitude: -118.4545

---

13 **NELLIE LOYA** **HAZNET** **S117295223**
14626 HIAWATHA ST. **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Relative: Higher

Actual: 930 ft.

HAZNET:

envid:	S117295223
Year:	2013
GEPAID:	CAC002735293
Contact:	NELLIE LOYA
Telephone:	3104877772
Mailing Name:	Not reported
Mailing Address:	14626 HIAWATHA ST.
Mailing City,St,Zip:	MISSION HILLS, CA 91345
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Not reported

A14 **CHEVRON U.S.A. INC.** **UIC** **S111628487**
N/A

< 1/8 **LOS ANGELES (County), CA**
1 ft.

Site 8 of 9 in cluster A

Relative: Lower

Actual: 920 ft.

UIC:

API Number:	03721802
Confidential Well:	No
Well Number:	1
Direction:	Directionally drilled
Lease Name:	Burnet C.H.
Well Located On A BLW Lease:	No
Field Name:	Any Field
Area Name:	Any Area
Section:	16
Township:	02N
Range:	15W
Base And Meridian; Part Of The PLSS:	SB
Elevation:	Not reported
Location Desc:	Not reported
GIS Source Code:	hud
Comments:	Not reported
Latitude:	34.25771
Longitude:	-118.4548

C15 **LA CO DPW FMD PACOIMA SG** **LOS ANGELES CO. HMS** **S109690586**
10450 ARLETA AVE **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 3 of 5 in cluster C

Relative: LOS ANGELES CO. HMS:
Higher Region: LA
Facility Id: 010783-052770
Actual: Facility Type: Not reported
955 ft. Facility Status: OPEN
Area: 5F
Permit Number: Not reported
Permit Status: Not reported

---

16 **EDR US Hist Cleaners** **1014968007**
10100 WOODMAN AVE **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

EDR Historical Cleaners:
Relative: Name: BETTY CLEANERS
Lower Year: 2005
Address: 10100 WOODMAN AVE
Actual:
912 ft.

---

17 **CHEVRON SERVICE** **EDR US Hist Auto Stat** **1008994879**
14800 DEVONSHIRE **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

EDR Historical Auto Stations:
Relative: Name: CHEVRON SERVICE
Lower Year: 1970
Type: Not reported
Actual:
918 ft. Name: CHEVRON SERVICE
Year: 1970
Type: Not reported

C18 **PACOIMA WASH - PACOIMA SPREADI** **CA FID UST** **S101618425**
10450 ARLETA AVE **SWEEPS UST** **N/A**
< 1/8 **PACOIMA, CA 91331**
1 ft.

Site 4 of 5 in cluster C

Relative: CA FID UST:
Higher Facility ID: 19006883
Regulated By: UTNKI
Actual: Regulated ID: 00034031
955 ft. Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8188960594
Mail To: Not reported
Mailing Address: 2250 ALCAZAR ST
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913310000
Contact: Not reported

PACOIMA WASH - PACOIMA SPREADI (Continued) **S101618425**

Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 1916
Number: Not reported
Board Of Equalization: 44-012068
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001916-000001
Tank Status: Not reported
Capacity: 250
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 1

A19 **EDR US Hist Auto Stat** **1008994880**
N/A

14805 DEVONSHIRE ST
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 9 of 9 in cluster A

Relative:
Lower

Actual:
919 ft.

EDR Historical Auto Stations:
Name: PHILIPS 66 SERVICE
Year: 1970
Type: Not reported

Name: MISSION HILLS AUTO REPAIR & SALES
Year: 1999
Address: 14805 DEVONSHIRE ST

Name: MISSION HILLS AUTO RPR & SALES
Year: 2002
Address: 14805 DEVONSHIRE ST

Name: MISSION HILLS AUTO RPR & SALES
Year: 2003
Address: 14805 DEVONSHIRE ST

Name: MISSION HILLS AUTO RPR & SALES
Year: 2004
Address: 14805 DEVONSHIRE ST

Name: MISSION HILLS AUTO REPAIR & SALES
Year: 2005
Address: 14805 DEVONSHIRE ST

Name: MISSION HILLS AUTO REPAIR & SALES

(Continued) **1008994880**

Year: 2006
Address: 14805 DEVONSHIRE ST

Name: MISSION HILLS AUTO REPAIR & SALES
Year: 2007
Address: 14805 DEVONSHIRE ST

Name: MISSION HILLS AUTO REPAIR & SALES
Year: 2008
Address: 14805 DEVONSHIRE ST

Name: MISSION HILLS AUTO REPAIR & SALES
Year: 2009
Address: 14805 DEVONSHIRE ST

Name: MISSION HILLS AUTO REPAIR
Year: 2010
Address: 14805 DEVONSHIRE ST

Name: MISSION HILLS AUTO REPAIR
Year: 2011
Address: 14805 DEVONSHIRE ST

Name: MOH AUTOMOTIVE CORP INC
Year: 2012
Address: 14805 DEVONSHIRE ST

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20 **MITCHELL MARCIALES** **HAZNET** **S112986768**
10541 LEV AVE **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Relative: Higher

Actual: 953 ft.

HAZNET:
envid: S112986768
Year: 2011
GEPAID: CAC002667320
Contact: MITCHELL MARCIALES
Telephone: 6613333877
Mailing Name: Not reported
Mailing Address: 10541 LEV AVE
Mailing City,St,Zip: MISSION HILLS, CA 913452310
Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

envid: S112986768
Year: 2011
GEPAID: CAC002667320
Contact: MITCHELL MARCIALES
Telephone: 6613333877
Mailing Name: Not reported
Mailing Address: 10541 LEV AVE
Mailing City,St,Zip: MISSION HILLS, CA 913452310

MITCHELL MARCIALES (Continued) **S112986768**

Gen County: Not reported
TSD EPA ID: AZC950823111
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Los Angeles

D21 **ARCO PRODUCTS FACILITY 1575** **HAZNET** **S113027859**
14761 DEVONSHIRE **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 1 of 6 in cluster D

Relative: Lower

Actual: 921 ft.

HAZNET:
envid: S113027859
Year: 2007
GEPAID: CAL000017748
Contact: ACTIVE PER SURVEY 12/94 AD
Telephone: --
Mailing Name: Not reported
Mailing Address: 515 S FLOWER ST # AP-1816
Mailing City,St,Zip: LOS ANGELES, CA 900712201
Gen County: Not reported
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.1
Facility County: Los Angeles

envid: S113027859
Year: 2006
GEPAID: CAL000017748
Contact: ACTIVE PER SURVEY 12/94 AD
Telephone: --
Mailing Name: Not reported
Mailing Address: 515 S FLOWER ST # AP-1816
Mailing City,St,Zip: LOS ANGELES, CA 900712201
Gen County: Not reported
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.25
Facility County: Los Angeles

envid: S113027859
Year: 2004
GEPAID: CAL000017748
Contact: ACTIVE PER SURVEY 12/94 AD
Telephone: --
Mailing Name: Not reported
Mailing Address: 515 S FLOWER ST # AP-1816
Mailing City,St,Zip: LOS ANGELES, CA 900712201

ARCO PRODUCTS FACILITY 1575 (Continued) **S113027859**

Gen County: Not reported
TSD EPA ID: CAT080033681
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Disposal, Land Fill
Tons: 0.07
Facility County: Los Angeles

envid: S113027859
Year: 1996
GEPAID: CAL000017748
Contact: ARCO PRODUCTS COMPANY
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 515 S FLOWER ST # AP-1816
Mailing City,St,Zip: LOS ANGELES, CA 900712201
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: .1000
Facility County: Los Angeles

C22 **LA CO DPW FMD PACOIMA SG** **LOS ANGELES CO. HMS** **S102061800**
10450 ARLETA AVE **N/A**
< 1/8 **LOS ANGELES, CA**
1 ft.

Site 5 of 5 in cluster C

Relative: Higher

Actual: 955 ft.

LOS ANGELES CO. HMS:
Region: LA
Facility Id: 010783-010743
Facility Type: Not reported
Facility Status: OPEN
Area: 5F
Permit Number: Not reported
Permit Status: Not reported

D23 **ARCO #1575** **RGA LUST** **S114573420**
14761 DEVONSHIRE ST **N/A**
< 1/8 **MISSION HILLS, CA**
1 ft.

Site 2 of 6 in cluster D

Relative: Lower

Actual: 921 ft.

RGA LUST:

2012	ARCO #1575	14761 DEVONSHIRE ST
2011	ARCO #1575	14761 DEVONSHIRE ST
2010	ARCO #1575	14761 DEVONSHIRE ST
2009	ARCO #1575	14761 DEVONSHIRE ST
2008	ARCO #1575	14761 DEVONSHIRE ST
2007	ARCO #1575	14761 DEVONSHIRE ST
2006	ARCO #1575	14761 DEVONSHIRE ST
2005	ARCO #1575	14761 DEVONSHIRE ST
2003	ARCO #1575	14761 DEVONSHIRE ST
2002	ARCO #1575	14761 DEVONSHIRE ST

ARCO #1575 (Continued) **S114573420**

2001	ARCO #1575	14761 DEVONSHIRE ST
2000	ARCO #1575	14761 DEVONSHIRE ST
1998	ARCO #1575	14761 DEVONSHIRE ST
1997	ARCO #1575	14761 DEVONSHIRE ST
1996	ARCO #1575	14761 DEVONSHIRE ST
1995	ARCO #1575	14761 DEVONSHIRE ST

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24 **MIKE MARR** **HAZNET** **S113163045**
14600 SAN JOSE **N/A**
< 1/8 **PACOIMA, CA 91345**
1 ft.

Relative:
Higher

Actual:
938 ft.

HAZNET:

envid:	S113163045
Year:	2006
GEPAID:	CAL912213918
Contact:	MIKE MARR
Telephone:	8188969238
Mailing Name:	Not reported
Mailing Address:	14600 SAN JOSE ST
Mailing City,St,Zip:	MISSION HILLS, CA 913452234
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Recycler
Tons:	0.06
Facility County:	Los Angeles

envid:	S113163045
Year:	2002
GEPAID:	CAL912213918
Contact:	MIKE MARR
Telephone:	8188969238
Mailing Name:	Not reported
Mailing Address:	14600 SAN JOSE ST
Mailing City,St,Zip:	MISSION HILLS, CA 913452234
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.12
Facility County:	Los Angeles

envid:	S113163045
Year:	1999
GEPAID:	CAL912213918
Contact:	SITE
Telephone:	8188969238
Mailing Name:	Not reported
Mailing Address:	14600 SAN JOSE ST
Mailing City,St,Zip:	MISSION HILLS, CA 913452234
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station

MIKE MARR (Continued) **S113163045**

Tons: .1251
Facility County: Los Angeles

envid: S113163045
Year: 1999
GEPAID: CAL912213918
Contact: SITE
Telephone: 8188969238
Mailing Name: Not reported
Mailing Address: 14600 SAN JOSE ST
Mailing City,St,Zip: MISSION HILLS, CA 913452234
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: .1250
Facility County: Los Angeles

envid: S113163045
Year: 1998
GEPAID: CAL912213918
Contact: SITE
Telephone: 8188969238
Mailing Name: Not reported
Mailing Address: 14600 SAN JOSE ST
Mailing City,St,Zip: MISSION HILLS, CA 913452234
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Transfer Station
Tons: .1200
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

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25 **EDR US Hist Auto Stat** **1015140769**
10540 ARLETA AVE **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Relative: Higher

Actual: 951 ft.

EDR Historical Auto Stations:
Name: POLISH MOTOR WORKS
Year: 2007
Address: 10540 ARLETA AVE

Name: POLISH MOTOR WORKS
Year: 2009
Address: 10540 ARLETA AVE

26 **EDR US Hist Cleaners** **1014994343**
14512 SAN JOSE ST **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Relative: **Higher**

Actual: **944 ft.**

EDR Historical Cleaners:
Name: JC WINDOW CLEANING SERVICE
Year: 2004
Address: 14512 SAN JOSE ST

D27 **ARCO PRODUCTS COMPANY** **HAZNET** **S113028927**
14761 DEVONSHIRE **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 3 of 6 in cluster D

Relative: **Lower**

Actual: **921 ft.**

HAZNET:
envid: S113028927
Year: 2001
GEPAID: CAL000020695
Contact: CARLOS RODRIGUEZ/ENV COMPL ADM
Telephone: 7146705366
Mailing Name: Not reported
Mailing Address: PO BOX 6038
Mailing City,St,Zip: ARTESIA, CA 907026038
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 3.12
Facility County: Los Angeles

envid: S113028927
Year: 1996
GEPAID: CAL000020695
Contact: ATLANTIC RICHFIELD COMPANY
Telephone: 2134860494
Mailing Name: Not reported
Mailing Address: PO BOX 6038
Mailing City,St,Zip: ARTESIA, CA 907026038
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: .2293
Facility County: Los Angeles

D28 **BP WEST COAST PRODUCTS LLC 01575** **HAZNET** **S113114056**
14761 DEVONSHIRE **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 4 of 6 in cluster D

Relative:
Lower

Actual:
921 ft.

HAZNET:

envid:	S113114056
Year:	2012
GEPAID:	CAL000225682
Contact:	JACKIE DOUGHERTY
Telephone:	9497354632
Mailing Name:	Not reported
Mailing Address:	PO BOX 80249
Mailing City,St,Zip:	RCHO STA MARG, CA 926880000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.021
Facility County:	Los Angeles

envid:	S113114056
Year:	2011
GEPAID:	CAL000225682
Contact:	WASTE SPECIALIST
Telephone:	5035246191
Mailing Name:	Not reported
Mailing Address:	PO BOX 80249
Mailing City,St,Zip:	RCHO STA MARG, CA 926880000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.2436
Facility County:	Los Angeles

envid:	S113114056
Year:	2010
GEPAID:	CAL000225682
Contact:	JACKIE DOUGHERTY
Telephone:	9497354632
Mailing Name:	Not reported
Mailing Address:	PO BOX 80249
Mailing City,St,Zip:	RCHO STA MARG, CA 926880000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.21
Facility County:	Los Angeles

envid: S113114056

BP WEST COAST PRODUCTS LLC 01575 (Continued) **S113114056**

Year:	2009
GEPAID:	CAL000225682
Contact:	Waste Specialist
Telephone:	5035246191
Mailing Name:	Not reported
Mailing Address:	PO BOX 80249
Mailing City,St,Zip:	RCHO STA MARG, CA 926880000
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.336
Facility County:	Los Angeles

envid:	S113114056
Year:	2008
GEPAID:	CAL000225682
Contact:	RUTH HA / WASTE SPECIALIST
Telephone:	5035246191
Mailing Name:	Not reported
Mailing Address:	PO BOX 80249
Mailing City,St,Zip:	RCHO STA MARG, CA 926880000
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.05
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
8 additional CA_HAZNET: record(s) in the EDR Site Report.

D29 **786 VENTURE INC** **HAZNET** **S113797305**
14761 DEVONSHIRE ST **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 5 of 6 in cluster D

Relative: HAZNET:
Lower

envid:	S113797305
Year:	2012
GEPAID:	CAL000299416
Contact:	FAZELRAHMAN TAJYAR
Telephone:	8183659569
Mailing Name:	Not reported
Mailing Address:	14761 DEVONSHIRE ST
Mailing City,St,Zip:	MISSION HILLS, CA 913450000
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.1

Actual:
921 ft.

786 VENTURE INC (Continued) **S113797305**

Facility County: Los Angeles

D30 **EDR US Hist Auto Stat** **1015233300**
14761 DEVONSHIRE ST **N/A**
< 1/8 **MISSION HILLS, CA 91345**
1 ft.

Site 6 of 6 in cluster D

Relative:
Lower

Actual:
921 ft.

EDR Historical Auto Stations:

Name: TAJYAR ARCO
Year: 1999
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO
Year: 2001
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO
Year: 2002
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO
Year: 2003
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO
Year: 2004
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO
Year: 2005
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO
Year: 2006
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO
Year: 2007
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO
Year: 2008
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO
Year: 2009
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO
Year: 2010
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO
Year: 2011
Address: 14761 DEVONSHIRE ST

Name: TAJYAR ARCO

(Continued) **1015233300**

Year: 2012
Address: 14761 DEVONSHIRE ST

31
NE
< 1/8
0.021 mi.
110 ft.

SOUTHERN CALIFORNIA GAS CO **RCRA-SQG** **1007091352**
14201 PAXTON ST **CAR000148130**
PACOIMA, CA 91345

Relative:
Higher

Actual:
958 ft.

RCRA-SQG:
Date form received by agency: 01/05/2010
Facility name: SOUTHERN CALIFORNIA GAS CO
Facility address: 14201 PAXTON ST
PACOIMA, CA 91345
EPA ID: CAR000148130
Mailing address: 6875 CONSOLIDATED WAY
SD 1373
SAN DIEGO, CA 92121-2602
Contact: JAMES T SCRUGGS
Contact address: 6875 CONSOLIDATED WAY SD 1373
SAN DIEGO, CA 92121-2602
Contact country: US
Contact telephone: 858-653-3104
Contact email: JSCRUGGS@SEMPRAUTILITIES.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: SOUTHERN CALIFORNIA GAS CO
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 04/01/2009
Owner/Op end date: Not reported

Owner/operator name: VINTAGE PRODUCTIONS
Owner/operator address: 9600 MING AVE STE 300
BAKERSFIELD, CA 93311
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 03/10/2009
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No

SOUTHERN CALIFORNIA GAS CO (Continued) **1007091352**

Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	09/17/2003
Site name:	SO CAL GAS CO BSI PAXTON 3908
Classification:	Small Quantity Generator

Date form received by agency:	09/17/2003
Site name:	SO CAL GAS CO BSI PAXTON 3908
Classification:	Large Quantity Generator

Hazardous Waste Summary:

Waste code:	D001
Waste name:	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code:	D001
Waste name:	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Violation Status: No violations found

32
NNW
< 1/8
0.027 mi.
144 ft.

10529 CEDROS AVE
MISSION HILLS, CA 91345

EDR US Hist Auto Stat **1015140557**
N/A

Relative:
Higher

Actual:
933 ft.

EDR Historical Auto Stations:

Name:	ALBERTOS AUTO TECH
Year:	2009
Address:	10529 CEDROS AVE

33
NW
< 1/8
0.043 mi.
226 ft.

BROKER HAZMAT DISPOSAL INC
14839 SAN JOSE ST
MISSION HILLS, CA 91345

RCRA NonGen / NLR **1000978110**
FINDS **CA0000901835**

Relative:
Higher

Actual:
930 ft.

RCRA NonGen / NLR:

Date form received by agency:	10/26/1994
Facility name:	BROKER HAZMAT DISPOSAL INC
Facility address:	14839 SAN JOSE ST MISSION HILLS, CA 91345
EPA ID:	CA0000901835
Mailing address:	SAN JOSE ST MISSION HILLS, CA 91345
Contact:	GEORGE DEMAREE
Contact address:	14839 SAN JOSE ST MISSION HILLS, CA 91345
Contact country:	US
Contact telephone:	(818) 361-6161
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	GEORGE DEMAREE
Owner/operator address:	14839 SAN JOSE ST MISSION HILLS, CA 91345
Owner/operator country:	Not reported
Owner/operator telephone:	(818) 361-6161
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002621002

Environmental Interest/Information System

BROKER HAZMAT DISPOSAL INC (Continued) **1000978110**

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

34
NE
< 1/8
0.053 mi.
282 ft.

SAN FERNANDO CITY LANDFILL **WMUDS/SWAT** **S103441560**
SHARP AVE & PAXTON **N/A**
SAN FERNANDO, CA

Relative:
Higher

Actual:
960 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	CITY OF SAN FERNANDO
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	CITY OF SAN FERNANDO
Threat to Water Quality:	Not reported
Sub Chapter 15:	False

SAN FERNANDO CITY LANDFILL (Continued) **S103441560**

Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190329NUR
Solid Waste Information ID:	Not reported

35
NNE
< 1/8
0.103 mi.
546 ft.

10729 SHARP AVE
MISSION HILLS, CA 91345

EDR US Hist Cleaners **1014972634**
N/A

Relative:
Higher

Actual:
966 ft.

EDR Historical Cleaners:

Name:	MAGIC MIST CARPET CLEANING
Year:	1999
Address:	10729 SHARP AVE
Name:	MAGIC MIST CARPET CLEANING
Year:	2001
Address:	10729 SHARP AVE
Name:	MAGIC MIST CARPET CLEANING
Year:	2002
Address:	10729 SHARP AVE
Name:	MAGIC MIST CARPET CLEANING
Year:	2003
Address:	10729 SHARP AVE

36
SSE
1/8-1/4
0.126 mi.
666 ft.

9930 OBECK AVE
PACOIMA, CA 91331

EDR US Hist Auto Stat **1015690264**
N/A

Relative:
Lower

Actual:
915 ft.

EDR Historical Auto Stations:

Name:	WHITES MOBILE AUTO REPAIR
Year:	2006
Address:	9930 OBECK AVE

37
NNE
1/8-1/4
0.127 mi.
669 ft.

10870 LAUREL CANYON BLVD
SAN FERNANDO, CA 91340

EDR US Hist Auto Stat **1015147829**
N/A

Relative:
Higher

Actual:
985 ft.

EDR Historical Auto Stations:

Name:	LARRONDOS AUTO REPAIR
Year:	2007
Address:	10870 LAUREL CANYON BLVD
Name:	LARRONDOS AUTO REPAIR

(Continued) **1015147829**

Year: 2008
Address: 10870 LAUREL CANYON BLVD

38
North
1/8-1/4
0.163 mi.
861 ft.

ALONA ENTERPRISERS **CA FID UST** **S101588139**
14615 CHATSWORTH ST **SWEEPS UST** **N/A**
MISSION HILLS, CA 91345

Relative:
Higher

Actual:
951 ft.

CA FID UST:
Facility ID: 19056375
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 14615 CHATSWORTH ST
Mailing Address 2: Not reported
Mailing City,St,Zip: MISSION HILLS 913450000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 6886
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

E39
NE
1/8-1/4
0.166 mi.
877 ft.

PYUNG SHELL SERVICE STATION
10685 LAUREL CANYON BLVD
PACOIMA, CA 91331

Site 1 of 6 in cluster E

CA FID UST **S101587624**
SWEEPS UST **N/A**

Relative:
Higher

Actual:
978 ft.

CA FID UST:

Facility ID:	19055828
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8188996612
Mail To:	Not reported
Mailing Address:	10685 LAUREL CANYON BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	PACOIMA 913310000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	4549
Number:	2
Board Of Equalization:	Not reported
Referral Date:	02-25-93
Action Date:	05-04-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

E40
NE
1/8-1/4
0.166 mi.
877 ft.

10685 LAUREL CANYON BLVD
PACOIMA, CA 91331

Site 2 of 6 in cluster E

EDR US Hist Auto Stat **1015143531**
N/A

Relative:
Higher

Actual:
978 ft.

EDR Historical Auto Stations:

Name:	PYUNG SHELL STATION INC
Year:	2005
Address:	10685 LAUREL CANYON BLVD
Name:	PYUNG SHELL STATION INC
Year:	2008
Address:	10685 LAUREL CANYON BLVD

E41
NE
1/8-1/4
0.166 mi.
877 ft.

PACOIMA SHELL — **UST** — **U003781061** / **N/A**
10685 LAUREL CANYON BLVD
PACOIMA, CA 91331

Site 3 of 6 in cluster E

Relative:
Higher

Actual:
978 ft.

UST:
- Facility ID: 24681
- Permitting Agency: LOS ANGELES, CITY OF
- Latitude: 34.265626
- Longitude: -118.437073

E42
NE
1/8-1/4
0.166 mi.
877 ft.

SHELL OIL PRODUCTS CO — **HIST CORTESE** — **S105025439** / **N/A**
10685 LAUREL CNYN
PACOIMA, CA 91331

Site 4 of 6 in cluster E

Relative:
Higher

Actual:
978 ft.

HIST CORTESE:
- Region: CORTESE
- Facility County Code: 19
- Reg By: LTNKA
- Reg Id: 913311170

E43
NE
1/8-1/4
0.166 mi.
877 ft.

SHELL SERVICE STATION — **RCRA-SQG, FINDS, HAZNET** — **1006805396** / **CAR000126581**
10685 LAUREL CANYON BLVD
PACOIMA, CA 91331

Site 5 of 6 in cluster E

Relative:
Higher

Actual:
978 ft.

RCRA-SQG:
- Date form received by agency: 08/16/2002
- Facility name: SHELL SERVICE STATION
- Facility address: 10685 LAUREL CANYON BLVD
  S A P 135727
  PACOIMA, CA 913313532
- EPA ID: CAR000126581
- Mailing address: P O BOX 2648
  HOUSTON, TX 772522648
- Contact: SONDRA BIENVENU
- Contact address: P O BOX 2648
  HOUSTON, TX 772522648
- Contact country: US
- Contact telephone: (713) 241-5036
- Contact email: Not reported
- EPA Region: 09
- Classification: Small Small Quantity Generator
- Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
- Owner/operator name: EQUILON ENTERPRISES L L C
- Owner/operator address: P O BOX 2648
  HOUSTON, TX 77252
- Owner/operator country: Not reported

SHELL SERVICE STATION (Continued) **1006805396**

Owner/operator telephone: (713) 241-5036
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110013308036

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

SHELL SERVICE STATION (Continued) **1006805396**

HAZNET:

envid:	1006805396
Year:	2011
GEPAID:	CAR000126581
Contact:	J. Traylor/ENV REPORTING ANALYST
Telephone:	7132416992
Mailing Name:	Not reported
Mailing Address:	PO Box 3127
Mailing City,St,Zip:	HOUSTON, TX 772530000
Gen County:	Not reported
TSD EPA ID:	TXD055141378
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.12
Facility County:	Los Angeles

envid:	1006805396
Year:	2008
GEPAID:	CAR000126581
Contact:	R HULL/ENV. REPORTING ANALYST
Telephone:	2818742224
Mailing Name:	Not reported
Mailing Address:	12700 NORTHBOROUGH DR 300G03
Mailing City,St,Zip:	Houston, TX 770670000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.025
Facility County:	Los Angeles

envid:	1006805396
Year:	2008
GEPAID:	CAR000126581
Contact:	R HULL/ENV. REPORTING ANALYST
Telephone:	2818742224
Mailing Name:	Not reported
Mailing Address:	12700 NORTHBOROUGH DR 300G03
Mailing City,St,Zip:	Houston, TX 770670000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.14
Facility County:	Los Angeles

envid:	1006805396
Year:	2006
GEPAID:	CAR000126581
Contact:	R HULL/ENV. REPORTING ANALYST
Telephone:	2818742224
Mailing Name:	Not reported

SHELL SERVICE STATION (Continued) **1006805396**

Mailing Address:	12700 NORTHBOROUGH DR 300G03
Mailing City,St,Zip:	Houston, TX 770670000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0.03
Facility County:	Los Angeles

envid:	1006805396
Year:	2004
GEPAID:	CAR000126581
Contact:	N CORTEZ/ENVT'L DATA ANALYST
Telephone:	2818742224
Mailing Name:	Not reported
Mailing Address:	12700 NORTHBOROUGH DRIVE MFT 240-G
Mailing City,St,Zip:	Houston, TX 770672508
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Not reported
Tons:	0.62
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

E44 **SHELL OIL PRODUCTS CO** **LUST** **S102590679**
NE **10685 LAUREL CANYON** **N/A**
1/8-1/4 **PACOIMA, CA 91331**
0.166 mi.
877 ft. **Site 6 of 6 in cluster E**

Relative:
Higher

Actual:
978 ft.

LUST:

Region:	STATE
Global Id:	T0603702202
Latitude:	34.264276
Longitude:	-118.438422
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	08/01/2002
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	913311170
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603702202
Contact Type:	Local Agency Caseworker

SHELL OIL PRODUCTS CO (Continued) **S102590679**

Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603702202
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Status History:
Global Id: T0603702202
Status: Open - Remediation
Status Date: 08/30/1996

Global Id: T0603702202
Status: Completed - Case Closed
Status Date: 08/01/2002

Global Id: T0603702202
Status: Open - Case Begin Date
Status Date: 08/30/1996

Regulatory Activities:
Global Id: T0603702202
Action Type: Other
Date: 08/30/1996
Action: Leak Discovery

Global Id: T0603702202
Action Type: Other
Date: 09/09/1996
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 913311170
Status: Remedial action (cleanup) Underway
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: OT
Global ID: T0603702202
W Global ID: Not reported
Staff: UNK
Local Agency: 19050

SHELL OIL PRODUCTS CO (Continued) **S102590679**

Cross Street:	PAXTON ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	8/30/1996	
Date Leak First Reported:		9/9/1996
Date Leak Record Entered:	4/29/1997	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		9/9/1996
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Other Source	
Operator:	PYUNG SUN KIM	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		12104.03638151404854387940819
Source of Cleanup Funding:		Other Source
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		8/30/1996
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	SHELL OIL PRODUCTS CO	
RP Address:	3611 S. HARBOR BLVD., STE 1690, SANTA ANA CA 92704	
Program:	LUST	
Lat/Long:	34.2643124 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	SITE UNDER INVESTIGATION	

45
NW
1/8-1/4
0.198 mi.
1045 ft.

SAN JOSE STREET ELEMENTARY SCHOOL
14928 CLYMER ST
MISSION HILLS, CA 91345

RCRA-LQG **1011861682**
CAR000196451

Relative:
Higher

Actual:
937 ft.

RCRA-LQG:

Date form received by agency:	11/05/2008
Facility name:	SAN JOSE STREET ELEMENTARY SCHOOL
Facility address:	14928 CLYMER ST MISSION HILLS, CA 91345
EPA ID:	CAR000196451
Mailing address:	333 S BEAUDRY AVE

SAN JOSE STREET ELEMENTARY SCHOOL (Continued) **1011861682**

20TH FL LAUSD OEHS
LOS ANGELES, CA 90017
Contact: SOE AUNG
Contact address: 333 S BEAUDRY AVE 20TH FL LAUSD OEHS
LOS ANGELES, CA 90017
Contact country: US
Contact telephone: 213-241-3904
Contact email: SOE.AUNG@LAUSD.NET
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: LAUSD
Owner/operator address: 333 S BEAUDRY AVE
LOS ANGELES, CA 90017
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: District
Owner/Operator Type: Owner
Owner/Op start date: 11/14/1989
Owner/Op end date: Not reported

Owner/operator name: SAN JOSE ST ELEMENTARY SCHOOL
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: District
Owner/Operator Type: Operator
Owner/Op start date: 11/14/1989
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No

SAN JOSE STREET ELEMENTARY SCHOOL (Continued) **1011861682**

Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: D008
Waste name: LEAD

Violation Status: No violations found

46
SW
1/8-1/4
0.209 mi.
1101 ft.

14829 LASSEN ST
MISSION HILLS, CA 91345

EDR US Hist Cleaners **1014995267**
N/A

Relative:
Lower

Actual:
897 ft.

EDR Historical Cleaners:
Name: WALTERS CARPET CLEANING
Year: 2001
Address: 14829 LASSEN ST

Name: WALTERS CARPET CLEANING
Year: 2003
Address: 14829 LASSEN ST

Name: WALTERS CARPET CLEANING
Year: 2009
Address: 14829 LASSEN ST

47
ENE
1/8-1/4
0.219 mi.
1157 ft.

10375 SHARP AVE
PACOIMA, CA 91331

EDR US Hist Auto Stat **1015135461**
N/A

Relative:
Higher

Actual:
958 ft.

EDR Historical Auto Stations:
Name: ALL TUNE & LUBE
Year: 2007
Address: 10375 SHARP AVE

Name: ALLDUNE & LUBE
Year: 2008
Address: 10375 SHARP AVE

48
SSW
1/8-1/4
0.229 mi.
1209 ft.

C&S TRUCKING CO
9747 CEDROS AVE
PANORAMA CITY, CA 91402

RCRA NonGen / NLR **1000134977**
FINDS **CAD981696404**

Relative:
Lower

Actual:
889 ft.

RCRA NonGen / NLR:
Date form received by agency: 01/16/1987
Facility name: C&S TRUCKING CO
Facility address: 9747 CEDROS AVE

C&S TRUCKING CO (Continued) **1000134977**

PANORAMA CITY, CA 91402
EPA ID: CAD981696404
Mailing address: PO BOX 5455
MISSION HILLS, CA 91345
Contact: ENVIRONMENTAL MANAGER
Contact address: 9747 CEDROS AVE
PANORAMA CITY, CA 91402
Contact country: US
Contact telephone: (818) 893-5887
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: CARLOS SANCHEZ
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002756198

C&S TRUCKING CO (Continued) **1000134977**

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

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49 **EDR US Hist Cleaners** **1014991215**
NE **13985 WEIDNER ST** **N/A**
1/8-1/4 **PACOIMA, CA 91331**
0.244 mi.
1290 ft.

Relative:
Higher

Actual:
970 ft.

EDR Historical Cleaners:
Name: GARCIAS CARPET CLEANING
Year: 2003
Address: 13985 WEIDNER ST

F50 **EDR US Hist Auto Stat** **1015126537**
ESE **10108 ARLETA AVE** **N/A**
1/8-1/4 **PACOIMA, CA 91331**
0.248 mi.
1309 ft. **Site 1 of 2 in cluster F**

Relative:
Higher

Actual:
931 ft.

EDR Historical Auto Stations:
Name: FAREWAY TRANSMISSIONS
Year: 1999
Address: 10108 ARLETA AVE

Name: FAREWAY TRANSMISSIONS
Year: 2002
Address: 10108 ARLETA AVE

Name: FAREWAY TRANSMISSIONS
Year: 2004
Address: 10108 ARLETA AVE

Name: FAREWAY TRANSMISSIONS
Year: 2010
Address: 10108 ARLETA AVE

F51 **RAMIREZ RECYCLING CENTER** **SWRCY** **S107137646**
ESE **14035 1/2 VAN NUYS BLVD** **N/A**
1/4-1/2 **ARLETA, CA 91331**
0.260 mi.
1371 ft. **Site 2 of 2 in cluster F**

Relative:
Higher

Actual:
930 ft.

SWRCY:
Reg Id: 23718
Cert Id: RC11905
Mailing Address: 15043 Astoria St
Mailing City: Sylmar
Mailing State: CA

RAMIREZ RECYCLING CENTER (Continued) **S107137646**

Mailing Zip Code:	91342
Website:	Not reported
Email:	Not reported
Phone Number:	(818) 326-3524
Grand Father:	N
Rural:	N
Operation Begin Date:	10/01/2003
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	8:00 am - 6:00 pm
Tuesday Hours Of Operation:	8:00 am - 6:00 pm
Wednesday Hours Of Operation:	8:00 am - 6:00 pm
Thursday Hours Of Operation:	8:00 am - 6:00 pm
Friday Hours Of Operation:	8:00 am - 6:00 pm
Saturday Hours Of Operation:	8:00 am - 6:00 pm
Sunday Hours Of Operation:	8:00 am - 3:00 pm
Organization ID:	19107
Organization Name:	Ramirez Recycling Center

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52 **VAN NUYS** **US BROWNFIELDS** **1016680011**
ESE **14094 VAN NUYS BLVD** **N/A**
1/4-1/2 **LOS ANGELES, CA 91331**
0.262 mi.
1385 ft.

Relative:
Lower

Actual:
916 ft.

US BROWNFIELDS:

Recipient name:	Los Angeles, City of
Grant type:	Assessment
Property name:	VAN NUYS
Property #:	Not reported
Parcel size:	.38
Property Description:	Not reported
Latitude:	Not reported
Longitude:	Not reported
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	North American Datum of 1983
ACRES property ID:	165721
Start date:	Not reported
Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	4551
Assessment funding source:	US EPA - Brownfields Assessment Cooperative Agreement
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	EPA
Cleanup funding entity:	Not reported
Grant type:	P
Accomplishment type:	Phase I Environmental Assessment
Accomplishment count:	1

VAN NUYS (Continued) **1016680011**

Cooperative agreement #:	96934601
Ownership entity:	Not reported
Current owner:	Not reported
Did owner change:	Not reported
Cleanup required:	No
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	U
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Not reported
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported

VAN NUYS (Continued) **1016680011**

Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported

G53 **EAST VALLEY HIGH SCHOOL NO. 2** **SCH** **S107736255**
SE **14184-14210 VAN NUYS BLVD.** **ENVIROSTOR** **N/A**
1/4-1/2 **PACOIMA, CA 91331**
0.264 mi.
1392 ft. **Site 1 of 2 in cluster G**

Relative:
Lower

Actual:
919 ft.

SCH:

Facility ID:	19590010
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	13
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304082
Assembly:	39

EAST VALLEY HIGH SCHOOL NO. 2 (Continued) **S107736255**

Senate:	20
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	02/26/2004
Restricted Use:	NO
Funding:	School District
Latitude:	34.24925
Longitude:	-118.4410
APN:	2644001900
Past Use:	* RETIAL - MISC.
Potential COC:	Polychlorinated biphenyls (PCBs
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	EAST VALLEY HIGH SCHOOL #2
Alias Type:	Alternate Name
Alias Name:	EAST VALLEY HIGH SCHOOL #2/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	2644001900
Alias Type:	APN
Alias Name:	304082
Alias Type:	Project Code (Site Code)
Alias Name:	19590010
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	02/26/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	11/30/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	08/23/2001
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported

EAST VALLEY HIGH SCHOOL NO. 2 (Continued) **S107736255**

Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Facility ID: 19590010
Status: No Further Action
Status Date: 02/26/2004
Site Code: 304082
Site Type: School Investigation
Site Type Detailed: School
Acres: 13
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 39
Senate: 20
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.24925
Longitude: -118.4410
APN: 2644001900
Past Use: * RETIAL - MISC.
Potential COC: Polychlorinated biphenyls (PCBs
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: EAST VALLEY HIGH SCHOOL #2
Alias Type: Alternate Name
Alias Name: EAST VALLEY HIGH SCHOOL #2/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 2644001900
Alias Type: APN
Alias Name: 304082
Alias Type: Project Code (Site Code)
Alias Name: 19590010
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 02/26/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE

EAST VALLEY HIGH SCHOOL NO. 2 (Continued) **S107736255**

Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	11/30/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	08/23/2001
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

G54 **UNOCAL #6987** **HIST CORTESE S101297687**
SE **14200 VAN NUYS BLVD N** **LUST N/A**
1/4-1/2 **ARLETA-PACOIMA, CA 91331**
0.264 mi.
1393 ft. **Site 2 of 2 in cluster G**

Relative:
Lower

Actual:
918 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	913311243

LUST:

Region:	STATE
Global Id:	T0603702209
Latitude:	34.251143
Longitude:	-118.4424725
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/20/1996
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	913311243
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603702209
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF

UNOCAL #6987 (Continued) **S101297687**

Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603702209
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Status History:
Global Id: T0603702209
Status: Open - Case Begin Date
Status Date: 01/26/1989

Global Id: T0603702209
Status: Completed - Case Closed
Status Date: 12/20/1996

Global Id: T0603702209
Status: Open - Site Assessment
Status Date: 02/16/1989

Regulatory Activities:
Global Id: T0603702209
Action Type: Other
Date: 01/26/1989
Action: Leak Stopped

Global Id: T0603702209
Action Type: Other
Date: 01/27/1989
Action: Leak Discovery

Global Id: T0603702209
Action Type: Other
Date: 02/03/1989
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 913311243
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603702209

UNOCAL #6987 (Continued) **S101297687**

W Global ID:	W0602903312	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	BEACHY	
Enforcement Type:	Not reported	
Date Leak Discovered:	1/27/1989	
Date Leak First Reported:		2/3/1989
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	1/26/1989	
Date Case Last Changed on Database:		12/20/1996
Date the Case was Closed:		12/20/1996
How Leak Discovered:	Tank Test	
How Leak Stopped:	Not reported	
Cause of Leak:	Corrosion	
Leak Source:	Tank	
Operator:	SARKIAN, MARCEL	
Water System:	WILDMAN MUTUAL WATER COMPANY	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		9659.776424550378594989539823
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		2/16/1989
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	UNOCAL CORP.	
RP Address:	3701 WILSHIRE BLVD, LOS ANGELES, CA 90010	
Program:	LUST	
Lat/Long:	34.251143 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	1503312-001	
Summary:	LACFD FILE # 04574. TANK TO BE ISOLATED.	

55
East
1/4-1/2
0.284 mi.
1499 ft.

SAN FERNANDO RECYCLING
13950 W VAN NUYS BLVD
ARLETA, CA 91331

SWRCY **S107472747**
N/A

Relative:
Higher

Actual:
942 ft.

SWRCY:

Reg Id:	25952
Cert Id:	RC12858
Mailing Address:	1274 E 55th St
Mailing City:	Los Angeles
Mailing State:	CA
Mailing Zip Code:	90011
Website:	Not reported
Email:	Not reported
Phone Number:	Not reported
Grand Father:	N
Rural:	N
Operation Begin Date:	01/24/2006
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	8:00 am - 6:00 pm
Tuesday Hours Of Operation:	8:00 am - 6:00 pm
Wednesday Hours Of Operation:	8:00 am - 6:00 pm
Thursday Hours Of Operation:	8:00 am - 6:00 pm
Friday Hours Of Operation:	8:00 am - 6:00 pm
Saturday Hours Of Operation:	8:00 am - 6:00 pm
Sunday Hours Of Operation:	8:00 am - 4:00 pm
Organization ID:	19050
Organization Name:	Aquilino Hernandez Recycling

56
South
1/4-1/2
0.331 mi.
1747 ft.

NEXCYCLE
9710 WOODMAN AVE
PACOIMA, CA 91331

SWRCY **S107137187**
HAZNET **N/A**

Relative:
Lower

Actual:
895 ft.

SWRCY:

Reg Id:	169913
Cert Id:	RC169913.001
Mailing Address:	9910 E 6th St
Mailing City:	Rancho Cucamonga
Mailing State:	CA
Mailing Zip Code:	91730
Website:	Not reported
Email:	Not reported
Phone Number:	(909) 796-2210
Grand Father:	N
Rural:	N
Operation Begin Date:	01/16/2013
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	10:00 am - 4:00 pm; Closed 1:00 pm - 2:00 pm
Tuesday Hours Of Operation:	CLOSED

NEXCYCLE (Continued) **S107137187**

Wednesday Hours Of Operation:	10:00 am - 5:00 pm; Closed 1:00 pm - 2:00 pm
Thursday Hours Of Operation:	10:00 am - 5:00 pm; Closed 1:00 pm - 2:00 pm
Friday Hours Of Operation:	10:00 am - 5:00 pm; Closed 1:00 pm - 2:00 pm
Saturday Hours Of Operation:	9:00 am - 4:00 pm; Closed 1:00 pm - 2:00 pm
Sunday Hours Of Operation:	CLOSED
Organization ID:	18826
Organization Name:	Contain-A-Way Inc

HAZNET:

envid:	S107137187
Year:	2013
GEPAID:	CAL000381790
Contact:	ALFRED OROPESA
Telephone:	9518476418
Mailing Name:	Not reported
Mailing Address:	14601B LAKEWOOD BLVD
Mailing City,St,Zip:	PARAMOUNT, CA 907233602
Gen County:	Los Angeles
TSD EPA ID:	AZD081705402
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0005
Facility County:	Not reported

envid:	S107137187
Year:	2013
GEPAID:	CAL000381790
Contact:	ALFRED OROPESA
Telephone:	9518476418
Mailing Name:	Not reported
Mailing Address:	14601B LAKEWOOD BLVD
Mailing City,St,Zip:	PARAMOUNT, CA 907233602
Gen County:	Los Angeles
TSD EPA ID:	AZD081705402
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.003
Facility County:	Not reported

57
East
1/4-1/2
0.428 mi.
2259 ft.

Relative:
Higher

Actual:
952 ft.

UNOCAL #5704 **HIST CORTESE** **S101297686**
13812 VAN NUYS BLVD **LUST** **N/A**
PACOIMA, CA 91331

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	913311143

LUST:

Region:	STATE

UNOCAL #5704 (Continued) **S101297686**

Global Id:	T0603702199
Latitude:	34.2574867
Longitude:	-118.4337372
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/01/1998
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	913311143
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603702199
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603702199
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Status History:

Global Id:	T0603702199
Status:	Open - Case Begin Date
Status Date:	03/28/1989

Global Id:	T0603702199
Status:	Completed - Case Closed
Status Date:	07/01/1998

Global Id:	T0603702199
Status:	Open - Site Assessment
Status Date:	05/19/1989

Regulatory Activities:

Global Id:	T0603702199
Action Type:	Other
Date:	03/28/1989
Action:	Leak Stopped

Global Id:	T0603702199

UNOCAL #5704 (Continued) **S101297686**

Action Type:	Other
Date:	03/28/1989
Action:	Leak Discovery
Global Id:	T0603702199
Action Type:	Other
Date:	04/20/1989
Action:	Leak Reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	913311143	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603702199	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	INTERSTATE #5	
Enforcement Type:	Not reported	
Date Leak Discovered:	3/28/1989	
Date Leak First Reported:		4/20/1989
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	3/28/1989	
Date Case Last Changed on Database:		7/1/1998
Date the Case was Closed:		7/1/1998
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	AHMADI,MEDHI	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		11558.502603580107120460467122
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		5/19/1989
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	

UNOCAL #5704 (Continued) **S101297686**

Owner Contact:	Not reported
Responsible Party:	UNOCAL CORPORATION
RP Address:	3701 WILSHIRE BLVD, STE 800, LOS ANGELES, CA 90010
Program:	LUST
Lat/Long:	34.2574867 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	CONTAMINATION PROBLEM CONFIRMED 4/20/89.

58
ENE
1/4-1/2
0.493 mi.
2604 ft.

L A RECYCLING **SWRCY** **S111023808**
10455 LAUREL CANYON BLVD **N/A**
PACOIMA, CA 91352

Relative:
Higher

Actual:
967 ft.

SWRCY:

Reg Id:	141448
Cert Id:	RC141448.001
Mailing Address:	4804 Laurel Canyon Blvd Apt 1037
Mailing City:	Studio City
Mailing State:	CA
Mailing Zip Code:	91607
Website:	Not reported
Email:	jorgelopez@larecycling.org
Phone Number:	(818) 577-6368
Grand Father:	N
Rural:	N
Operation Begin Date:	05/21/2011
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	8:30 am - 5:00 pm
Tuesday Hours Of Operation:	8:30 am - 5:00 pm
Wednesday Hours Of Operation:	8:30 am - 5:00 pm
Thursday Hours Of Operation:	8:30 am - 5:00 pm
Friday Hours Of Operation:	8:30 am - 5:00 pm
Saturday Hours Of Operation:	8:30 am - 5:00 pm
Sunday Hours Of Operation:	8:30 am - 3:00 pm
Organization ID:	137827
Organization Name:	L A Recycling LLC

59
ENE
1/2-1
0.514 mi.
2714 ft.

LOUIES CLEANERS
10427 LAUREL CANYON
PACOIMA, CA 91331

RCRA-SQG
FINDS
HAZNET
ENVIROSTOR

1000249631
CAD981625197

Relative:
Higher

Actual:
964 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	LOUIES CLEANERS
Facility address:	10427 LAUREL CANYON PACOIMA, CA 91331
EPA ID:	CAD981625197
Mailing address:	LAUREL CANYON PACOIMA, CA 91331
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	LOUIE RODRIGUEZ
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

LOUIES CLEANERS (Continued) **1000249631**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002728638

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

envid: 1000249631
Year: 2008
GEPAID: CAD981625197
Contact: EMERIE GRAMAJO/MANAGER
Telephone: 8182980549
Mailing Name: Not reported
Mailing Address: 10427 LAUREL CANYON BLVD
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Solvents Recovery
Tons: 0.25
Facility County: Los Angeles

envid: 1000249631
Year: 2008
GEPAID: CAD981625197
Contact: EMERIE GRAMAJO/MANAGER
Telephone: 8182980549
Mailing Name: Not reported
Mailing Address: 10427 LAUREL CANYON BLVD
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Solvents Recovery
Tons: 0.25
Facility County: Los Angeles

LOUIES CLEANERS (Continued) **1000249631**

envid: 1000249631
Year: 2007
GEPAID: CAD981625197
Contact: EMERIE GRAMAJO/MANAGER
Telephone: 8182980549
Mailing Name: Not reported
Mailing Address: 10427 LAUREL CANYON BLVD
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

envid: 1000249631
Year: 2007
GEPAID: CAD981625197
Contact: EMERIE GRAMAJO/MANAGER
Telephone: 8182980549
Mailing Name: Not reported
Mailing Address: 10427 LAUREL CANYON BLVD
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

envid: 1000249631
Year: 2007
GEPAID: CAD981625197
Contact: EMERIE GRAMAJO/MANAGER
Telephone: 8182980549
Mailing Name: Not reported
Mailing Address: 10427 LAUREL CANYON BLVD
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Solvents Recovery
Tons: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
33 additional CA_HAZNET: record(s) in the EDR Site Report.

ENVIROSTOR:
Facility ID: 60001501
Status: Refer: Local Agency
Status Date: 06/27/2013
Site Code: 301511
Site Type: Evaluation

LOUIES CLEANERS (Continued) **1000249631**

Site Type Detailed: Evaluation
Acres: 0.36
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Manjul Bose
Supervisor: Javier Hinojosa
Division Branch: Cleanup Chatsworth
Assembly: Not reported
Senate: Not reported
Special Program: EPA - PASI
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: EPA Grant
Latitude: 0
Longitude: 0
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 301511
Alias Type: Project Code (Site Code)
Alias Name: 60001501
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

60
NE
1/2-1
0.714 mi.
3771 ft.

VANCRAFT INC
11263 ILEX AV
PACOIMA, CA 91331

NPDES **S106102854**
EMI **N/A**
ENVIROSTOR
WDS

Relative:
Higher

Actual:
1040 ft.

NPDES:
Npdes Number: CAS000001
Facility Status: Active
Agency Id: 0
Region: 4
Regulatory Measure Id: 190247
Order No: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place Id: Not reported

VANCRAFT INC (Continued) **S106102854**

WDID:	4 19I011986
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	11/14/1995
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	TEC Processing Co
Discharge Address:	11263 Ilex Ave
Discharge City:	Pacoima
Discharge State:	California
Discharge Zip:	91331

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	7102
Air District Name:	SC
SIC Code:	2434
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ENVIROSTOR:

Facility ID:	60001265
Status:	Inactive - Action Required
Status Date:	06/27/2013
Site Code:	301461
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	0.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Assembly:	39
Senate:	20
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	EPA Grant
Latitude:	34.27449
Longitude:	-118.4331
APN:	2616020011
Past Use:	UNKNOWN
Potential COC:	Under Investigation Tetrachloroethylene (PCE
Confirmed COC:	30022-NO 31001-NO

VANCRAFT INC (Continued) **S106102854**

Potential Description: AQUI, IA, SOIL, SV, UE
Alias Name: 2616020011
Alias Type: APN
Alias Name: CAN000908972
Alias Type: CERCLIS ID
Alias Name: CAL000068269
Alias Type: EPA Identification Number
Alias Name: 301461
Alias Type: Project Code (Site Code)
Alias Name: 60001265
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 09/09/2010
Comments: Screening was signed and dated June 9, 2010

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 71003276
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 39
Senate: 20
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.27440
Longitude: -118.4333
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAL000068269
Alias Type: EPA Identification Number
Alias Name: 71003276

VANCRAFT INC (Continued) **S106102854**

Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CA WDS:
Facility ID: 4 19I011986
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 8188976575
Facility Contact: Victor Rivera
Agency Name: TEC PROCESSING COMPANY
Agency Address: 11263 Ilex Avenue
Agency City,St,Zip: Pacoima 91331
Agency Contact: Victor Rivera
Agency Telephone: 8188976575
Agency Type: Private
SIC Code: 3471
SIC Code 2: Not reported
Primary Waste Type: Not reported
Primary Waste: Not reported
Waste Type2: Not reported
Waste2: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: No reclamation requirements associated with this facility.
POTW: The facility is not a POTW.
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best

VANCRAFT INC (Continued) **S106102854**

management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

61
West
1/2-1
0.724 mi.
3825 ft.

VALUE CLEANERS
10345 SEPULVEDA
MISSION HILLS, CA 91345

RCRA-SQG **1000424508**
FINDS **CAD981672975**
HAZNET
ENVIROSTOR

Relative:
Lower

Actual:
914 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	VALUE CLEANERS
Facility address:	10345 SEPULVEDA MISSION HILLS, CA 91345
EPA ID:	CAD981672975
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	VARTAN POLADIAN OWNER
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No

VALUE CLEANERS (Continued) **1000424508**

Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 11/25/1986
Site name: VALUE CLEANERS
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 04/29/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

FINDS:

Registry ID: 110002745352

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
envid: 1000424508
Year: 1997
GEPAID: CAD981672975
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10345 SEPULVEDA BLVD
Mailing City,St,Zip: MISSION HILLS, CA 913452421
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Transfer Station
Tons: .2920

VALUE CLEANERS (Continued) **1000424508**

Facility County: Los Angeles

envid: 1000424508
Year: 1996
GEPAID: CAD981672975
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10345 SEPULVEDA BLVD
Mailing City,St,Zip: MISSION HILLS, CA 913452421
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: .7800
Facility County: Los Angeles

envid: 1000424508
Year: 1995
GEPAID: CAD981672975
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10345 SEPULVEDA BLVD
Mailing City,St,Zip: MISSION HILLS, CA 913452421
Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Transfer Station
Tons: .3020
Facility County: Los Angeles

envid: 1000424508
Year: 1995
GEPAID: CAD981672975
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 10345 SEPULVEDA BLVD
Mailing City,St,Zip: MISSION HILLS, CA 913452421
Gen County: Not reported
TSD EPA ID: CAD981397417
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: .1668
Facility County: Los Angeles

envid: 1000424508
Year: 1995
GEPAID: CAD981672975
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported

VALUE CLEANERS (Continued) **1000424508**

Mailing Address: 10345 SEPULVEDA BLVD
Mailing City,St,Zip: MISSION HILLS, CA 913452421
Gen County: Not reported
TSD EPA ID: CAD981397417
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: .0000
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

ENVIROSTOR:
Facility ID: 19720059
Status: Refer: 1248 Local Agency
Status Date: 01/03/2003
Site Code: Not reported
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Cypress
Assembly: 39
Senate: 20
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not Applicable
Latitude: 0
Longitude: 0
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 19720059
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported

VALUE CLEANERS (Continued) **1000424508**

Schedule Due Date: Not reported
Schedule Revised Date: Not reported

H62 **AMERICAN ETCHING AND MFG.** **CERC-NFRAP** **1000360637**
NE **13730 DESMOND ST** **CORRACTS** **CAD064573405**
1/2-1 **PACOIMA, CA 91331** **RCRA-LQG**
0.733 mi. **NPDES**
3872 ft. **Site 1 of 2 in cluster H** **HIST CORTESE**
LUST
Relative: **CA FID UST**
Higher **SLIC**
HIST UST
Actual: **SWEEPS UST**
1041 ft. **WIP**
ENF
HAZNET
ENVIROSTOR
HWP
WDS

CERC-NFRAP:
Site ID: 0900269
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13287888.00000
Person ID: 13003854.00000

Contact Sequence ID: 13293483.00000
Person ID: 13003858.00000

Contact Sequence ID: 13299341.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Site Alias Name(s):
Alias Name: AMERICAN CHEM ETCHING CO
Alias Address: Not reported
CA

Program Priority:
Description: RCRA Deferral Audit

Description: RCRA Deferral - New Decision

Description: RCRA Deferral - Further Superfund Assessment

CERCLIS-NFRAP Assessment History:
Action: ARCHIVE SITE
Date Started: / /
Date Completed: 01/23/96
Priority Level: Not reported

Action: DISCOVERY
Date Started: / /

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Date Completed: 08/24/90
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 03/26/91
Priority Level: Deferred to RCRA (Subtitle C)

CORRACTS:

EPA ID: CAD064573405
EPA Region: 09
Area Name: ENTIRE FACILITY
Actual Date: 19910326
Action: CA075ME - CA Prioritization, Facility or area was assigned a medium corrective action priority
NAICS Code(s): 332999 332813
All Other Miscellaneous Fabricated Metal Product Manufacturing
Electroplating, Plating, Polishing, Anodizing, and Coloring
Original schedule date: Not reported
Schedule end date: Not reported

RCRA-LQG:
Date form received by agency: 04/17/2012
Facility name: AMERICAN ETCHING AND MFG.
Facility address: 13730 DESMOND ST
PACOIMA, CA 91331
EPA ID: CAD064573405
Mailing address: DESMOND ST
PACOIMA, CA 91331
Contact: GARY KIPKA
Contact address: DESMOND ST
PACOIMA, CA 91331
Contact country: Not reported
Contact telephone: (818) 896-1187
Telephone ext.: 1
Contact email: BRIMAN500@NETZERO.NET
EPA Region: 09
Land type: Private
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: AMERICAN ETCHING AND MFG

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Owner/operator address: DESMOND ST
PACOIMA, CA 91331
Owner/operator country: Not reported
Owner/operator telephone: (818) 896-1187
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 03/01/1993
Owner/Op end date: Not reported

Owner/operator name: AMERICAN ETCHING AND MFG.
Owner/operator address: DESMOND ST
PACOIMA, CA 91331
Owner/operator country: Not reported
Owner/operator telephone: 8188961187 1
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1993
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/23/2010
Site name: AMERICAN ETCHING AND MFG
Classification: Large Quantity Generator

Date form received by agency: 01/22/2008
Site name: AMERICAN ETCHING AND MFG.
Classification: Large Quantity Generator

Date form received by agency: 02/15/2006
Site name: AMERICAN ETCHING AND MFG
Classification: Large Quantity Generator

Date form received by agency: 02/19/2004
Site name: AMERICAN ETCHING AND MFG
Classification: Large Quantity Generator

Date form received by agency: 02/05/2002
Site name: AMERICAN ETCHING AND MFG
Classification: Large Quantity Generator

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Date form received by agency: 10/12/2000
Site name: AMERICAN ETCHING AND MANUFACTURING
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Site name: AMERICAN ETCHING AND MFG.
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: AMERICAN ETCHING AND MFG
Classification: Large Quantity Generator

Date form received by agency: 02/16/1996
Site name: AMERICAN ETCHING AND MFG
Classification: Large Quantity Generator

Date form received by agency: 03/17/1994
Site name: AMERICAN ETCHING AND MFG.
Classification: Large Quantity Generator

Date form received by agency: 09/21/1992
Site name: AMERICAN ETCHING AND MFG
Classification: Large Quantity Generator

Date form received by agency: 02/29/1992
Site name: AMERICAN ETCHING & MFG.
Classification: Large Quantity Generator

Date form received by agency: 03/20/1990
Site name: AMERICAN ETCHING AND MANUFACTURING
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: 171
Waste name: 171

Waste code: 792
Waste name: 792

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D007
Waste name: CHROMIUM

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: 171
Waste name: 171

Waste code: 181
Waste name: 181

Waste code: 792
Waste name: 792

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D007
Waste name: CHROMIUM

Waste code: D008
Waste name: LEAD

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D007
Waste name: CHROMIUM

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D007
Waste name: CHROMIUM

Waste code: D011
Waste name: SILVER

Waste code: D039
Waste name: TETRACHLOROETHYLENE

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: 171
Waste name: 171

Waste code: 213
Waste name: 213

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Biennial Reports:

Last Biennial Reporting Year: 2013

Annual Waste Handled:
Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 207449

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 207449

Waste code: D008
Waste name: LEAD
Amount (Lbs): 207449

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.
Amount (Lbs): 57700

Corrective Action Summary:
Event date: 03/26/1991
Event: CA029WQ

Event date: 03/26/1991
Event: CA049PA

Event date: 03/26/1991
Event: CA Prioritization, Facility or area was assigned a medium corrective action priority.

Event date: 03/26/1991
Event: CA074ME

Event date: Not reported
Event: CA03193

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 09/28/2006
Date achieved compliance: Not reported
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Regulation violated: F - 264.140-150.H
Area of violation: TSD - Financial Requirements
Date violation determined: 07/28/1989
Date achieved compliance: 11/29/1995
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 270
Area of violation: TSD - General
Date violation determined: 07/25/1989
Date achieved compliance: 08/02/1989
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/31/1989
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 264.140-150.H
Area of violation: TSD - Financial Requirements
Date violation determined: 07/29/1987
Date achieved compliance: 11/29/1995
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/14/1986
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 09/08/2010
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/17/2007
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 09/28/2006
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Area of violation: Generators - Pre-transport
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 07/28/1989
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 11/29/1995
Evaluation lead agency: State

Evaluation date: 07/25/1989
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 08/02/1989
Evaluation lead agency: State

Evaluation date: 07/29/1987
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 11/29/1995
Evaluation lead agency: State

NPDES:
Npdes Number: CAS000001
Facility Status: Active
Agency Id: 0
Region: 4
Regulatory Measure Id: 188579
Order No: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place Id: Not reported
WDID: 4 19I000276
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 03/06/1992
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: American Etching & Manufacturing
Discharge Address: 13730 Desmond St
Discharge City: Pacoima
Discharge State: California
Discharge Zip: 91331

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 111.0092

LUST:
Region: STATE
Global Id: T0603700183
Latitude: 34.273635
Longitude: -118.431633
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 11/18/1996

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	WIP
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	111.0092
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	* Solvents
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700183
Contact Type:	Regional Board Caseworker
Contact Name:	WELL INVESTIGATION PROGRAM
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0603700183
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Status History:

Global Id:	T0603700183
Status:	Completed - Case Closed
Status Date:	11/18/1996

Global Id:	T0603700183
Status:	Open - Case Begin Date
Status Date:	01/31/1984

Global Id:	T0603700183
Status:	Open - Site Assessment
Status Date:	02/17/1989

Regulatory Activities:

Global Id:	T0603700183
Action Type:	Other
Date:	09/24/1984
Action:	Leak Stopped

Global Id:	T0603700183
Action Type:	Other
Date:	09/24/1984
Action:	Leak Discovery

Global Id:	T0603700183
Action Type:	Other

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Date: 01/31/1984
Action: Leak Reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	111.0092	
Status:	Case Closed	
Substance:	Solvents	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700183	
W Global ID:	Not reported	
Staff:	wip	
Local Agency:	19050	
Cross Street:	SAN FERNANDO RD	
Enforcement Type:	Not reported	
Date Leak Discovered:	9/24/1984	
Date Leak First Reported:		1/31/1984
Date Leak Record Entered:	12/31/1986	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	9/24/1984	
Date Case Last Changed on Database:		3/13/1996
Date the Case was Closed:		11/18/1996
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	BEEM, ROGER	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		9579.8384457989812179593527
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		2/17/1989
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	AMERICAN ETCHING & MFG.	
RP Address:	13730 DESMOND ST, PACAIMO, CA 91331	
Program:	LUST	
Lat/Long:	34.273752 / -1	
Local Agency Staff:	PEJ	

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: CASE INITIATED BY RWQCB IN 1984. SITE ASSESSMENT WORK INCONCLUSIVE BECAUSE THE DETECTION LIMIT FOR SOIL SAMPLE ANALYSIS WAS TOO HIGH.

CA FID UST:
Facility ID: 19000055
Regulated By: UTNKA
Regulated ID: 00034330
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8188961187
Mail To: Not reported
Mailing Address: 13730 DESMOND ST
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913310000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SLIC:
Region: STATE
Facility Status: **Open - Inactive**
Status Date: 10/30/2014
Global Id: SL603799024
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.273635
Longitude: -118.431633
Case Type: Cleanup Program Site
Case Worker: GJH
Local Agency: Not reported
RB Case Number: 111.0092
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

HIST UST:
Region: STATE
Facility ID: 00000034330
Facility Type: Other
Other Type: PHOTO CHEM. ETCHING
Contact Name: ROGER C. BEEM
Telephone: 8188961187
Owner Name: AMERICAN ETCHING & MANUFACTURI
Owner Address: 13730 DESMOND STREET

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Owner City,St,Zip: PACOIMA, CA 91331
Total Tanks: 0007

Tank Num: 001
Container Num: 01
Year Installed: 1980
Tank Capacity: 00006000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 3/8
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 02
Year Installed: 1980
Tank Capacity: 00003000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 3/16
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 03
Year Installed: Not reported
Tank Capacity: 00001200
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness:
Leak Detection: Visual

Tank Num: 004
Container Num: 04
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness:
Leak Detection: Visual

Tank Num: 005
Container Num: 05
Year Installed: 1984
Tank Capacity: 00000700
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness:
Leak Detection: Visual

Tank Num: 006
Container Num: 06
Year Installed: 1983
Tank Capacity: 00000450
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness:
Leak Detection: Visual

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Tank Num: 007
Container Num: 07
Year Installed: 1984
Tank Capacity: 00000040
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: 4/8
Leak Detection: Visual

SWEEPS UST:
Status: Active
Comp Number: 1979
Number: 9
Board Of Equalization: 44-012113
Referral Date: 01-22-93
Action Date: 04-07-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001979-000001
Tank Status: A
Capacity: 6000
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: 7

Status: Active
Comp Number: 1979
Number: 9
Board Of Equalization: 44-012113
Referral Date: 01-22-93
Action Date: 04-07-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001979-000002
Tank Status: A
Capacity: 3000
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1979
Number: 9
Board Of Equalization: 44-012113
Referral Date: 01-22-93
Action Date: 04-07-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001979-000003
Tank Status: A
Capacity: 1200
Active Date: 04-20-88
Tank Use: CHEMICAL

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1979
Number: 9
Board Of Equalization: 44-012113
Referral Date: 01-22-93
Action Date: 04-07-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001979-000004
Tank Status: A
Capacity: 500
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1979
Number: 9
Board Of Equalization: 44-012113
Referral Date: 01-22-93
Action Date: 04-07-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001979-000005
Tank Status: A
Capacity: 700
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1979
Number: 9
Board Of Equalization: 44-012113
Referral Date: 01-22-93
Action Date: 04-07-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001979-000006
Tank Status: A
Capacity: 450
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1979

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Number: 9
Board Of Equalization: 44-012113
Referral Date: 01-22-93
Action Date: 04-07-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001979-000007
Tank Status: A
Capacity: 40
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

WIP:
Region: 4
File Number: 111.0092
File Status: Backlog
Staff: UNIDENTIFIED
Facility Suite: Not reported

ENF:
Region: 4
Facility Id: 205493
Agency Name: American Etching
Place Type: Facility
Place Subtype: Not reported
Facility Type: Not reported
Agency Type: Privately-Owned Business
Of Agencies: 1
Place Latitude: 34.273842
Place Longitude: -118.431773
SIC Code 1: Not reported
SIC Desc 1: Not reported
SIC Code 2: Not reported
SIC Desc 2: Not reported
SIC Code 3: Not reported
SIC Desc 3: Not reported
NAICS Code 1: Not reported
NAICS Desc 1: Not reported
NAICS Code 2: Not reported
NAICS Desc 2: Not reported
NAICS Code 3: Not reported
NAICS Desc 3: Not reported
Of Places: 1
Source Of Facility: Reg Meas
Design Flow: Not reported
Threat To Water Quality: Not reported
Complexity: Not reported
Pretreatment: Not reported
Facility Waste Type: Not reported
Facility Waste Type 2: Not reported
Facility Waste Type 3: Not reported
Facility Waste Type 4: Not reported
Program: WIP

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Program Category1:	MONITORING
Program Category2:	MONITORING
# Of Programs:	1
WDID:	4WIP1110092
Reg Measure Id:	166466
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/17/2005
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	Not reported
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	226407
Region:	4
Order / Resolution Number:	13267 Letter
Enforcement Action Type:	13267 Letter
Effective Date:	11/09/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	11/09/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 4WIP1110092
Description:	Not reported
Program:	WIP
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

HAZNET:

envid:	1000360637
Year:	2013

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

GEPAID: CAD064573405
Contact: BRIAN WASSELL
Telephone: 8188961187
Mailing Name: Not reported
Mailing Address: 13730 DESMOND ST
Mailing City,St,Zip: PACOIMA, CA 913312706
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 95.1177
Facility County: Not reported

envid: 1000360637
Year: 2013
GEPAID: CAD064573405
Contact: BRIAN WASSELL
Telephone: 8188961187
Mailing Name: Not reported
Mailing Address: 13730 DESMOND ST
Mailing City,St,Zip: PACOIMA, CA 913312706
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 30.7556
Facility County: Not reported

envid: 1000360637
Year: 2013
GEPAID: CAD064573405
Contact: BRIAN WASSELL
Telephone: 8188961187
Mailing Name: Not reported
Mailing Address: 13730 DESMOND ST
Mailing City,St,Zip: PACOIMA, CA 913312706
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Not reported

envid: 1000360637
Year: 2013
GEPAID: CAD064573405
Contact: BRIAN WASSELL
Telephone: 8188961187
Mailing Name: Not reported
Mailing Address: 13730 DESMOND ST
Mailing City,St,Zip: PACOIMA, CA 913312706

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.7
Facility County: Not reported

envid: 1000360637
Year: 2012
GEPAID: CAD064573405
Contact: BRIAN WASSELL
Telephone: 8188961187
Mailing Name: Not reported
Mailing Address: 13730 DESMOND ST
Mailing City,St,Zip: PACOIMA, CA 913312706
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 55.54023
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
157 additional CA_HAZNET: record(s) in the EDR Site Report.

ENVIROSTOR:
Facility ID: 71002523
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 39
Senate: 20
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.27363
Longitude: -118.4316
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD064573405

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Alias Type: EPA Identification Number
Alias Name: 71002523
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 60000608
Status: Inactive - Action Required
Status Date: 06/30/2007
Site Code: Not reported
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0.17
NPL: NO
Regulatory Agencies: SMBRP, US EPA
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Rita Kamat
Division Branch: Cleanup Chatsworth
Assembly: 39
Senate: 20
Special Program: EPA - PASI
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.27363
Longitude: -118.4316
APN: 2616030035
Past Use: METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER
Potential COC: Tetrachloroethylene (PCE Trichloroethylene (TCE
Confirmed COC: 30022-NO 30027-NO
Potential Description: OTH, SOIL, SV
Alias Name: 2616030035
Alias Type: APN
Alias Name: 60000608
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 06/21/2007
Comments: EPA approved the assessment for the site.

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 80001449
Status: * Inactive
Status Date: 01/01/2008
Site Code: Not reported
Site Type: Corrective Action
Site Type Detailed: Corrective Action
Acres: 0
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Unknown
Division Branch: Cleanup Chatsworth
Assembly: 39
Senate: 20
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.27361
Longitude: -118.4316
APN: 2616030035
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 2616030035
Alias Type: APN
Alias Name: CAD064573405
Alias Type: EPA Identification Number
Alias Name: 80001449
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 03/26/1991
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Schedule Revised Date: Not reported

HWP:

EPA Id:	CAD064573405
Cleanup Status:	UNKNOWN
Latitude:	34.27360
Longitude:	-118.4313
Facility Type:	Historical - Non-Operating
Facility Size:	Not reported
Team:	Not reported
Supervisor:	Not reported
Site Code:	Not reported
Assembly District:	39
Senate District:	18
Public Information Officer:	Not reported

CA WDS:

Facility ID:	4 19I000276
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	8188961187
Facility Contact:	BRIAN WASSELL
Agency Name:	AMERICAN ETCHING & MFG
Agency Address:	13730 Desmond St
Agency City,St,Zip:	Pacoima 913312706
Agency Contact:	BRIAN WASSELL
Agency Telephone:	8188961187
Agency Type:	City
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.

AMERICAN ETCHING AND MFG. (Continued) **1000360637**

Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

H63 **CP PLATING** **ENVIROSTOR** **S110493757**
NE **13717 DESMOND STREET** **N/A**
1/2-1 **PACOIMA, CA 91331**
0.762 mi.
4021 ft. **Site 2 of 2 in cluster H**

Relative:
Higher

Actual:
1043 ft.

ENVIROSTOR:

Facility ID:	71004122
Status:	Inactive - Needs Evaluation
Status Date:	09/16/2013
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	0
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Steve Lavinger
Division Branch:	Cleanup Chatsworth
Assembly:	39
Senate:	20
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.2625
Longitude:	-118.4261
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	71004122
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported

CP PLATING (Continued) **S110493757**

Schedule Revised Date: Not reported

64
NE
1/2-1
0.822 mi.
4339 ft.

CHEVRON USA INC. **SWEEPS UST** **S100178823**
11113 SAN FERNANDO RD **Notify 65** **N/A**
LOS ANGELES, CA 90000

Relative:
Higher

Actual:
1032 ft.

SWEEPS UST:

Status:	Active
Comp Number:	8287
Number:	1
Board Of Equalization:	Not reported
Referral Date:	09-23-93
Action Date:	09-23-93
Created Date:	09-23-93
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

Notify 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Incident Description:	Not reported

I65
NE
1/2-1
0.911 mi.
4809 ft.

FRED E MARSHALL CONSTRUCTION **CA FID UST** **S101585215**
11071 SUTTER AVE **SWEEPS UST** **N/A**
PACOIMA, CA 91331 **WIP**
ENVIROSTOR

Site 1 of 3 in cluster I

Relative:
Higher

Actual:
1030 ft.

CA FID UST:

Facility ID:	19021068
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	11071 SUTTER AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	PACOIMA 913310000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported

FRED E MARSHALL CONSTRUCTION (Continued) **S101585215**

Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 6542
Number: 9
Board Of Equalization: Not reported
Referral Date: 07-21-93
Action Date: 07-21-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

WIP:
Region: 4
File Number: 111.2660
File Status: Historical
Staff: JWOO
Facility Suite: Not reported

ENVIROSTOR:
Facility ID: 60001692
Status: No Further Action
Status Date: 02/28/1997
Site Code: Not reported
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0
NPL: NO
Regulatory Agencies: LOS ANGELES COUNTY
Lead Agency: LOS ANGELES COUNTY
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 39
Senate: 20
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.27097
Longitude: -118.4256
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED No Contaminants found
Confirmed COC: No Contaminants found
Potential Description: NONE SPECIFIED
Alias Name: 60001692

FRED E MARSHALL CONSTRUCTION (Continued) **S101585215**

Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 02/28/1997
Comments: No further action

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

66
NE
1/2-1
0.917 mi.
4844 ft.

Relative:
Higher

Actual:
1042 ft.

PRICE PFISTER INC
13500 PAXTON ST
PACOIMA, CA 91331

HIST CORTESE **S100942803**
LUST **N/A**
SLIC
LA Co. Site Mitigation
WIP
EMI
ENVIROSTOR
WDS

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 913311034

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 913311034
Status: Pollution Characterization
Substance: Solvents
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603702198
W Global ID: Not reported
Staff: TOX
Local Agency: 19050
Cross Street: SAN FERNANDO RD
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 11/18/1983
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 4/11/1990
Date the Case was Closed: Not reported

PRICE PFISTER INC (Continued) **S100942803**

How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	Tank
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	9969.719796986724133594776669
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	3/21/1988
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	BLANK RP
RP Address:	Not reported
Program:	SLIC
Lat/Long:	34.2732311 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	WATER SAMPLE ANALYSIS RESULTS PENDING. PARTY DIRECTED TO SUBMIT RESULTS AT A CLUSTER OF TANKS WHICH CONTAINED CUTTING & HYDRAULIC OILS. WIP CASE #111.2656

SLIC:

Region:	STATE
Facility Status:	**Open - Remediation**
Status Date:	03/24/2010
Global Id:	SL0603719273
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.27293
Longitude:	-118.425213
Case Type:	Cleanup Program Site
Case Worker:	MZ
Local Agency:	Not reported
RB Case Number:	111.2696
File Location:	Regional Board
Potential Media Affected:	Aquifer used for drinking water supply, Indoor Air, Other Groundwater (uses other than drinking water), Soil, Soil Vapor
Potential Contaminants of Concern:	Other Chlorinated Hydrocarbons, Other Solvent or Non-Petroleum Hydrocarbon, Tetrachloroethylene (PCE), Trichloroethylene (TCE), Polychlorinated biphenyls (PCBs), Chromium, Lead, Other Metal, Diesel,

PRICE PFISTER INC (Continued) **S100942803**

Site History:

Gasoline, Other Petroleum, Waste Oil / Motor / Hydraulic / Lubricating, Polynuclear aromatic hydrocarbons (PAHs)
Price Pfister (PP), and subsequently Black and Decker (B&D), manufactured plumbing fixtures on a 25 acre site in the Pacoima area. This site is located south of another site, Holchem, which is under oversight by DTSC. In preparation for redevelopment as a shopping area, staff has overseen onsite investigations and cleanup, largely through excavation and removal of heavily contaminated soils, soil vapor extraction, and air sparging. As documented in our March 4, 2009 letter, there were two main and other volatile organic compound (VOCs) source areas in Areas 1 through 6 and 8 of the site (See attached Figure 1). One was located in the former Oil Staging Area (OSA in Area 4), and second consisting of the Barron degreaser and the two Delta degreasers was located in the former Building P area (Area 3) of the Price Pfister site. Other VOC source areas included the two sumps and a clarifier in the Plating line in the Building P Area (Area 2), and a sump in the Machine Shop area of the Building P area. As required by the Regional Board, Price Pfister remediated the VOC-contaminated soil in the above two main source areas using soil vapor extraction (SVE), and later excavated and removed the VOC-contaminated soil from several locations. Price Pfister also conducted a site-wide soil gas survey of the site during September 2007. Price Pfister submitted the Human Health Risk Assessment (Final HHRA) for Areas 1 through 5 and 8, Former Price Pfister Site, dated July 23, 2008, and the Final Human Health Risk Assessment for Areas 1 through 5 and 8, Former Price Pfister Site, dated October 2, 2008. At the request of the Regional Board staff, California Department of Toxic Substances Control (DTSC) Human and Ecological Risk Division (HERD) reviewed those reports, and, in their letter dated November 7, 2008, determined that the Final HHRA for Areas 1 through 5 and 8 was acceptable. DTSC-HERD also reviewed the Draft Human Health Risk Assessment for Areas 6 and 7, dated November 13, 2008, and in their comment letter dated January 7, 2009, concurred with the risk assessment methodology and results and listed their future requirements. In addition, in order to confirm that the previous soil vapor extraction operations had removed any residual VOCs in soil matrix, Price Pfister collected soil matrix confirmation samples from the two known VOCs source areas in OSA and Building P degreasers area, submitted the Results of Soil Sampling for Volatile Organic Compounds, Probe Abandonment, and Request for No Further Action for VOCs in Soil 13500 Paxton Street, Pacoima, California dated July 16, 2008. Based on our review of the analytical results, no VOCs were detected above the mobile laboratory reporting limit of 0.0010 mg/kg, which is lower than our approved soil matrix cleanup goal {e.g., 0.060 milligram per kilogram (mg/kg) for both PCE and trichloroethylene (TCE)}. However, PCE concentrations in soil gas samples, collected from monitoring well SVMW-202 (located near the Building P degreaser area) on September 13, 2007 after rebound test (as documented in the report titled Results of Rebound Testing for Soil Vapor Extraction System 13500 Paxton Street, Pacoima, California, dated December 20, 2007), were 1.9 micrograms per liter (a%g/L) at 15 feet below ground surface (bgs), 13 a%g/L at 30 feet bgs, and 20 a%g/L at 45 feet bgs. Similarly, a soil gas sample collected from 30 feet bgs in monitoring well PMW-11 (located adjacent to the former OSA) was reported to contain 3.3 a%g/L and 7.3 a%g/L of PCE, at 15 and 30 feet bgs, respectively. Other significant PCE concentrations detected on September 13, 2007 after the rebound

PRICE PFISTER INC (Continued) **S100942803**

were: 10 a%g/L at 45 feet bgs in monitoring well PMW-9, 15 a%g/L at 60 feet bgs in monitoring well PMW-13, and 7.9 a%g/L at 59 feet bgs in monitoring well SVMW-226. Staff believes that the decreasing concentration trend toward ground surface indicates probable offgasing of PCE from the underlying dissolved VOCs groundwater plume. Therefore, in order to remove any PCE offgasing from the onsite and offsite VOC groundwater plume, staff has determined that it was necessary to continue operating the SVE well PSVE-10 in Area 6 until the PCE concentrations in the plume are stabilized as close as possible to the PCE maximum contaminant level (MCL) of 5a%g/L, and also to continue semi-annual monitoring of VOCs in soil vapor from the multi-depth soil vapor monitoring well SVMW-226. Based on the information provided in your reports on Areas 1 through 6 and 8 of the site for our review, and with the provision that the information provided to Regional Board staff was accurate and representative of the site conditions, and based on acceptance of the Final HHRA for Areas 1 through 5 and 8 by DTSC-HERD, we approved a no further action for VOCs in soil in all the reported, investigated, and remediated source areas in Areas 1 through 6 and 8 of the former Price Pfister site overseen by the Regional Board staff, subject to compliance with the following conditions: 1. Price Pfister shall continue the semi-annual groundwater monitoring of their onsite and offsite VOCs and TPH plumes using all the Regional Board-required groundwater monitoring wells until approved cleanup goals are achieved and maintained thereafter for a period of one year. 2. Price Pfister shall continue the quarterly groundwater monitoring of their onsite and offsite hexavalent chromium and 1,4-dioxane groundwater plumes using all the Regional Board-required wells used for delineation of the plumes until groundwater cleanup goals are achieved through implementation of a Regional Board-approved remedial action plan and maintained thereafter for a period of one year. 3. Price Pfister shall continue to monitor multi-depth soil vapor well SVMW-226, and other DTSC-required multi-depth soil gas probes in Area 6, and shall continue operating the SVE well PSVE-10 using its connection to the Area 7 SVE system, until the PCE concentrations in the underlying VOC groundwater plume are stabilized as close as possible to the PCE maximum contaminant level (MCL) of 5a%g/L and remain at that stable concentration for a period of one year. 4. Price Pfister shall continue to comply with the deed restriction recorded for the site to limit future land uses to industrial/commercial purposes and to prohibit groundwater use. 5. Price Pfister shall continue to implement our requirements as stated in all our directives until site closure is obtained. If, in future, any uninvestigated contaminant source areas resulting from former Price Pfister operations are discovered at the site, Regional Board will hold Black & Decker (or Price Pfister) or the current property owner, legally liable and responsible for conducting and completing any site investigations and cleanup of such remaining contaminant source areas as required by the Regional Board. Removal of free hydrocarbon product and remediation of TPH (mostly C12 to C44) and VOCs contaminated soil and underlying groundwater in the Former Building A Area (approxim. 300 feet long, 200 feet wide, and 66 feet deep) included in Area 7 still remains to be completed, and PP has selected bioventing as the soil remediation technology. In our November 25, 2009 13267 Order, Regional Board required PP to submit a revised Workplan for Area 7 Bench Scale Tests by December 30, 2009, a Technical Demonstration Report (i.e., microbial evaluation report) by December 30, 2009, and a Field Pilot

PRICE PFISTER INC (Continued) **S100942803**

Test Workplan (a technical report) to perform a field pilot test by March 15, 2010. During the December 14, 2009 meeting with the representatives of Price Pfister, Price Pfister requested Regional Board staff to consider the rescission of the November 25, 2009 requirements for the submittal of the above technical reports because, as presented by Price Pfisters expert consultants at the meeting, bioventing is a well demonstrated soil bioremediation technology for petroleum hydrocarbons, and Area 7 is suitable for bioventing based on a respirometry field test conducted in 2008. It was also agreed at the meeting that site specific bioventing design parameters would need to be developed and evaluated to ensure effectiveness of bioventing as the selected remedial technology. Based on our agreement at the December 14, 2009 meeting, the November 25, 2009 13267 Order was rescinded and replaced with the requirements below, issued under California Water Code 13267 Order. As we discussed at the December 14, 2009 meeting, PP agreed and is required to submit a full-scale bioventing design report for Area 7 as described below. By March 15, 2010, PP is required to submit a full-scale bioventing design report for Area 7 for our review and approval. The design report shall demonstrate adequate delivery of oxygen for effective remediation of Area 7 by using bioventing technology. The report shall include detailed plots, analysis, interpretation of the laboratory and field data, design parameters (including but not limited to the radius of influence, design flow rate, remedial well spacing), and remedial progress evaluation plan. PP has submitted the Design Report for In-Situ Bioventing to the Regional Board for review.

Click here to access the California GeoTracker records for this facility:

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0000408
Jurisdiction:	State
Case ID:	RO0001409
Abated:	Yes
Assigned To:	Kim Clark
Entered Date:	10/11/2011

WIP:

Region:	4
File Number:	111.2696
File Status:	**Active**
Staff:	MZAIDI
Facility Suite:	Not reported

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	22808
Air District Name:	SC
SIC Code:	3432
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

PRICE PFISTER INC (Continued) **S100942803**

Total Organic Hydrocarbon Gases Tons/Yr:	52
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	14
Part. Matter 10 Micrometers & Smllr Tons/Yr:	12

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	22808
Air District Name:	SC
SIC Code:	3432
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	66
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	14
Part. Matter 10 Micrometers & Smllr Tons/Yr:	12

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	22808
Air District Name:	SC
SIC Code:	3432
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	56
Reactive Organic Gases Tons/Yr:	20
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	10
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	13
Part. Matter 10 Micrometers & Smllr Tons/Yr:	11

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	22808
Air District Name:	SC
SIC Code:	3432
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	11
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	7
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	21

PRICE PFISTER INC (Continued) **S100942803**

Part. Matter 10 Micrometers & Smllr Tons/Yr:	18
Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	22808
Air District Name:	SC
SIC Code:	3432
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	9
Part. Matter 10 Micrometers & Smllr Tons/Yr:	7
Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	22808
Air District Name:	SC
SIC Code:	3432
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	9
Part. Matter 10 Micrometers & Smllr Tons/Yr:	7
Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	22808
Air District Name:	SC
SIC Code:	3432
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	9
Part. Matter 10 Micrometers & Smllr Tons/Yr:	7
Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	22808

PRICE PFISTER INC (Continued) **S100942803**

Air District Name:	SC
SIC Code:	3432
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	9
Part. Matter 10 Micrometers & Smllr Tons/Yr:	7

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	22808
Air District Name:	SC
SIC Code:	3432
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	7
Part. Matter 10 Micrometers & Smllr Tons/Yr:	5

ENVIROSTOR:

Facility ID:	71002225
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	39
Senate:	20
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.27332
Longitude:	-118.4266
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED

PRICE PFISTER INC (Continued) **S100942803**

Alias Name: CAD008384190
Alias Type: EPA Identification Number
Alias Name: 110000476878
Alias Type: EPA (FRS #)
Alias Name: 71002225
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 19340768
Status: Refer: RWQCB
Status Date: 08/10/2000
Site Code: 300594
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 39
Senate: 20
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.27361
Longitude: -118.4266
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD008384190
Alias Type: CERCLIS ID
Alias Name: 110000476878
Alias Type: EPA (FRS #)
Alias Name: SL0603719273
Alias Type: GeoTracker Global ID
Alias Name: 300594
Alias Type: Project Code (Site Code)

PRICE PFISTER INC (Continued) **S100942803**

Alias Name: 19340768
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 05/30/1996
Comments: U.S. EPA is conducting a PEA/SI on this site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/30/1999
Comments: Preliminary Endangerment Assessment/Site Investigation was conducted at a plumbing manufacturing company for the U.S. EPA through the CERCLA grant. Soil and groundwater sampling detected contamination under the site. Further action is required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 04/21/1998
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 07/17/2008
Comments: DTSC reviewed and commented the HHRA Work Plan and the Site-Wide Soil Gas Survey Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 09/11/2008
Comments: DTSC provided comments under the terms of the Agreement.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/07/2008
Comments: DTSC has not identified any issues that would imply changes in the Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/07/2008
Comments: DTSC approved the Final HHRA Report (with additional info) for Areas 1 to 5 and 8.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 11/10/2008
Comments: DTSC entered into this agreement with Price-pfister.

PRICE PFISTER INC (Continued) **S100942803**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Technical Workplan
Completed Date:	11/13/2008
Comments:	DTSC has not identified any issues that would require modifications of the proposed work plan addendum.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Reimbursement Agreement
Completed Date:	07/16/2008
Comments:	The Reimbursement Agreement was fully executed on 7/16/2008.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

CA WDS:

Facility ID:	4 19I002357
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	8186864304
Facility Contact:	DENELLE ROZELL
Agency Name:	PRICE PFISTER INC
Agency Address:	13500 Paxton St
Agency City,St,Zip:	Pacoima 913312371
Agency Contact:	DENELLE ROZELL
Agency Telephone:	8186864304
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported

PRICE PFISTER INC (Continued) **S100942803**

Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.

Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

I67 **SUTTER AVENUE PROPERTIES** **VCP** **S109034322**
NE **11101; 11151; AND 11074 SUTTER STREET** **ENVIROSTOR** **N/A**
1/2-1 **PACOIMA, CA 91331**
0.920 mi.
4860 ft. **Site 2 of 3 in cluster I**

Relative: Higher

Actual: 1029 ft.

VCP:

Facility ID:	60000885
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2.55
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	301385
Assembly:	39
Senate:	20
Special Programs Code:	Voluntary Cleanup Program
Status:	No Further Action
Status Date:	12/10/2008
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.27076 / -118.4256
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	30001
Confirmed COC:	30001
Potential Description:	SOIL
Alias Name:	301385
Alias Type:	Project Code (Site Code)
Alias Name:	60000885
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	05/29/2008
Comments:	Based on the data from the soil gas survey, DTSC determined that no further action is required at the Site.

SUTTER AVENUE PROPERTIES (Continued) **S109034322**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 05/28/2008
Comments: DTSC performed an expedited review of the work plan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 05/29/2008
Comments: The VCA was completed in expedited manner.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/04/2008
Comments: DTSC did an expedited review.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Facility ID: 60000885
Status: No Further Action
Status Date: 12/10/2008
Site Code: 301385
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 2.55
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 39
Senate: 20
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.27076
Longitude: -118.4256
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: Arsenic
Confirmed COC: Arsenic
Potential Description: SOIL
Alias Name: 301385
Alias Type: Project Code (Site Code)

SUTTER AVENUE PROPERTIES (Continued) **S109034322**

Alias Name: 60000885
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: No Further Action Letter
Completed Date: 05/29/2008
Comments: Based on the data from the soil gas survey, DTSC determined that no further action is required at the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 05/28/2008
Comments: DTSC performed an expedited review of the work plan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 05/29/2008
Comments: The VCA was completed in expedited manner.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/04/2008
Comments: DTSC did an expedited review.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

I68 **PARAGON / KLEINERT/ D&M** **SLIC** **S105520878**
NE **11035 SUTTER AVE** **LA Co. Site Mitigation** **N/A**
1/2-1 **PACOIMA, CA 91331** **ENF**
0.926 mi. **RESPONSE**
4890 ft. **Site 3 of 3 in cluster I** **ENVIROSTOR**

Relative:
Higher

Actual:
1028 ft.

SLIC:
Region: STATE
Facility Status: **Open - Inactive**
Status Date: 10/30/2014
Global Id: SL603799082
Lead Agency: DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Lead Agency Case Number: 60000652
Latitude: 34.27049
Longitude: -118.425831
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: Not reported

PARAGON / KLEINERT/ D&M (Continued) **S105520878**

File Location: DTSC
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Not reported
Site History: Case tranferred to DTSC on 4/17/2007.

Click here to access the California GeoTracker records for this facility:

Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 04/29/2009
Global Id: SLT4308381
Lead Agency: DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Lead Agency Case Number: 60000652
Latitude: 34.27049
Longitude: -118.425831
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: Not reported
File Location: DTSC
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:
Region: 4
Facility Status: Inactive
SLIC: 0141
Substance: TPH/V
Staff: Not reported

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0010276
Jurisdiction: County
Case ID: RO0001057
Abated: Yes
Assigned To: LR
Entered Date: 05/11/2004

ENF:
Region: 4
Facility Id: 218904
Agency Name: D & M STEEL INC.
Place Type: Facility
Place Subtype: Not reported
Facility Type: Not reported
Agency Type: Privately-Owned Business
Of Agencies: 1
Place Latitude: 34.27044
Place Longitude: -118.425339
SIC Code 1: Not reported
SIC Desc 1: Not reported
SIC Code 2: Not reported

PARAGON / KLEINERT/ D&M (Continued) **S105520878**

SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	WIP
Program Category1:	MONITORING
Program Category2:	MONITORING
# Of Programs:	1
WDID:	4WIP1112691
Reg Measure Id:	154552
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	221255
Region:	4
Order / Resolution Number:	13267 Letter
Enforcement Action Type:	13267 Letter
Effective Date:	11/09/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported

PARAGON / KLEINERT/ D&M (Continued) **S105520878**

Termination Date:	11/09/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 4WIP1112691
Description:	Not reported
Program:	WIP
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

RESPONSE:

Facility ID:	60000652
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	0.75
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	301350
Site Mgmt. Req.:	NONE SPECIFIED
Assembly:	39
Senate:	20
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	04/29/2009
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	34.27048
Longitude:	-118.4258
APN:	2535001013
Past Use:	MANUFACTURING - METAL
Potential COC :	Tetrachloroethylene (PCE Trichloroethylene (TCE
Confirmed COC:	Tetrachloroethylene (PCE Trichloroethylene (TCE
Potential Description:	OTH, SOIL
Alias Name:	2535001013
Alias Type:	APN
Alias Name:	110009266640
Alias Type:	EPA (FRS #)
Alias Name:	SL603799082
Alias Type:	GeoTracker Global ID
Alias Name:	SLT4308381
Alias Type:	GeoTracker Global ID
Alias Name:	300592
Alias Type:	Project Code (Site Code)
Alias Name:	301350
Alias Type:	Project Code (Site Code)
Alias Name:	60000652

PARAGON / KLEINERT/ D&M (Continued) **S105520878**

Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 11/18/2008
Comments: DTSC enetered into this agreement with D&M Steel. Inc. (Proponent).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/21/1998
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 05/30/1996
Comments: PA/SI process for this site is being conducted by U.S. EPA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 10/12/2007
Comments: RP responded to Unilateral Order.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/29/2009
Comments: DTSC recommmends that the existing groundwater monitoring wells be maintained in a state that would allow future sampling.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 09/18/2007
Comments: The Order requires D&M Steel to conduct appropriate investigation and remediation with DTSC oversight.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: No Further Action Letter
Completed Date: 04/29/2009
Comments: DTSC GW Report. Groundwater monitoring showed contamination from off-site sources.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

PARAGON / KLEINERT/ D&M (Continued) **S105520878**

ENVIROSTOR:
Facility ID: 60000652
Status: No Further Action
Status Date: 04/29/2009
Site Code: 301350
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.75
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 39
Senate: 20
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.27048
Longitude: -118.4258
APN: 2535001013
Past Use: MANUFACTURING - METAL
Potential COC: Tetrachloroethylene (PCE Trichloroethylene (TCE
Confirmed COC: Tetrachloroethylene (PCE Trichloroethylene (TCE
Potential Description: OTH, SOIL
Alias Name: 2535001013
Alias Type: APN
Alias Name: 110009266640
Alias Type: EPA (FRS #)
Alias Name: SL603799082
Alias Type: GeoTracker Global ID
Alias Name: SLT4308381
Alias Type: GeoTracker Global ID
Alias Name: 300592
Alias Type: Project Code (Site Code)
Alias Name: 301350
Alias Type: Project Code (Site Code)
Alias Name: 60000652
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 11/18/2008
Comments: DTSC enetered into this agreement with D&M Steel. Inc. (Proponent).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/21/1998
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

PARAGON / KLEINERT/ D&M (Continued) **S105520878**

Completed Document Type:	Site Screening
Completed Date:	05/30/1996
Comments:	PA/SI process for this site is being conducted by U.S. EPA.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	*Correspondence - Received
Completed Date:	10/12/2007
Comments:	RP responded to Unilateral Order.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	04/29/2009
Comments:	DTSC recommmends that the existing groundwater monitoring wells be maintained in a state that would allow future sampling.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date:	09/18/2007
Comments:	The Order requires D&M Steel to conduct appropriate investigation and remediation with DTSC oversight.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	04/29/2009
Comments:	DTSC GW Report. Groundwater monitoring showed contamination from off-site sources.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

J69 **BURBANK PLATING SERVICES CORPORATION** **RCRA-LQG** **1000161742**
NE **13561 DESMOND ST.** **FINDS** **CAD009603184**
1/2-1 **PACOIMA, CA 91331** **NPDES**
0.970 mi. **CA FID UST**
5120 ft. **Site 1 of 2 in cluster J** **SLIC**
HIST UST
Relative: **SWEEPS UST**
Higher **WIP**
ENF
Actual: **ENVIROSTOR**
1053 ft. **WDS**

RCRA-LQG:

Date form received by agency:	06/15/2010
Facility name:	BURBANK PLATING SERVICES
Facility address:	13561 DESMOND ST PACOIMA, CA 91331

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

EPA ID: CAD009603184
Mailing address: DESMOND ST
PACOIMA, CA 91331
Contact: ROBERT SCHEER
Contact address: 13561 DESMOND ST
PACOIMA, CA 91331
Contact country: US
Contact telephone: (818) 899-1157
Contact email: INFO@BURBANKPLATING.COM
EPA Region: 09
Land type: Private
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: BURBANK PLATING SERVICE INC
Owner/operator address: 13561 DESMOND ST
PACOIMA, CA 91331
Owner/operator country: US
Owner/operator telephone: (818) 899-1157
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/15/1965
Owner/Op end date: Not reported

Owner/operator name: BURBANK PLATING SERVICE CORP
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: BURBANK PLATING SERVICE
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/15/1965
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/24/2008
Site name: BURBANK PLATING SERVICES
Classification: Large Quantity Generator

Date form received by agency: 01/12/2006
Site name: BURBANK PLATING SERVICES
Classification: Large Quantity Generator

Date form received by agency: 02/23/2004
Site name: BURBANK PLATING SERVICES
Classification: Large Quantity Generator

Date form received by agency: 02/20/2002
Site name: BURBANK PLATING SERVICES
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Site name: BURBANK PLATING SERVICES
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Site name: BURBANK PLATING SERVICE
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: BURBANK PLATING SERV CORP
Classification: Large Quantity Generator

Date form received by agency: 03/28/1996

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

Site name: BURBANK PLATING SERVICES
Classification: Large Quantity Generator

Date form received by agency: 03/29/1994
Site name: BURBANK PLATING SERVICE
Classification: Large Quantity Generator

Date form received by agency: 02/29/1992
Site name: BURBANK PLATING SERVICE CORP
Classification: Large Quantity Generator

Date form received by agency: 04/10/1990
Site name: BURBANK PLATING SERVICE CORP
Classification: Large Quantity Generator

Date form received by agency: 08/14/1980
Site name: BURBANK PLATING SERV CORP
Classification: Large Quantity Generator

Hazardous Waste Summary:

Waste code: 171
Waste name: 171

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D006
Waste name: CADMIUM

Waste code: D007
Waste name: CHROMIUM

Waste code: F006

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: F007
Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Waste code: 171
Waste name: 171

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 06/23/2004
Date achieved compliance: 07/23/2004
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/23/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Records/Reporting
Date violation determined: 06/23/2004
Date achieved compliance: 07/23/2004
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/23/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 06/23/2004
Date achieved compliance: 10/26/2004
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/23/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Contingency Plan and Emergency Procedures
Date violation determined: 06/23/2004
Date achieved compliance: 10/26/2004
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/23/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 06/23/2004
Date achieved compliance: 07/23/2004
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/23/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 06/23/2004
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 07/23/2004
Evaluation lead agency: State

Evaluation date: 06/23/2004
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 10/26/2004

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

Evaluation lead agency: State

Evaluation date: 06/23/2004
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Contingency Plan and Emergency Procedures
Date achieved compliance: 10/26/2004
Evaluation lead agency: State

Evaluation date: 06/23/2004
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 07/23/2004
Evaluation lead agency: State

Evaluation date: 06/23/2004
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Records/Reporting
Date achieved compliance: 07/23/2004
Evaluation lead agency: State

FINDS:

Registry ID: 110000476841

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

HAZARDOUS WASTE BIENNIAL REPORTER

NPDES:
Npdes Number: CAS000001
Facility Status: Active
Agency Id: 0
Region: 4

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

Regulatory Measure Id:	189224
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I003726
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/06/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Burbank Plating Ser Corp
Discharge Address:	13561 Desmond St
Discharge City:	Pacoima
Discharge State:	California
Discharge Zip:	91331

CA FID UST:

Facility ID:	19000721
Regulated By:	UTNKA
Regulated ID:	00017034
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2138751044
Mail To:	Not reported
Mailing Address:	13561 DESMOND ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	PACOIMA 913310000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SLIC:

Region:	STATE
Facility Status:	**Open - Inactive**
Status Date:	10/30/2014
Global Id:	SL603799028
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.275561
Longitude:	-118.428278
Case Type:	Cleanup Program Site
Case Worker:	GJH
Local Agency:	Not reported
RB Case Number:	111.0226
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

HIST UST:
Region: STATE
Facility ID: 00000017034
Facility Type: Other
Other Type: ELECTROPLATING
Contact Name: Not reported
Telephone: 2138751044
Owner Name: BURBANK PLATING SERVICE CORP.
Owner Address: 13561 DESMOND ST.
Owner City,St,Zip: PACOIMA, CA 91331
Total Tanks: 0004

Tank Num: 001
Container Num: 1
Year Installed: 1979
Tank Capacity: 00000135
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness:
Leak Detection: Visual

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000135
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness:
Leak Detection: Visual

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000135
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness:
Leak Detection: Visual

Tank Num: 004
Container Num: 4
Year Installed: 1979
Tank Capacity: 00000135
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness:
Leak Detection: Visual

SWEEPS UST:
Status: Active
Comp Number: 1077
Number: 9
Board Of Equalization: Not reported
Referral Date: 03-25-93
Action Date: 03-16-94
Created Date: 02-29-88

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001077-000001
Tank Status: A
Capacity: 135
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: 4

Status: Active
Comp Number: 1077
Number: 9
Board Of Equalization: Not reported
Referral Date: 03-25-93
Action Date: 03-16-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001077-000002
Tank Status: A
Capacity: 135
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1077
Number: 9
Board Of Equalization: Not reported
Referral Date: 03-25-93
Action Date: 03-16-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001077-000003
Tank Status: A
Capacity: 135
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 1077
Number: 9
Board Of Equalization: Not reported
Referral Date: 03-25-93
Action Date: 03-16-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001077-000004
Tank Status: A
Capacity: 135
Active Date: 04-20-88
Tank Use: CHEMICAL

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

WIP:
Region: 4
File Number: 111.0226
File Status: Backlog
Staff: UNIDENTIFIED
Facility Suite: Not reported

ENF:

Region:	4
Facility Id:	212128
Agency Name:	Burbank Plating Service Corporation
Place Type:	Manufacturing
Place Subtype:	Manufacturing NEC
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.275292
Place Longitude:	-118.427738
SIC Code 1:	3471
SIC Desc 1:	Electroplating, Plating, Polishing, Anodizing, and Coloring
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	WIP
Program Category1:	MONITORING
Program Category2:	MONITORING
# Of Programs:	1
WDID:	4WIP1110226
Reg Measure Id:	166509
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	226412
Region:	4
Order / Resolution Number:	13267 Letter
Enforcement Action Type:	13267 Letter
Effective Date:	11/09/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	11/09/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 4WIP1110226
Description:	Not reported
Program:	WIP
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

ENVIROSTOR:

Facility ID:	60000607
Status:	Inactive - Action Required
Status Date:	06/30/2007
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	0.81
NPL:	NO
Regulatory Agencies:	SMBRP, US EPA
Lead Agency:	SMBRP
Program Manager:	Chand Sultana
Supervisor:	Rita Kamat
Division Branch:	Cleanup Chatsworth

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

Assembly: 39
Senate: 20
Special Program: EPA - PASI
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.27556
Longitude: -118.4282
APN: 2523004037
Past Use: METAL PLATING - CHROME, METAL PLATING - OTHER
Potential COC: Cadmium and compounds Chromium VI Cyanide (hydrogen Zinc
Confirmed COC: Cadmium and compounds Chromium VI Cyanide (hydrogen Zinc
Potential Description: SOIL
Alias Name: 2523004037
Alias Type: APN
Alias Name: 60000607
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 06/21/2007
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 71002305
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 39
Senate: 20
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.2625
Longitude: -118.4261
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD009603184
Alias Type: EPA Identification Number
Alias Name: 110000476841
Alias Type: EPA (FRS #)
Alias Name: 71002305
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CA WDS:
Facility ID: 4 19I003726
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 8188991157
Facility Contact: Robert Scheer
Agency Name: BURBANK PLATING SER. CORP.
Agency Address: Not reported
Agency City,St,Zip: 0
Agency Contact: Not reported
Agency Telephone: Not reported
Agency Type: Private
SIC Code: 3471
SIC Code 2: Not reported
Primary Waste Type: Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Primary Waste: STORMS
Waste Type2: Not reported
Waste2: Stormwater Runoff
Primary Waste Type: Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and

BURBANK PLATING SERVICES CORPORATION (Continued) **1000161742**

construction wastes, manure, vegetable or animal solid and semisolid waste).
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: No reclamation requirements associated with this facility.
POTW: The facility is not a POTW.
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

J70 **HOLCHEM INCORPORATED** **HIST Cal-Sites** **1000170315**
NE **13546 DESMOND ST** **Cortese** **N/A**
1/2-1 **PACOIMA, CA 91331** **HIST CORTESE**
0.996 mi. **LUST**
5258 ft. **Site 2 of 2 in cluster J** **SLIC**
LA Co. Site Mitigation
Relative: **WIP**
Higher **RESPONSE**
EMI
Actual: **ENVIROSTOR**
1054 ft.

Calsite:
Region: GLENDALE
Facility ID: 19281213
Facility Type: RP
Type: RESPONSIBLE PARTY
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: Not reported
State Senate District: 05131997
Status: ANNUAL WORKPLAN (AWP) - ACTIVE SITE
Status Name: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
NPL: Not Listed
SIC Code: 28
SIC Name: MANU - CHEMICALS & ALLIED PRODUCTS
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Not reported
Staff Member Responsible for Site: GFARKAS
Supervisor Responsible for Site: Not reported
Region Water Control Board: LA
Region Water Control Board Name: LOS ANGELES
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0

HOLCHEM INCORPORATED (Continued) **1000170315**

Lat/long Method:	Not reported
Lat/Long Description:	Not reported
State Assembly District Code:	39
State Senate District Code:	20
Facility ID:	19281213
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	IS/E
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	05081997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19281213
Activity:	RIFS
Activity Name:	REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	12312004
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19281213
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	Not reported
Proposed Budget:	0

HOLCHEM INCORPORATED (Continued) **1000170315**

AWP Completion Date:	06302005
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19281213
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	10161997
Est Person-Yrs to complete:	0
Estimated Size:	S
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	X
Removal Action Certification:	N
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19281213
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	AGRMT
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04262000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0

HOLCHEM INCORPORATED (Continued) **1000170315**

Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19281213
Activity:	RAW
Activity Name:	REMOVAL ACTION WORKPLAN
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	01162001
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19281213
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	02102000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0

HOLCHEM INCORPORATED (Continued) **1000170315**

Unknown Type:	0
Facility ID:	19281213
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	01162001
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	13546 DESMOND STREET
Alternate City,St,Zip:	PACOIMA, CA 91331
Background Info:	Prior to July 1, 1987 the Site was operated by Chase Chemical under the ownership of Herman Benjamin. As of that date the Site was operated by Holchem, Inc under a lease from Herman Benjamin. The Site operates as a chemical distributer. The facility property occupies about 2 acres in an industrial/ residential area. There are 2 buildings, one for offices and packaging and the other for warehousing hazardous substances. The facility uses 23 AGSTs, 19 UGSTs, 1 clarifier for a drum rinse area, 2 sumps for rainwater runoff, and a 55 gal drum storage area able to contain 300 drums. The property is completely paved and fenced.
	Not reported
	The site was originally overseen by the RWQCB. Semi-annual GW monitoring had been conducted since Sept 92. RWQCB had no funds to work on the site, it was then referred to DTSC under the USEPA PA/SI program. DTSC then determined that an I&SE Order be issued to expedite the evaluation, containment and cleanup of the site. The site is of special concern because a few miles downgradient exist 2 of LADWP's main drinking water wellfields.
Comments Date:	01032002
Comments:	Off-site drilling (3 wells) was completed. The three wells
Comments Date:	01032002
Comments:	were installed and sampled.
Comments Date:	01072002
Comments:	RI field work has been completed.
Comments Date:	01151997
Comments:	DTSC determined that an IS&E Consent Order be drafted. If the RPs
Comments Date:	01151997
Comments:	decide not to sign it, then a unilateral Order will be issued.
Comments Date:	01162001

HOLCHEM INCORPORATED (Continued) **1000170315**

Comments:	CEQA Negative Declaration for RAW was approved.
Comments Date:	01162001
Comments:	Not reported
Comments Date:	01162001
Comments:	RAW was approved.
Comments Date:	01302003
Comments:	Brenntag submitted a Draft Risk Assessment Plan.
Comments Date:	02032005
Comments:	Aquifer Testing and Data Analysis Work Plan was submitted to
Comments Date:	02032005
Comments:	DTSC.
Comments Date:	02052004
Comments:	Fourth Quarter Groundwater Monitoring Report was submitted
Comments Date:	02052004
Comments:	to DTSC.
Comments Date:	02142005
Comments:	Fourth Quarter 2004 Groundwater Monitoring and SVE System Update
Comments Date:	02142005
Comments:	Report was submitted.
Comments Date:	02182000
Comments:	Notice of Exemption for Remedial Action Work (RAW) Soil Vapor
Comments Date:	02182000
Comments:	Extraction (SVE) and Biosparge Pilot Test was approved.
Comments Date:	02182005
Comments:	Draft Off-Site Soil-Gas Workplan was submitted.
Comments Date:	02192005
Comments:	Off-Site Soil Gas Workplan was approved.
Comments Date:	02282005
Comments:	Draft CEQA Initial Study was submitted. Revised Risk
Comments Date:	02282005
Comments:	Assessment was submitted.
Comments Date:	03052002
Comments:	Brenntag submitted a request for Partial Site Closure for
Comments Date:	03052002
Comments:	property divestment purposes.
Comments Date:	03062003
Comments:	DTSC provided comments on the Additional Off-site Groundwater
Comments Date:	03062003
Comments:	Investigation Plan.
Comments Date:	03101999
Comments:	Attorney General is negotiating a Consent Decree with Holchem.
Comments Date:	03101999
Comments:	Not reported
Comments Date:	03171998
Comments:	Settlement meeting with Holchem, Inc.
Comments Date:	03171998
Comments:	Not reported
Comments Date:	03192002
Comments:	Brenntag submitted the Fourth Quarter 2001 Groundwater
Comments Date:	03192002
Comments:	Monitoring Report.
Comments Date:	03202003
Comments:	Brenntag submitted an Additional off-site Groundwater
Comments Date:	03202003
Comments:	Investigation Plan to DTSC.
Comments Date:	03242000
Comments:	Pilot Study was completed

HOLCHEM INCORPORATED (Continued) **1000170315**

Comments Date:	03302004
Comments:	Letter with administrative changes from Brenntag.
Comments Date:	04022003
Comments:	DTSC provided comments on the Additional Off-site Groundwater
Comments Date:	04022003
Comments:	Investigation Plan.
Comments Date:	04031997
Comments:	A draft Consent Order was sent to the RPs. A deadline date for
Comments Date:	04031997
Comments:	an agreement was 4/17/97.
Comments Date:	04072004
Comments:	DTSC approves the RI Report.
Comments Date:	04102003
Comments:	DTSC provided comments on the RI Report.
Comments Date:	04171997
Comments:	A unilateral I&SE Order was issued to Holchem.
Comments Date:	04251996
Comments:	DTSC under contract with USEPA is conducting a PA on the
Comments Date:	04251996
Comments:	site. This Site was under RWQCB, now it is USEPA-lead. LADWP is
Comments Date:	04251996
Comments:	also lending support. A meeting at RWQCB last month was held to
Comments Date:	04251996
Comments:	introduce current site information and other agency contacts.
Comments Date:	05022002
Comments:	First Quarter 2002 Groundwater Monitoring Report was submitted
Comments Date:	05022002
Comments:	to DTSC.
Comments Date:	05042004
Comments:	First Quarter Groundwater Monitoring Report was submitted to
Comments Date:	05042004
Comments:	DTSC.
Comments Date:	05062004
Comments:	Revised Draft Risk Assessment was submitted to DTSC.
Comments Date:	05081997
Comments:	A unilateral I&SE Order was issued to Herman Benjamin per his
Comments Date:	05081997
Comments:	request.
Comments Date:	05082001
Comments:	RI/FS Workplan was approved.
Comments Date:	05092003
Comments:	First Quarter Groundwater Monitoring Report was submitted to
Comments Date:	05092003
Comments:	DTSC.
Comments Date:	05112004
Comments:	Updated Pacoima Schedule was submitted.
Comments Date:	05211997
Comments:	letter sent to Holchem. Holchem has not notified DTSC as to
Comments Date:	05211997
Comments:	who their Project Coordinator is. Holchem filed a petition
Comments Date:	05211997
Comments:	for Writ of Mandate, Preliminary, and Permanent Injunctions,
Comments Date:	05211997
Comments:	with the Los Angeles Superior Court.
Comments Date:	05211997
Comments:	Notice of Proposed Determination of Non-Compliance with Order
Comments Date:	06022004

HOLCHEM INCORPORATED (Continued) **1000170315**

Comments:	DTSC comments on the Draft Risk Assessment.
Comments Date:	06042002
Comments:	DTSC's comments were sent to consultant.
Comments Date:	06102003
Comments:	Brenntag submitted the 2003 Groundwater Monitoring Plan.
Comments Date:	06201997
Comments:	Benjamin submits Draft RI/FS Workplan.
Comments Date:	06211999
Comments:	Attorney General and DTSC staff participated at a settlement
Comments Date:	06211999
Comments:	hearing at L.A. County Court.
Comments Date:	06211999
Comments:	Not reported
Comments Date:	06211999
Comments:	Not reported
Comments Date:	06241997
Comments:	Notice of Additional Opportunity to present defenses to I&SE
Comments Date:	06241997
Comments:	Order letter sent to Holchem. Holchem may submit defense by
Comments Date:	06241997
Comments:	July 25th, then DTSC will make a determination by August 25th.
Comments Date:	06241997
Comments:	Not reported
Comments Date:	06262000
Comments:	Draft RI/FS Workplan was submitted.
Comments Date:	06302001
Comments:	Holchem facility was closed.
Comments Date:	07071998
Comments:	The Preliminary Assessment for the Holchem Inc. site has been
Comments Date:	07071998
Comments:	approved by USEPA. The site scored greater than 28.5 for
Comments Date:	07071998
Comments:	Hazard Ranking purposes.
Comments Date:	07232004
Comments:	DTSC comments on the First Quarter 2004 Groundwater Monitoring
Comments Date:	07232004
Comments:	Report and SVE Treatment System Update.
Comments Date:	07312001
Comments:	Holchem site was sold to Brenntag West. Inc.
Comments Date:	08112003
Comments:	Second Quarter Groundwater Monitoring Report was submitted to
Comments Date:	08112003
Comments:	DTSC.
Comments Date:	08122003
Comments:	DTSC provided additional comments to the draft RI Report.
Comments Date:	08152001
Comments:	RI/FS fieldwork started.
Comments Date:	08202004
Comments:	DTSC comments on the Second Quarter Groundwater Monitoring
Comments Date:	08202004
Comments:	Report and SVE Treatment System Update.
Comments Date:	08211998
Comments:	A Preliminary Notice of Non-Compliance letter was issued to
Comments Date:	08211998
Comments:	Mr. Benjamin for not submitted an adequate RI/FS Workplan.
Comments Date:	08211998
Comments:	Not reported

HOLCHEM INCORPORATED (Continued) **1000170315**

Comments Date:	08251999
Comments:	Mr. Benjamin & Company have agreed to join the settlement
Comments Date:	08251999
Comments:	Holchem agreed to do a RAW (SVE).
Comments Date:	08252004
Comments:	DTSC comments on the Draft Risk Assessment.
Comments Date:	08281997
Comments:	Scoping meeting with Herman Benjamin to discuss the Public
Comments Date:	08281997
Comments:	Participation Plan.
Comments Date:	08291997
Comments:	RI/FS Workplan returned to Benjamin with DTSC comments.
Comments Date:	08291997
Comments:	Not reported
Comments Date:	08311999
Comments:	Draft Remedial Action Workplan was submitted.
Comments Date:	08311999
Comments:	Not reported
Comments Date:	08312004
Comments:	DTSC giants conditional approval of the draft Risk Assessment.
Comments Date:	09031997
Comments:	Settlement meeting with Holchem Inc. more discussions needed.
Comments Date:	09031997
Comments:	Not reported
Comments Date:	10011998
Comments:	Met with Benjamin, he has a new Consultant Environmental
Comments Date:	10011998
Comments:	Strategies Corp. that is replacing California Environmental.
Comments Date:	10011998
Comments:	Mr. Angelo Bellomo is the new Project Coordinator.
Comments Date:	10011998
Comments:	Not reported
Comments Date:	10161997
Comments:	Fence and post site.
Comments Date:	10232000
Comments:	Fact Sheet #1 was approved.
Comments Date:	10261998
Comments:	Settlement meeting with Holchem. UST Removal/Replacement
Comments Date:	10261998
Comments:	Workplan submitted. Los Angeles City Fire Department will
Comments Date:	10261998
Comments:	be the Lead Agency for the UST removal operations.
Comments Date:	10282004
Comments:	Draft Feasibility Study was submitted.
Comments Date:	11102004
Comments:	Third Quarter 2004 Monitoring Report was submitted.
Comments Date:	11112003
Comments:	Third Quarter Groundwater Monitoring Report was submitted to
Comments Date:	11112003
Comments:	DTSC.
Comments Date:	11121998
Comments:	UST Workplan comments sent to all parties involved.
Comments Date:	11121998
Comments:	Not reported
Comments Date:	11132003
Comments:	Additional DTSC comments to RI Report.
Comments Date:	11162004

HOLCHEM INCORPORATED (Continued) **1000170315**

Comments:	DTSC comments on draft Feasibility Study.
Comments Date:	11181997
Comments:	Settlement meeting with Holchem and Benjamin.
Comments Date:	11181997
Comments:	Not reported
Comments Date:	11191999
Comments:	Consent Decree was signed BY DTSC.
Comments Date:	11192004
Comments:	DTSC comments on draft Feasibility Study.
Comments Date:	11241999
Comments:	Consent Judgement was filed.
Comments Date:	11241999
Comments:	Not reported
Comments Date:	12011996
Comments:	USEPA and DTSC has determined that the site should no longer be
Comments Date:	12011996
Comments:	in the PA/SI Program and that it should be a DTSC-Lead site.
Comments Date:	12011996
Comments:	DTSC is pursuing the RP's to join the Voluntary Cleanup Program.
Comments Date:	12021998
Comments:	Excavation of new UST location in process.
Comments Date:	12021998
Comments:	Not reported
Comments Date:	12022004
Comments:	DTSC approved the Feasibiltiy Study.
Comments Date:	12032001
Comments:	Offsite drilling (3 wells) started.
Comments Date:	12042003
Comments:	DTSC provided comments on the Third Quarter Groundwater
Comments Date:	12042003
Comments:	Monitoring Report.
Comments Date:	12102004
Comments:	The Final Feasibility was submitted.
Comments Date:	12111998
Comments:	Soils tested positive for PCE contamination in new UST excava-
Comments Date:	12111998
Comments:	tion.
Comments Date:	12122003
Comments:	Brenntag responded to DTSC comment dated 11/13/2003.
Comments Date:	12141998
Comments:	A previously unknown gasoline UST was removed. Soils tested
Comments Date:	12141998
Comments:	negative for contaminants.
Comments Date:	12171999
Comments:	Consent Decree was sent for 30-day public comment.
Comments Date:	12281998
Comments:	Excavation of 19 USTs starts.
Comments Date:	12291999
Comments:	Draft NOE for the RAW Pilot Test was sent to OPEA Sacramento.
Comments Date:	12311998
Comments:	19 UST's removed.
Comments Date:	12311998
Comments:	Not reported
Comments Date:	12312003
Comments:	DTSC reviewed Brenntag responses.
ID Name:	EPA IDENTIFICATION NUMBER
ID Value:	CAD028860955

HOLCHEM INCORPORATED (Continued) **1000170315**

ID Name: CALSTARS CODE
ID Value: 300593
Alternate Name: HOLCHEM, INC.CHASE CHEMICAL CO
Special Programs Code: Not reported
Special Programs Name: Not reported

CORTESE:
Region: CORTESE
Envirostor Id: 19281213
Site/Facility Type: STATE RESPONSE
Cleanup Status: ACTIVE
Status Date: 05/13/1997
Site Code: 300593
Latitude: 34.274961
Longitude: -118.42717
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: envirostor
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 913310525

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 913310525
Status: Preliminary site assessment underway
Substance: Solvents
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Remove Free Product
Global ID: T0603702196
W Global ID: Not reported
Staff: TOX
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 11/18/1983
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: 10/15/1984
Date Case Last Changed on Database: 7/21/1999

HOLCHEM INCORPORATED (Continued) **1000170315**

Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	BENJAMIN, HERMANN	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		9019.738536311134692273095007
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		1/4/1990
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CHASE CHEMICAL CO.	
RP Address:	13546 DESMOND ST, PACOIMA, CA 91331	
Program:	SLIC	
Lat/Long:	34.2758659 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	CASE INITIATED BY RWQCB IN 1983. HYDROCARBONS WERE FOUND IN SOIL. SOURCE WAS NOT IDENTIFIABLE AS SUBSTANCE STORED ONSITEDNAPLS PRESENT IN ONE WELL. 01/08/99 4TH QTR MON RPT 1998	

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	08/20/1995
Global Id:	SL603799031
Lead Agency:	DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Lead Agency Case Number:	19281213
Latitude:	34.274962
Longitude:	-118.427171
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	111.0286
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

HOLCHEM INCORPORATED (Continued) **1000170315**

Click here to access the California GeoTracker records for this facility:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	01/04/1990
Global Id:	T0603702196
Lead Agency:	DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Lead Agency Case Number:	19281213
Latitude:	34.2758659
Longitude:	-118.4267069
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	913310525
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	* Solvents
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0000406
Jurisdiction:	County
Case ID:	RO0001407
Abated:	Yes
Assigned To:	Kim Clark
Entered Date:	10/11/2011

WIP:

Region:	4
File Number:	111.0286
File Status:	**Active**
Staff:	MZAIDI
Facility Suite:	Not reported

AWP:

AWP Facility ID:	19281213
Region Code:	3
Region:	GLENDALE
SMBR Branch Code:	SA
SMBR Branch Unit:	SO CAL - GLENDALE
Site Name.:	Not reported
Current Status Date:	05131997
Current Status:	ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency Code:	DTSC
Lead Agency:	DEPT OF TOXIC SUBSTANCES CONTROL
Facility Type:	responsible party
Awp Site Type:	RESPONSIBLE PARTY
NPL:	Not Listed
Tier Of AWP Site:	Not reported
Source Of Funding:	Not reported
Responsible Staff Member:	GFARKAS
Supervisor Responsible:	Not reported

HOLCHEM INCORPORATED (Continued) **1000170315**

SIC Code:	28
Facility SIC:	MANU - CHEMICALS & ALLIED PRODUCTS
RWQCB Code:	LA
RWQCB Associated With Site:	LOS ANGELES
Site Access Controlled:	Not reported
Site Listed HWS List:	Not reported
Hazard Ranking Score:	Not reported
Date Site Hazard Ranked:	Not reported
Groundwater Contamination:	Not reported
# Of Contamination Sources:	0
Lat/Long:	Not reported
Lat/Long (dms):	0 0 0 / 0 0 0
Lat/long Method:	Not reported
Description Of Entity:	Not reported
State Assembly Distt Code:	39
State Senate District:	20

RESPONSE:

Facility ID:	19281213
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	2
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Stephanie Lewis
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	300593
Site Mgmt. Req.:	NONE SPECIFIED
Assembly:	39
Senate:	20
Special Program Status:	Not reported
Status:	Active
Status Date:	05/13/1997
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	34.27496
Longitude:	-118.4271
APN:	2523-005-006, 2523005006
Past Use:	TRANSFER STATION
Potential COC :	* HALOGENATED SOLVENTS * HYDROCARBON SOLVENTS * OXYGENATED SOLVENTS * UNSPECIFIED ACID SOLUTION Methyl tertbutyl ether (MTBE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride 1,4-Dioxane
Confirmed COC:	* UNSPECIFIED ACID SOLUTION * HALOGENATED SOLVENTS * HYDROCARBON SOLVENTS Methyl tertbutyl ether (MTBE * OXYGENATED SOLVENTS 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride 1,4-Dioxane
Potential Description:	OTH, SOIL
Alias Name:	CHASE CHEMICAL CO
Alias Type:	Alternate Name
Alias Name:	2523-005-006
Alias Type:	APN
Alias Name:	2523005006
Alias Type:	APN
Alias Name:	CAD028860955

HOLCHEM INCORPORATED (Continued) **1000170315**

Alias Type: EPA Identification Number
Alias Name: 110000476850
Alias Type: EPA (FRS #)
Alias Name: SL603799031
Alias Type: GeoTracker Global ID
Alias Name: 300593
Alias Type: Project Code (Site Code)
Alias Name: 19281213
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 05/30/2006
Comments: approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 04/01/2005
Comments: English version of RAP Fact sheet

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 04/01/2005
Comments: Public Notice

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/07/2005
Comments: Offsite soil gas investigation in the residential area downgradient of site (above gw plume).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Workplan
Completed Date: 06/17/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/23/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/10/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/04/2006

HOLCHEM INCORPORATED (Continued) **1000170315**

Comments: This is not a letter for finalizing the report. The submitted report is final and the letter contains recommendations for the next sampling event.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/02/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/02/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/20/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/02/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/20/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/20/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/30/2006
Comments: We did not have comments so no letter was issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/19/2007
Comments: This is not a letter for finalizing the report. The submitted report is final and the letter contains recommendations for the next sampling event

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Date: 06/01/2007
Comments: revfiewed and approved the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/29/2007
Comments: The monitoring report is adequate as prepared.DTSc comments may be addressed in future monitoring reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 11/07/2007
Comments: The SAP was prepared to address off-site contamination by sampling soil and groundwater for use in remedial system design and implemention.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Workplan
Completed Date: 10/10/2007
Comments: The report was prepared to determine the capture zone.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 10/10/2007
Comments: The report provides additional groundwater information to be used in the Remedial Design

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/16/2007
Comments: The monitoring report is adequate as prepared. The remaining comments may be addressed in future monitoring reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/14/2008
Comments: DTSC has not identified any issues that would require modifications in the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 02/25/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/14/2008
Comments: DTSC has not identified any issues that would require modifications of the report.

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 04/11/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 05/16/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 08/31/2009
Comments: Due the changing conditions, other measures will be implemented.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 10/01/2008
Comments: DTSC has not identified any issues that would require modifications of the report/memorandum.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/11/2008
Comments: DTSC ha s not identified any issues that would require modifications of the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/21/2008
Comments: DTSC ahs not identified any issues that would reouire modifications of the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 01/09/2009
Comments: DTSC has not identified any issues that would require modifications of the Addendum.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/28/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/02/2009
Comments: DTSC performed a simultaneous, comparative review for Q1 and Q2

HOLCHEM INCORPORATED (Continued) **1000170315**

reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 07/17/2009
Comments: DTSC approved in advance the abandonment and reinstallation of these wells.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/30/2009
Comments: DTSC needed more information, and provide one memo containg comments on both Q1 and Q2 reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/22/2009
Comments: DTSC needed more information.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 02/11/2010
Comments: DTSC needed more info.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/16/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/24/2010
Comments: DTSC accepted the changes that have been made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/11/2010
Comments: DTSC has not identified any issues that would require modifications of the document.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/21/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 08/03/2010

HOLCHEM INCORPORATED (Continued) **1000170315**

Comments: DTSC needed more information.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Completion Report
Completed Date: 01/09/2009
Comments: This technical memorandum presents a summary of site hydrogeology, gw gradient, aquifer test and well construction.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 07/30/2008
Comments: The purpose of investigation was to evaluate the lateral and vertical extent of downgradient gw impacts southeast of the Verdugo fault.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Decommissioning Report
Completed Date: 03/13/2009
Comments: DTSC has determined that the report contains all elements.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/22/2010
Comments: DTSC provided its comments in a letter containing other comments (responses, etc.).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Completion Report
Completed Date: 01/09/2009
Comments: DTSC has not identified any issues that would require modifications.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/10/2007
Comments: DTSC agreed with the proposed modification.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 12/22/2010
Comments: DTSC provided its comments in combination with comments for other documents.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/22/2010
Comments: DTSC provided its comments in combination with other comments (for other docs).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Document Type: Technical Workplan
Completed Date: 02/25/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/22/2005
Comments: The draft report has been complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/05/2005
Comments: DTSC considered the draft contained all necessary data.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/23/2011
Comments: DTSC needed more information.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/26/2011
Comments: DTSC determines the First Quarter 2011 Groundwater Monitoring Report, dated April 30, 20ll does not require revision, and consider final.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/04/2011
Comments: DTSC determines that the Second Quarter 2011 Groundwater Monitoring Report dated July 29,2011 does not require revision.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 09/20/2011
Comments: DTSC dtermines the document (Workplan) dated July 29, 2011 does not require revision.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/24/2012
Comments: DTSC determines that the Third Quarter 2011 Groundwater Monitoring Report, dated October 30,2011 does not require revision.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/08/2012
Comments: DTSC determines that the 4th Quarter 2011 Groundwater Monitoring Report dated January 31, 2012 does not require revision and approves the report.

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 08/07/2012
Comments: Report dated June 28,2012 requires no revision.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/29/2012
Comments: DTSC reviewd The First Quarter 2012 Groundwater Monitoring Report dated April 26, 2012, and determines does not require revisions.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/11/2012
Comments: The Second Quarter 2012 Groundwater Monitoring Report, dated July 31, 2012 does not require revision.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/17/2013
Comments: Document accepted as final if comments are noted in subsequent monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/30/2013
Comments: Review of the Fourth Quarter 2012 GW monitoring report completed 4/30/2013

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/26/2013
Comments: The first quarter 2013 groundwater monitoring report comment letter was completed on 11/26/2013

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 01/16/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Cost Recovery Settlements/Decrees
Completed Date: 04/26/2000

HOLCHEM INCORPORATED (Continued) **1000170315**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 05/08/1997
Comments: letter sent to Holchem. Holchem has not notified DTSC as to who their Project Coordinator is. Holchem filed a petition for Writ of Mandate, Preliminary, and Permanent Injunctions, with the Los Angeles Superior Court. Notice of Proposed Determination of Non-Compliance with Order

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/06/2010
Comments: DTSC provides estimates.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Cost Recovery Settlements/Decrees
Completed Date: 07/23/2007
Comments: Consent Decree II implements the RAP (Pump-and-Treat for groundwater). Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/16/2001
Comments: CEQA Negative Declaration for RAW was approved. RAW was approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 04/16/1998
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/16/1997
Comments: Fence and post site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 12/16/2005
Comments: DTSC approved the Final RAP for the Site, which consists of soil vapor extraction; groundwater pumping and treatment for source removal and containment; monitored natural attenuation of the contaminants and institutional controls through deed restrictions.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 02/05/2005
Comments: The RI/FS was completed and the letter of completion was issued.

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Design/Implementation Workplan
Completed Date:	01/24/2008
Comments:	DTSC approved the RD Work Plan which later will be ammended.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Removal Action Completion Report
Future Due Date:	2016
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2015
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	10724
Air District Name:	SC
SIC Code:	2842
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ENVIROSTOR:

Facility ID:	71002346
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	39
Senate:	20
Special Program:	Not reported
Restricted Use:	NO

HOLCHEM INCORPORATED (Continued) **1000170315**

Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.2625
Longitude: -118.4261
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD028860955
Alias Type: EPA Identification Number
Alias Name: 110000476850
Alias Type: EPA (FRS #)
Alias Name: 71002346
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 19281213
Status: Active
Status Date: 05/13/1997
Site Code: 300593
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 2
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Stephanie Lewis
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 39
Senate: 20
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.27496
Longitude: -118.4271
APN: 2523-005-006, 2523005006
Past Use: TRANSFER STATION
Potential COC: * HALOGENATED SOLVENTS * HYDROCARBON SOLVENTS * OXYGENATED SOLVENTS * UNSPECIFIED ACID SOLUTION Methyl tertbutyl ether (MTBE

HOLCHEM INCORPORATED (Continued) **1000170315**

1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride
1,4-Dioxane
Confirmed COC: * UNSPECIFIED ACID SOLUTION * HALOGENATED SOLVENTS * HYDROCARBON SOLVENTS Methyl tertbutyl ether (MTBE * OXYGENATED SOLVENTS
1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride
1,4-Dioxane
Potential Description: OTH, SOIL
Alias Name: CHASE CHEMICAL CO
Alias Type: Alternate Name
Alias Name: 2523-005-006
Alias Type: APN
Alias Name: 2523005006
Alias Type: APN
Alias Name: CAD028860955
Alias Type: EPA Identification Number
Alias Name: 110000476850
Alias Type: EPA (FRS #)
Alias Name: SL603799031
Alias Type: GeoTracker Global ID
Alias Name: 300593
Alias Type: Project Code (Site Code)
Alias Name: 19281213
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 05/30/2006
Comments: approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 04/01/2005
Comments: English version of RAP Fact sheet

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 04/01/2005
Comments: Public Notice

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/07/2005
Comments: Offsite soil gas investigation in the residential area downgradient of site (above gw plume).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Workplan
Completed Date: 06/17/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Document Type: Monitoring Report
Completed Date: 07/23/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/10/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/04/2006
Comments: This is not a letter for finalizing the report. The submitted report is final and the letter contains recommendations for the next sampling event.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/02/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/02/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/20/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/02/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/20/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/20/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Date: 10/30/2006
Comments: We did not have comments so no letter was issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/19/2007
Comments: This is not a letter for finalizing the report. The submitted report is final and the letter contains recommendations for the next sampling event

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/01/2007
Comments: revfiewed and approved the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/29/2007
Comments: The monitoring report is adequate as prepared.DTSc comments may be addressed in future monitoring reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 11/07/2007
Comments: The SAP was prepared to address off-site contamination by sampling soil and groundwater for use in remedial system design and implemention.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Workplan
Completed Date: 10/10/2007
Comments: The report was prepared to determine the capture zone.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 10/10/2007
Comments: The report provides additional groundwater information to be used in the Remedial Design

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/16/2007
Comments: The monitoring report is adequate as prepared. The remaining comments may be addressed in future monitoring reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/14/2008
Comments: DTSC has not identified any issues that would require modifications

HOLCHEM INCORPORATED (Continued) **1000170315**

in the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 02/25/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/14/2008
Comments: DTSC has not identified any issues that would require modifications of the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 04/11/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 05/16/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 08/31/2009
Comments: Due the changing conditions, other measures will be implemented.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 10/01/2008
Comments: DTSC has not identified any issues that would require modifications of the report/memorandum.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/11/2008
Comments: DTSC ha s not identified any issues that would require modifications of the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/21/2008
Comments: DTSC ahs not identified any issues that would reouire modifications of the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Date: 01/09/2009
Comments: DTSC has not identified any issues that would require modifications of the Addendum.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/28/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/02/2009
Comments: DTSC performed a simultaneous, comparative review for Q1 and Q2 reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 07/17/2009
Comments: DTSC approved in advance the abandonment and reinstallation of these wells.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/30/2009
Comments: DTSC needed more information, and provide one memo containg comments on both Q1 and Q2 reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/22/2009
Comments: DTSC needed more information.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 02/11/2010
Comments: DTSC needed more info.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/16/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/24/2010
Comments: DTSC accepted the changes that have been made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Document Type: Technical Workplan
Completed Date: 02/11/2010
Comments: DTSC has not identified any issues that would require modifications of the document.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/21/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 08/03/2010
Comments: DTSC needed more information.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Completion Report
Completed Date: 01/09/2009
Comments: This technical memorandum presents a summary of site hydrogeology, gw gradient, aquifer test and well construction.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 07/30/2008
Comments: The purpose of investigation was to evaluate the lateral and vertical extent of downgradient gw impacts southeast of the Verdugo fault.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Decommissioning Report
Completed Date: 03/13/2009
Comments: DTSC has determined that the report contains all elements.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/22/2010
Comments: DTSC provided its comments in a letter containing other comments (responses, etc.).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Completion Report
Completed Date: 01/09/2009
Comments: DTSC has not identified any issues that would require modifications.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/10/2007
Comments: DTSC agreed with the proposed modification.

Completed Area Name: PROJECT WIDE

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 12/22/2010
Comments: DTSC provided its comments in combination with comments for other documents.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/22/2010
Comments: DTSC provided its comments in combination with other comments (for other docs).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/25/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/22/2005
Comments: The draft report has been complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/05/2005
Comments: DTSC considered the draft contained all necessary data.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/23/2011
Comments: DTSC needed more information.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/26/2011
Comments: DTSC determines the First Quarter 2011 Groundwater Monitoring Report, dated April 30, 20ll does not require revision, and consider final.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/04/2011
Comments: DTSC determines that the Second Quarter 2011 Groundwater Monitoring Report dated July 29,2011 does not require revision.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 09/20/2011
Comments: DTSC dtermines the document (Workplan) dated July 29, 2011 does not require revision.

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/24/2012
Comments: DTSC determines that the Third Quarter 2011 Groundwater Monitoring Report, dated October 30,2011 does not require revision.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/08/2012
Comments: DTSC determines that the 4th Quarter 2011 Groundwater Monitoring Report dated January 31, 2012 does not require revision and approves the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 08/07/2012
Comments: Report dated June 28,2012 requires no revision.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/29/2012
Comments: DTSC reviewd The First Quarter 2012 Groundwater Monitoring Report dated April 26, 2012, and determines does not require revisions.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/11/2012
Comments: The Second Quarter 2012 Groundwater Monitoring Report, dated July 31, 2012 does not require revision.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 01/17/2013
Comments: Document accepted as final if comments are noted in subsequent monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 04/30/2013
Comments: Review of the Fourth Quarter 2012 GW monitoring report completed 4/30/2013

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/26/2013
Comments: The first quarter 2013 groundwater monitoring report comment letter was completed on 11/26/2013

Completed Area Name: PROJECT WIDE

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 01/16/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Cost Recovery Settlements/Decrees
Completed Date: 04/26/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 05/08/1997
Comments: letter sent to Holchem. Holchem has not notified DTSC as to who their Project Coordinator is. Holchem filed a petition for Writ of Mandate, Preliminary, and Permanent Injunctions, with the Los Angeles Superior Court. Notice of Proposed Determination of Non-Compliance with Order

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/06/2010
Comments: DTSC provides estimates.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Cost Recovery Settlements/Decrees
Completed Date: 07/23/2007
Comments: Consent Decree II implements the RAP (Pump-and-Treat for groundwater). Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/16/2001
Comments: CEQA Negative Declaration for RAW was approved. RAW was approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 04/16/1998
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/16/1997
Comments: Fence and post site.

HOLCHEM INCORPORATED (Continued) **1000170315**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Action Plan
Completed Date:	12/16/2005
Comments:	DTSC approved the Final RAP for the Site, which consists of soil vapor extraction; groundwater pumping and treatment for source removal and containment; monitored natural attenuation of the contaminants and institutional controls through deed restrictions.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation / Feasibility Study
Completed Date:	02/05/2005
Comments:	The RI/FS was completed and the letter of completion was issued.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Design/Implementation Workplan
Completed Date:	01/24/2008
Comments:	DTSC approved the RD Work Plan which later will be ammended.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Removal Action Completion Report
Future Due Date:	2016
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2015
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

Count: 8 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
ARLETA-PACOIMA	S102438981	THRIFTY #230	12957 VAN NUYS BLVD	91331	LUST
LAKE VIEW TERRACE	S107538909		IN ALLEY BEHIND 12976 PAXTON S	91331	CDL
LOS ANGELES	S107537504		ALLEY WAY AT 9501 HICKORY ST		CDL
LOS ANGELES	S107537501		ALLEY BEHIND 9217 LAUREL ST		CDL
LOS ANGELES	S107537634		AT WOODMAN AND BRANSFORD STREE		CDL
PACOIMA	1011845386	TUJUNGA WELLFIELD SITE DISCOVERY	ROSCOE BLVD AND NAGLE AVENUE		CERCLIS
PACOIMA, ARLETA, SUN	S111120536	TUJUNGA WELLFIELD DISCOVERY PROJEC	PACOIMA, ARLETA, SUN VALLEY, S	91331	ENVIROSTOR
VAN NUYS	S109422343	VALLEY BRICK LANDFILL	NOBLE AVE. AND CALVERT ST.		SWF/LF

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 09/29/2014
Date Data Arrived at EDR: 10/08/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 40

Source: EPA
Telephone: N/A
Last EDR Contact: 01/08/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 09/29/2014
Date Data Arrived at EDR: 10/08/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 40

Source: EPA
Telephone: N/A
Last EDR Contact: 01/08/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 09/29/2014
Date Data Arrived at EDR: 10/08/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 40

Source: EPA
Telephone: N/A
Last EDR Contact: 01/08/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 94

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 01/09/2015
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 07/21/2014
Date Data Arrived at EDR: 10/07/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 01/09/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 94

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 01/09/2015
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 09/18/2014
Date Data Arrived at EDR: 09/19/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 12/03/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 09/18/2014
Date Data Arrived at EDR: 09/19/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 12/03/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 08/29/2014
Date Data Arrived at EDR: 10/09/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 11

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 11/17/2014
Next Scheduled EDR Contact: 03/02/2015
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/29/2014
Date Data Arrived at EDR: 09/30/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 37

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/04/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/04/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/04/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/04/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/19/2014
Date Made Active in Reports: 12/24/2014
Number of Days to Update: 35

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 11/19/2014
Next Scheduled EDR Contact: 03/02/2015
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 12/12/2014
Date Data Arrived at EDR: 12/15/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 21

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC: Statewide SLIC Cases
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 12/12/2014
Date Data Arrived at EDR: 12/15/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 21

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 05/20/2014
Date Data Arrived at EDR: 06/10/2014
Date Made Active in Reports: 08/22/2014
Number of Days to Update: 73

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Quarterly

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 11/04/2014
Date Data Arrived at EDR: 11/07/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 10

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 05/22/2014
Date Data Arrived at EDR: 08/22/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 27

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/06/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 19

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 07/30/2014
Date Data Arrived at EDR: 08/12/2014
Date Made Active in Reports: 08/22/2014
Number of Days to Update: 10

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 184

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/31/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/05/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 12
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 03/01/2013
Date Data Arrived at EDR: 03/01/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 42
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 12/09/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Quarterly

State and tribal registered storage tank lists

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/17/2014
Date Data Arrived at EDR: 09/17/2014
Date Made Active in Reports: 10/24/2014
Number of Days to Update: 37
Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 08/01/2009
Date Data Arrived at EDR: 09/10/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 21
Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 12/23/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 08/20/2014
Date Data Arrived at EDR: 08/22/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 27
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 05/20/2014
Date Data Arrived at EDR: 06/10/2014
Date Made Active in Reports: 08/15/2014
Number of Days to Update: 66
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 08/14/2014
Date Data Arrived at EDR: 08/15/2014
Date Made Active in Reports: 08/22/2014
Number of Days to Update: 7

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 11/04/2014
Date Data Arrived at EDR: 11/07/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 10

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Quarterly

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 07/30/2014
Date Data Arrived at EDR: 08/12/2014
Date Made Active in Reports: 08/22/2014
Number of Days to Update: 10

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/05/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 12

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 10/06/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 8

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Semi-Annually

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 01/27/2014
Number of Days to Update: 271

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/31/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/12/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 09/29/2014
Date Data Arrived at EDR: 10/01/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 36

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 12/31/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/04/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/04/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 09/22/2014
Date Data Arrived at EDR: 09/23/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/22/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39
Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137
Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 10/24/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 09/16/2014
Date Data Arrived at EDR: 09/17/2014
Date Made Active in Reports: 10/23/2014
Number of Days to Update: 36
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 09/08/2014
Date Data Arrived at EDR: 09/09/2014
Date Made Active in Reports: 10/22/2014
Number of Days to Update: 43
Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 11/12/2014
Next Scheduled EDR Contact: 03/02/2015
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52
Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/29/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Varies

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30
Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: No Update Planned

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 07/25/2014
Date Data Arrived at EDR: 09/09/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 41
Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Quarterly

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21
Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/04/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 38
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/04/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27
Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2014
Date Data Arrived at EDR: 09/02/2014
Date Made Active in Reports: 09/24/2014
Number of Days to Update: 22
Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 01/12/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 07/25/2014
Date Data Arrived at EDR: 09/09/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 41

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: No Update Planned

Local Lists of Registered Storage Tanks

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009
Date Data Arrived at EDR: 09/23/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 12/24/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 10/02/2014
Date Data Arrived at EDR: 10/03/2014
Date Made Active in Reports: 11/20/2014
Number of Days to Update: 48

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 12/05/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 09/08/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/22/2014
Number of Days to Update: 42

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 12/09/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/30/2014
Date Data Arrived at EDR: 10/01/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 36

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 12/30/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 10/27/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 12/10/2014
Number of Days to Update: 42

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 10/29/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 12/12/2014
Date Data Arrived at EDR: 12/15/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 21

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 12/12/2014
Date Data Arrived at EDR: 12/15/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 21

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/10/2014
Date Data Arrived at EDR: 07/02/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 78

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 11/04/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/15/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 06/06/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 09/18/2014
Number of Days to Update: 8

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 12/12/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 01/24/2014
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 31

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 12/24/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 12/12/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/05/2014
Date Data Arrived at EDR: 09/04/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 74

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 12/30/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/31/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 44

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 09/29/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 64

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/22/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 11/19/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 11/19/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 07/31/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 01/09/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 10/15/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 33

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 01/16/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/22/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 91

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 12/04/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 10/07/2014
Date Data Arrived at EDR: 10/08/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 01/08/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 08/16/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 12/09/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 08/01/2014
Date Data Arrived at EDR: 08/12/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 04/19/2013
Number of Days to Update: 52

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Biennially

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 07/14/2014
Date Data Arrived at EDR: 09/17/2014
Date Made Active in Reports: 10/23/2014
Number of Days to Update: 36

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/19/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 40
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/19/2014
Next Scheduled EDR Contact: 03/02/2015
Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/29/2014
Date Data Arrived at EDR: 09/30/2014
Date Made Active in Reports: 11/19/2014
Number of Days to Update: 50
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 10/21/1993
Date Data Arrived at EDR: 11/01/1993
Date Made Active in Reports: 11/19/1993
Number of Days to Update: 18
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 12/18/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: No Update Planned

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 06/28/2014
Date Data Arrived at EDR: 07/03/2014
Date Made Active in Reports: 08/21/2014
Number of Days to Update: 49
Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 12/22/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Annually

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 12/23/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 11/10/2014
Date Data Arrived at EDR: 11/12/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 30

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/07/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 10/15/2014
Date Made Active in Reports: 11/19/2014
Number of Days to Update: 35

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 01/16/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 03/25/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 34

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 12/24/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Varies

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/15/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Semi-Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/18/2014
Next Scheduled EDR Contact: 02/02/2015
Data Release Frequency: Varies

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 11/24/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 35

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Quarterly

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/18/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 41

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/02/2015
Data Release Frequency: Varies

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 09/16/2014
Date Data Arrived at EDR: 09/17/2014
Date Made Active in Reports: 10/23/2014
Number of Days to Update: 36

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 10/28/2014
Date Data Arrived at EDR: 10/30/2014
Date Made Active in Reports: 12/10/2014
Number of Days to Update: 41

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 10/31/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 11/14/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/14/2014
Date Data Arrived at EDR: 10/15/2014
Date Made Active in Reports: 11/19/2014
Number of Days to Update: 35

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/13/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Quarterly

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/16/2014
Date Data Arrived at EDR: 10/31/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 17

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 12/23/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Annually

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/16/2014
Date Data Arrived at EDR: 10/31/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 17

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 12/23/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Annually

COAL ASH DOE: Sleam-Electric Plan Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 01/15/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Varies

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 08/20/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/23/2014
Number of Days to Update: 43

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 12/09/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 12/12/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information
All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 09/04/2014
Date Data Arrived at EDR: 09/04/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 46

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 11/11/2014
Next Scheduled EDR Contact: 03/02/2015
Data Release Frequency: Quarterly

LEAD SMELTER 1: Lead Smelter Sites
A listing of former lead smelter site locations.

Date of Government Version: 06/04/2014
Date Data Arrived at EDR: 06/12/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 46

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites
A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 12/29/2015
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 11/19/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Quarterly

FEDLAND: Federal and Indian Lands
Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 01/15/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: N/A

2020 COR ACTION: 2020 Corrective Action Program List
The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 11/11/2011
Date Data Arrived at EDR: 05/18/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/14/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR US Hist Auto Stat: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 10/21/2014
Date Data Arrived at EDR: 11/07/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 35

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/21/2014
Date Data Arrived at EDR: 11/07/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 38

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 09/08/2014
Date Data Arrived at EDR: 09/09/2014
Date Made Active in Reports: 09/24/2014
Number of Days to Update: 15

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 12/05/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 11/20/2014
Date Data Arrived at EDR: 11/24/2014
Date Made Active in Reports: 01/07/2015
Number of Days to Update: 44

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 01/12/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 10/06/2014
Date Data Arrived at EDR: 10/07/2014
Date Made Active in Reports: 11/19/2014
Number of Days to Update: 43

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 01/12/2015
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 06/11/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 24

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 11/07/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/19/2014
Date Made Active in Reports: 01/06/2015
Number of Days to Update: 48

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 11/03/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/04/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 38

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 11/03/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/19/2014
Date Data Arrived at EDR: 11/21/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 38

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 11/03/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 09/30/2014
Date Data Arrived at EDR: 10/14/2014
Date Made Active in Reports: 11/19/2014
Number of Days to Update: 36

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 09/10/2014
Date Data Arrived at EDR: 09/11/2014
Date Made Active in Reports: 09/25/2014
Number of Days to Update: 14

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 11/03/2014
Date Data Arrived at EDR: 11/04/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 38

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/14/2013
Number of Days to Update: 33

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/19/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 07/22/2014
Date Data Arrived at EDR: 11/12/2014
Date Made Active in Reports: 12/19/2014
Number of Days to Update: 37

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/21/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 35

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 11/21/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 10/20/2014
Date Data Arrived at EDR: 10/21/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 76

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 10/20/2014
Next Scheduled EDR Contact: 02/02/2015
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 12/18/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/17/2014
Number of Days to Update: 41

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/12/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/20/2014
Date Data Arrived at EDR: 10/22/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 51

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/22/2014
Next Scheduled EDR Contact: 02/02/2015
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 10/17/2014
Next Scheduled EDR Contact: 02/02/2015
Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/07/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/25/2014
Number of Days to Update: 28

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 10/17/2014
Next Scheduled EDR Contact: 02/02/2015
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 10/20/2014
Date Data Arrived at EDR: 10/22/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 54

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/20/2014
Next Scheduled EDR Contact: 02/02/2015
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 07/28/2014
Date Data Arrived at EDR: 07/28/2014
Date Made Active in Reports: 08/20/2014
Number of Days to Update: 23

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/13/2014
Date Data Arrived at EDR: 03/27/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 32

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/12/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 10/02/2014
Date Data Arrived at EDR: 10/03/2014
Date Made Active in Reports: 11/20/2014
Number of Days to Update: 48

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 10/08/2014
Date Data Arrived at EDR: 10/22/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 54

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/25/2014
Date Data Arrived at EDR: 11/26/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 33

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 11/21/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 09/02/2014
Date Data Arrived at EDR: 09/05/2014
Date Made Active in Reports: 09/24/2014
Number of Days to Update: 19

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 28

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 09/16/2014
Date Data Arrived at EDR: 09/18/2014
Date Made Active in Reports: 09/25/2014
Number of Days to Update: 7

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 11/01/2014
Date Data Arrived at EDR: 11/12/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 30

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 11/01/2014
Date Data Arrived at EDR: 11/12/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 30

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 11/01/2014
Date Data Arrived at EDR: 11/10/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 35

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/10/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/22/2014
Date Data Arrived at EDR: 09/23/2014
Date Made Active in Reports: 11/21/2014
Number of Days to Update: 59

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 12/05/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/08/2014
Date Data Arrived at EDR: 10/10/2014
Date Made Active in Reports: 11/20/2014
Number of Days to Update: 41

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/22/2014
Next Scheduled EDR Contact: 01/05/2015
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 10/08/2014
Date Data Arrived at EDR: 10/10/2014
Date Made Active in Reports: 11/25/2014
Number of Days to Update: 46

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/22/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 02/06/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 04/29/2014
Number of Days to Update: 21

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/07/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 10/21/2014
Date Data Arrived at EDR: 10/28/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 48

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/06/2014
Date Data Arrived at EDR: 08/07/2014
Date Made Active in Reports: 09/30/2014
Number of Days to Update: 54

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/10/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/23/2013
Date Data Arrived at EDR: 09/24/2013
Date Made Active in Reports: 10/17/2013
Number of Days to Update: 23

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 12/04/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2014
Date Data Arrived at EDR: 11/21/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 38

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 12/04/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 03/15/2011
Number of Days to Update: 5

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/20/2014
Date Data Arrived at EDR: 06/23/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 18

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 11/21/2014
Date Data Arrived at EDR: 11/24/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 36

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 11/21/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 10/06/2014
Date Data Arrived at EDR: 10/10/2014
Date Made Active in Reports: 11/19/2014
Number of Days to Update: 40

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 09/15/2014
Date Data Arrived at EDR: 09/16/2014
Date Made Active in Reports: 10/22/2014
Number of Days to Update: 36

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/11/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/19/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 11/25/2014
Date Data Arrived at EDR: 11/26/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 34

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/21/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 11/25/2014
Next Scheduled EDR Contact: 03/16/2015
Data Release Frequency: Annually

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/10/2014
Date Data Arrived at EDR: 11/10/2014
Date Made Active in Reports: 12/15/2014
Number of Days to Update: 35

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 11/07/2014
Next Scheduled EDR Contact: 02/23/2015
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List
CUPA facility listing.

Date of Government Version: 11/24/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 12/31/2014
Number of Days to Update: 36

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/21/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 09/16/2014
Date Data Arrived at EDR: 09/18/2014
Date Made Active in Reports: 10/22/2014
Number of Days to Update: 34

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/24/2014
Date Made Active in Reports: 01/05/2015
Number of Days to Update: 42

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/11/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/19/2014
Date Data Arrived at EDR: 06/26/2014
Date Made Active in Reports: 07/25/2014
Number of Days to Update: 29

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/11/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 09/30/2014
Date Data Arrived at EDR: 10/02/2014
Date Made Active in Reports: 11/20/2014
Number of Days to Update: 49

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 10/01/2014
Date Data Arrived at EDR: 10/03/2014
Date Made Active in Reports: 11/20/2014
Number of Days to Update: 48

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 12/29/2014
Next Scheduled EDR Contact: 04/13/2015
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 09/08/2014
Date Data Arrived at EDR: 09/09/2014
Date Made Active in Reports: 10/24/2014
Number of Days to Update: 45

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 12/05/2014
Next Scheduled EDR Contact: 03/23/2015
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 10/28/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 44

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 10/29/2014
Date Data Arrived at EDR: 11/24/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 35

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/17/2014
Next Scheduled EDR Contact: 03/02/2015
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/05/2015
Next Scheduled EDR Contact: 04/20/2015
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/17/2014
Next Scheduled EDR Contact: 03/02/2015
Data Release Frequency: Quarterly

Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/26/2014
Date Data Arrived at EDR: 10/29/2014
Date Made Active in Reports: 12/12/2014
Number of Days to Update: 44

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 10/27/2014
Next Scheduled EDR Contact: 02/09/2015
Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 08/26/2014
Date Data Arrived at EDR: 09/17/2014
Date Made Active in Reports: 10/28/2014
Number of Days to Update: 41

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/15/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 09/23/2014
Date Data Arrived at EDR: 09/30/2014
Date Made Active in Reports: 11/25/2014
Number of Days to Update: 56

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 12/18/2014
Next Scheduled EDR Contact: 04/06/2015
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 11/17/2014
Date Data Arrived at EDR: 11/18/2014
Date Made Active in Reports: 12/30/2014
Number of Days to Update: 42

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 11/17/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/17/2014
Next Scheduled EDR Contact: 03/02/2015
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/19/2012
Date Made Active in Reports: 08/28/2012
Number of Days to Update: 40

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 01/12/2015
Next Scheduled EDR Contact: 04/27/2015
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 11/01/2014
Date Data Arrived at EDR: 11/05/2014
Date Made Active in Reports: 11/24/2014
Number of Days to Update: 19

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 11/05/2014
Next Scheduled EDR Contact: 02/16/2015
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 07/21/2014
Date Made Active in Reports: 08/25/2014
Number of Days to Update: 35

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/20/2014
Next Scheduled EDR Contact: 02/02/2015
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 07/15/2014
Date Made Active in Reports: 08/13/2014
Number of Days to Update: 29

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/26/2014
Next Scheduled EDR Contact: 03/09/2015
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 08/07/2014
Number of Days to Update: 48

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/12/2014
Next Scheduled EDR Contact: 03/30/2015
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PACOIMA SPREADING GROUNDS LACFCD SITE
INTERSECTION OF DEVONSHIRE STREET & ARLETA AVE
MISSION HILLS, LOS A, CA 91345

TARGET PROPERTY COORDINATES

Latitude (North):	34.2563 - 34° 15' 22.68''
Longitude (West):	118.449 - 118° 26' 56.40''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	366582.9
UTM Y (Meters):	3791329.0
Elevation:	923 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	34118-C4 SAN FERNANDO, CA
Most Recent Revision:	1988
South Map:	34118-B4 VAN NUYS, CA
Most Recent Revision:	1991

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

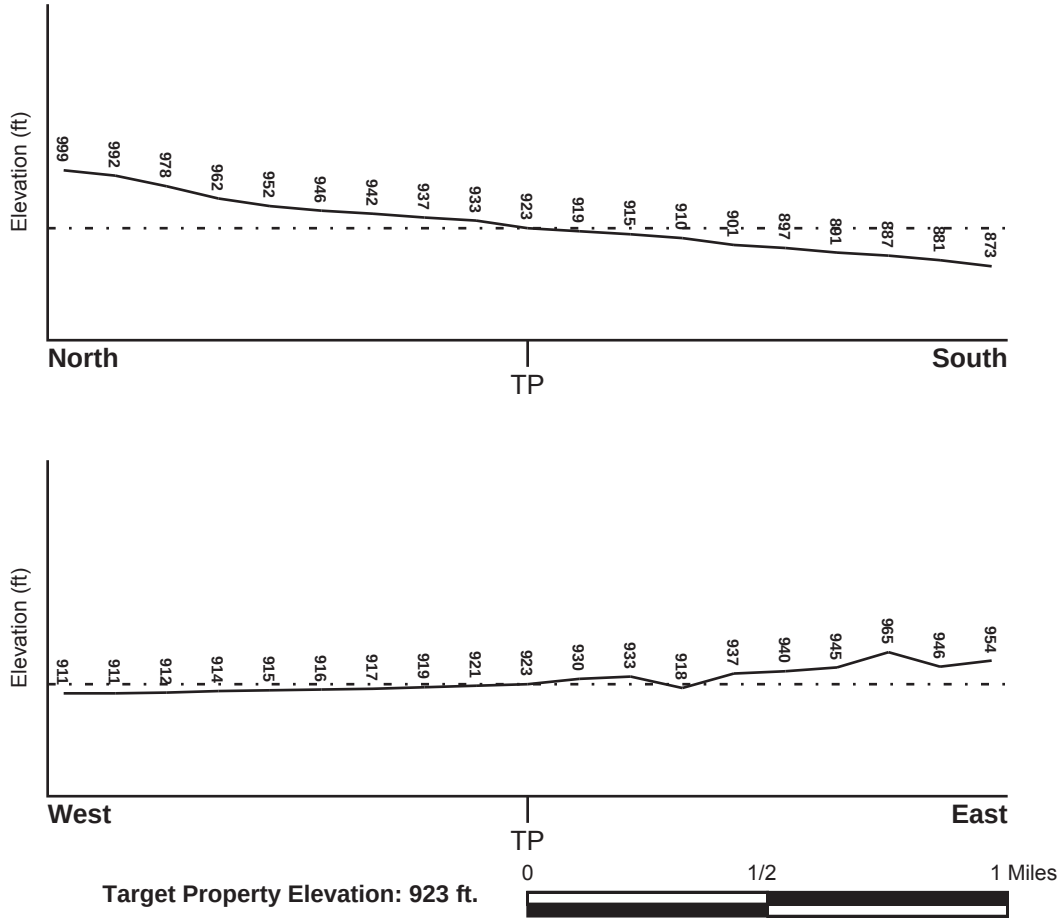
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
LOS ANGELES, CA	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 06037C - FEMA DFIRM Flood data

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
NOT AVAILABLE	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site-specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

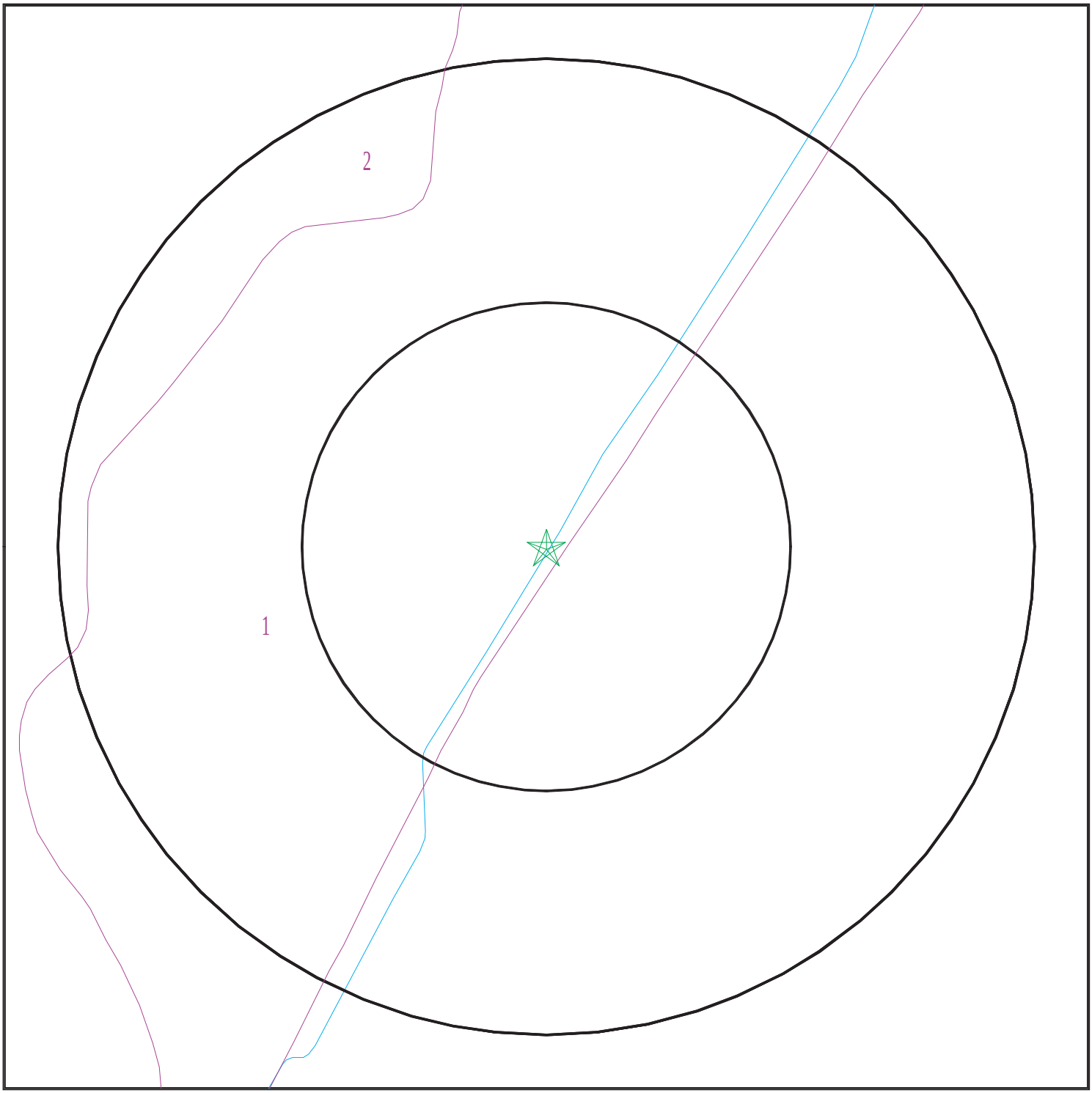
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 4185299.2s



SITE NAME:	Pacoima Spreading Grounds Lacfcd Site	CLIENT:	GeoSyntec Consultants
ADDRESS:	Intersection of Devonshire Street & Arleta Ave Mission Hills, Los A CA 91345	CONTACT:	Zahra Amini
LAT/LONG:	34.2563 / 118.449	INQUIRY #:	4185299.2s
		DATE:	January 19, 2015 2:11 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: Xerorthents

Soil Surface Texture: variable

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	59 inches	variable	Not reported	Not reported	Max: Min:	Max: Min:
2	59 inches	64 inches	unweathered bedrock	Not reported	Not reported	Max: Min:	Max: Min:

Soil Map ID: 2

Soil Component Name: Capistrano

Soil Surface Texture: fine sandy loam

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class:
Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	40 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 8.4 Min: 6.1
2	40 inches	72 inches	loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 14 Min: 4	Max: 8.4 Min: 6.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 0.001 miles
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE DATABASE WELL INFORMATION

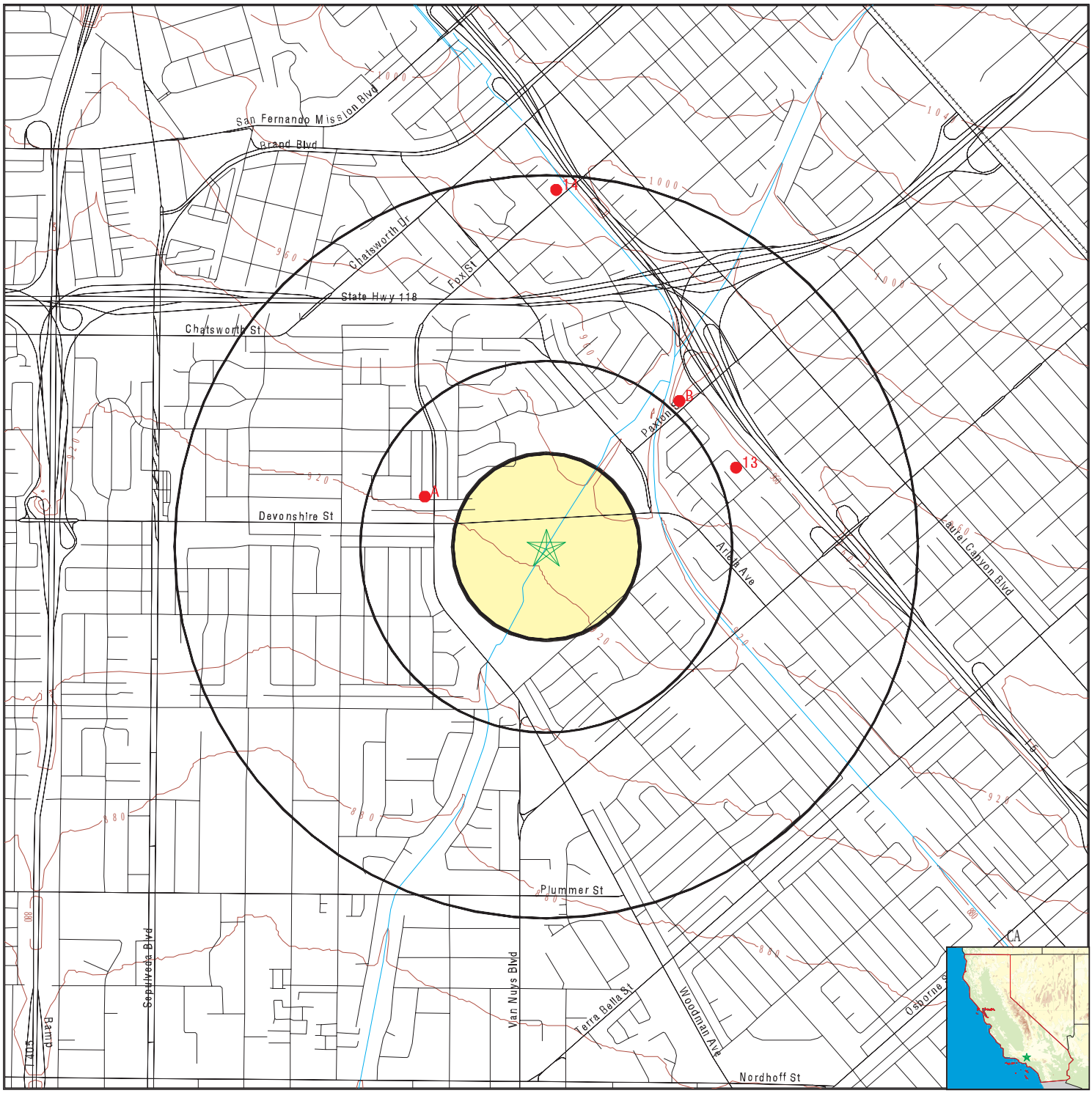
MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	CAOG9A000034924	1/4 - 1/2 Mile WNW
A2	CAOG9A000034926	1/4 - 1/2 Mile WNW
B3	CAOG9A000034936	1/2 - 1 Mile NE
B4	CAOG9A000034937	1/2 - 1 Mile NE
B5	CAOG9A000034940	1/2 - 1 Mile NE
B6	CAOG9A000034939	1/2 - 1 Mile NE
B7	CAOG9A000034938	1/2 - 1 Mile NE
B8	CAOG9A000034941	1/2 - 1 Mile NE
B9	CAOG9A000034942	1/2 - 1 Mile NE
B10	CAOG9A000034944	1/2 - 1 Mile NE
B11	CAOG9A000034945	1/2 - 1 Mile NE
B12	CAOG9A000034943	1/2 - 1 Mile NE
13	CAOG9A000034929	1/2 - 1 Mile ENE
14	CAOG9A000034970	1/2 - 1 Mile North

PHYSICAL SETTING SOURCE MAP - 4185299.2s



0 1/4 1/2 1 Miles

- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Pacoima Spreading Grounds Lacfcd Site	CLIENT:	GeoSyntec Consultants
ADDRESS:	Intersection of Devonshire Street & Arleta Ave Mission Hills, Los A CA 91345	CONTACT:	Zahra Amini
		INQUIRY #:	4185299.2s
LAT/LONG:	34.2563 / 118.449	DATE:	January 19, 2015 2:11 pm

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Map ID
Direction
Distance

Database EDR ID Number

A1
WNW
1/4 - 1/2 Mile

OIL_GAS **CAOG9A000034924**

Districtnu:	2	Apinumber:	03721802
Blmwell:	N	Redrillcan:	No
Dryhole:	Y	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	16		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.257712		
Glong:	-118.454888		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Burnet C.H.	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034924

A2
WNW
1/4 - 1/2 Mile

OIL_GAS **CAOG9A000034926**

Districtnu:	2	Apinumber:	03721869
Blmwell:	N	Redrillcan:	No
Dryhole:	Y	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	16		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.258808		
Glong:	-118.454529		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Burnet C.H.	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034926

B3
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000034936**

Districtnu:	2	Apinumber:	03722926
Blmwell:	N	Redrillcan:	No
Dryhole:	N	Wellstatus:	P
Operatorna:	Vintage Production California LLC		
Countyname:	Los Angeles	Fieldname:	Pacoima (ABD)
Areaname:	Any Area		
Section:	15		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	FR NW COR 935S 2100E		
Glat:	34.261951		
Glong:	-118.442834		
Gissourcec:	gps		
Comments:	Not Reported		
Leasename:	Pacoima	Wellnumber:	9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034936

B4
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000034937**

Districtnu:	2	Apinumber:	03722946
Blmwell:	N	Redrillcan:	No
Dryhole:	N	Wellstatus:	P
Operatorna:	Vintage Production California LLC		
Countyname:	Los Angeles	Fieldname:	Pacoima (ABD)
Areaname:	Any Area		
Section:	15		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.261956		
Glong:	-118.44279		
Gissourcec:	gps		
Comments:	Not Reported		
Leasename:	Pacoima	Wellnumber:	11
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034937

B5
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000034940**

Districtnu:	2	Apinumber:	03729955
Blmwell:	N	Redrillcan:	No
Dryhole:	N	Wellstatus:	P
Operatorna:	Vintage Production California LLC		
Countyname:	Los Angeles	Fieldname:	Pacoima (ABD)
Areaname:	Any Area		
Section:	15		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	FR NW COR 920S 2050E		
Glat:	34.26198		
Glong:	-118.442818		
Gissourcec:	gps		
Comments:	Not Reported		
Leasename:	Pacoima	Wellnumber:	WEST 1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034940

B6
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000034939**

Districtnu:	2	Apinumber:	03722952
Blmwell:	N	Redrillcan:	No
Dryhole:	N	Wellstatus:	P
Operatorna:	Vintage Production California LLC		
Countyname:	Los Angeles	Fieldname:	Pacoima (ABD)
Areaname:	Any Area		
Section:	15		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	FR NW COR 910S 2110E		
Glat:	34.261964		
Glong:	-118.44277		
Gissourcec:	gps		
Comments:	Not Reported		
Leasename:	Pacoima	Wellnumber:	10
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034939

B7
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000034938**

Districtnu:	2	Apinumber:	03722741
Blmwell:	N	Redrillcan:	No
Dryhole:	N	Wellstatus:	P
Operatorna:	Vintage Production California LLC		
Countyname:	Los Angeles	Fieldname:	Pacoima (ABD)
Areaname:	Any Area		
Section:	15		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	FR NW COR 883S 2060E		
Glat:	34.261961		
Glong:	-118.442767		
Gissourcec:	gps		
Comments:	Not Reported		
Leasename:	Pacoima	Wellnumber:	7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034938

B8
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000034941**

Districtnu:	2	Apinumber:	03722356
Blmwell:	N	Redrillcan:	No
Dryhole:	N	Wellstatus:	P
Operatorna:	Vintage Production California LLC		
Countyname:	Los Angeles	Fieldname:	Pacoima (ABD)
Areaname:	Any Area		
Section:	15		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	FR NW COR 825S 2060E		
Glat:	34.261998		
Glong:	-118.442692		
Gissourcec:	gps		
Comments:	Not Reported		
Leasename:	Pacoima	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034941

B9
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000034942**

Districtnu:	2	Apinumber:	03722709
Blmwell:	N	Redrillcan:	No
Dryhole:	N	Wellstatus:	P
Operatorna:	Vintage Production California LLC		
Countyname:	Los Angeles	Fieldname:	Pacoima (ABD)
Areaname:	Any Area		
Section:	15		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	FR NW COR 830S 2060E		
Glat:	34.262008		
Glong:	-118.442695		
Gissourcec:	gps		
Comments:	Not Reported		
Leasename:	Pacoima	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034942

B10
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000034944**

Districtnu:	2	Apinumber:	03729959
Blmwell:	N	Redrillcan:	No
Dryhole:	N	Wellstatus:	P
Operatorna:	Vintage Production California LLC		
Countyname:	Los Angeles	Fieldname:	Pacoima (ABD)
Areaname:	Any Area		
Section:	15		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	FR C/L PAXTON 302 SWLY 115 NWLY		
Glat:	34.262046		
Glong:	-118.442715		
Gissourcec:	gps		
Comments:	Not Reported		
Leasename:	Pacoima	Wellnumber:	12
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034944

B11
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000034945**

Districtnu:	2	Apinumber:	03722942
Blmwell:	N	Redrillcan:	No
Dryhole:	N	Wellstatus:	P
Operatorna:	Vintage Production California LLC		
Countyname:	Los Angeles	Fieldname:	Pacoima (ABD)
Areaname:	Any Area		
Section:	15		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	FR NW COR 930S 2050E		
Glat:	34.262051		
Glong:	-118.442693		
Gissourcec:	gps		
Comments:	Not Reported		
Leasename:	Pacoima	Wellnumber:	13
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034945

B12
NE
1/2 - 1 Mile

OIL_GAS **CAOG9A000034943**

Districtnu:	2	Apinumber:	03722745
Blmwell:	N	Redrillcan:	No
Dryhole:	N	Wellstatus:	P
Operatorna:	Vintage Production California LLC		
Countyname:	Los Angeles	Fieldname:	Pacoima (ABD)
Areaname:	Any Area		
Section:	15		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	FR NW COR 890S 2100E		
Glat:	34.262041		
Glong:	-118.442645		
Gissourcec:	gps		
Comments:	Not Reported		
Leasename:	Pacoima	Wellnumber:	8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034943

13
ENE
1/2 - 1 Mile

OIL_GAS **CAOG9A000034929**

Districtnu:	2	Apinumber:	03706001
Blmwell:	N	Redrillcan:	No
Dryhole:	Y	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	15		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.259393		
Glong:	-118.440081		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	University	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034929

14
North
1/2 - 1 Mile

OIL_GAS **CAOG9A000034970**

Districtnu:	2	Apinumber:	03720519
Blmwell:	N	Redrillcan:	No
Dryhole:	Y	Wellstatus:	P
Operatorna:	Occidental Petroleum Corporation		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	10		
Township:	02N	Range:	15W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.270239		
Glong:	-118.448535		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Pacoima EH	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	Not Reported	Site id:	CAOG9A000034970

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
91345	21	0

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX C
SELECTED AGENCY RECORDS

Environmental Support Services
Environmental Research & Due Diligence Compliance
30251 Golden Lantern, #E-305, Laguna Niguel, CA 92677
Tel) 949-429-3564 • Fax) 949-429-3563
www.EnvironmentalSupportServices.com • Info@EnvironmentalSupportServices.com

February 8, 2015

Project Name: Pacoima

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648

Attention: Zahra Amini

Dear Ms. Amini

Attached is the Environmental (Hazardous/Toxic Waste) Records Search Summary of the "Pacoima Spreading Grounds" located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street & Arleta Avenue and 10450 Arleta Avenue ("Pacoima") site located in Pacoima, California. Environmental Support Services ("**ESS**") received the request on January 16, 2015 and January 23, 2015 (See Appendix A). Should you have any questions regarding the summary, please call.

Sincerely,
Environmental Support Services

Shannon Castagno
Project Manager
Shannon@EnvironmentalSupportServices.com

Records Search Summary

Company:	Geosyntec Consultants
Project Name:	Pacoima
Attention:	Zahra Amini
Street Address of Property:	"Pacoima Spreading Grounds" Located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street and Arleta Avenue 10450 Arleta Avenue Pacoima, CA APN's 2647-015-900, 2648-012-905, 2648-012-904, 2647-015-901, 2617-014-905 & 2617-014-904

Los Angeles County – Public Health Investigator

Faxed request: 1-16-15 & 1-23-15, Contact: Samuel Kaddis

ESS submitted a request for a records search concerning the Pacoima site to Mr. Kaddis, a Public Health Investigator for Los Angeles County (See Appendix B). **ESS** requested information concerning the utilization, manufacture, storage and/or discharge of hazardous materials/waste, and any information concerning previous or on-going site investigations/remediations pertaining to hazardous materials/waste. Thomas Nguyen, a Deputy Health Officer with the County, informed **ESS** on January 27, 2015 that his department had no records for 10450 Arleta Avenue, Pacoima, CA (See Appendix B).

Department of Toxic Substances Control (DTSC) – Cypress Office

Faxed request: 1-16-15 & 1-23-15, Contact: Julie Johnson/Jone Barrio

Previous contacts with the DTSC have disclosed that this office only collects and stores information (such as treatment, storage and disposal of hazardous waste) concerning sites which have existing businesses, industries, etc. present. **ESS** requested that Ms. Johnson/Ms. Barrio, with the DTSC, check the file room records for any files/information concerning "Pacoima Spreading Grounds" located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street & Arleta Avenue and 10450 Arleta Avenue, Pacoima, CA, APN's 2647-015-900, 2648-012-905, 2648-012-904, 2647-015-901, 2617-014-905 & 2617-014-904 (See Appendix C). Ms. Barrio informed **ESS** on January 27, 2015 that her department had no records for 10450 Arleta Avenue, Pacoima, CA (See Appendix C).

Department of Toxic Substances Control (DTSC) – Chatsworth Office

Faxed request: 1-16-15 & 1-23-15, Contact: Vivian Tutaan

Previous contacts with the DTSC have disclosed that this office only collects and stores information (such as treatment, storage and disposal of hazardous waste) concerning sites which have existing businesses, industries, etc. present. **ESS** requested that Ms. Tutaan, with the DTSC, check the file room records for any files/information concerning "Pacoima Spreading Grounds" located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street & Arleta Avenue and 10450 Arleta Avenue, Pacoima, CA, APN's 2647-015-900, 2648-012-905, 2648-012-904, 2647-015-901, 2617-014-905 & 2617-014-904 (See Appendix D). Glenn Castillo, with that department informed **ESS** on January 30, 2015 that his department had no records for 10450 Arleta Avenue, Pacoima, CA (See Appendix D).

City of Los Angeles Fire Department (Central) – Haz Mat Division

Faxed request: 1-16-15 & 1-23-15, Contact: Kacy Williams

ESS requested that Ms. Williams, with the City of Los Angeles Fire Dept., check her records concerning the storage of hazardous materials/waste with regards to the following: "Pacoima Spreading Grounds" located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street & Arleta Avenue and 10450 Arleta Avenue, Pacoima, CA, APN's 2647-015-900, 2648-012-905, 2648-012-904, 2647-015-901, 2617-014-905 & 2617-014-904. Sharon Dooley, with that department informed **ESS** on February 5, 2015 that her department only had records 10450 Arleta Avenue, Pacoima, CA (See Appendix E).

City of Los Angeles Fire Department (Central) – Plan Check/UG Tank Div

Faxed request: 1-16-15 & 1-23-15, Contact: Katie Rosa

ESS requested that Ms. Rosa, with the City of Los Angeles Fire Dept., check her records concerning the storage of hazardous materials/waste and underground storage tanks with regards to the following: "Pacoima Spreading Grounds" located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street & Arleta Avenue and 10450 Arleta Avenue, Pacoima, CA, APN's 2647-015-900, 2648-012-905, 2648-012-904, 2647-015-901, 2617-014-905 & 2617-014-904. As of February 8, 2015, Ms. Rosa had not completed **ESS'** request. Should any information concerning the site surface, **ESS** will immediately forward it to Ms. Amini at the Geosyntec Consultants office.

City of Los Angeles Fire Department (Central) – Ind/Comm Division

Visited: 1-20-15 & 1-28-15, Contact: Mina

ESS requested that Mina, with the City of Los Angeles Fire Dept., check her records concerning the storage of hazardous materials/waste and underground storage tanks with regards to the following: "Pacoima Spreading Grounds" located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street & Arleta Avenue and 10450 Arleta Avenue, Pacoima, CA, APN's 2647-015-900, 2648-012-905, 2648-012-904, 2647-015-901, 2617-014-905 & 2617-014-904. She informed **ESS** that her department had no files for that site.

City of Los Angeles Public Works – Industrial Waste

Faxed request: 1-16-15 & 1-23-15, Contact: Dennis Acevedo

ESS requested that Mr. Acevedo, with the City of Los Angeles Public Works Department, check his records for any information concerning industrial waste discharge permits or violations for "Pacoima Spreading Grounds" located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street & Arleta Avenue and 10450 Arleta Avenue, Pacoima, CA, APN's 2647-015-900, 2648-012-905, 2648-012-904, 2647-015-901, 2617-014-905 & 2617-014-904 (See Appendix F). Bellete Yohannes, with that department informed **ESS** on January 27, 2015 that his department had no records for 10450 Arleta Avenue, Pacoima, CA (See Appendix F).

City of Los Angeles Building Department

Visited: 1-20-15 & 1-28-15, Contact: Maria & Ramona

ESS requested that Maria & Ramona, with the City of Los Angeles Building Department, provide the building records (all building permits and certificates of occupancy) for "Pacoima Spreading Grounds" located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street & Arleta Avenue and 10450 Arleta Avenue, Pacoima, CA, APN's 2647-015-900, 2648-012-905, 2648-012-904, 2647-015-901, 2617-014-905 & 2617-014-904. They informed **ESS** they had no building records for that site. The City of Los Angeles Building records date back to the year 1905. No further information concerning the site was obtained from the building department at the time of the investigation.

South Coast Air Quality Management District (SCAQMD)

E-mailed request: 1-16-15 & 1-23-15, Contact: Linda Koenig

Previous communications with Personnel of the SCAQMD have disclosed that records concerning active, inactive and sold files can be obtained online. **ESS** searched the SCAQMD web site and no found records for "Pacoima Spreading Grounds" located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street & Arleta Avenue and 10450 Arleta Avenue, Pacoima, CA, APN's 2647-015-900, 2648-012-905, 2648-012-904, 2647-015-901, 2617-014-905 & 2617-014-904. **ESS** also submitted a search request concerning active, inactive and sold files concerning the Pacoima site to Ms. Koenig of Public Records at the SCAQMD (See Appendix G). Elizabeth Gonzalez, with that department informed **ESS** on January 30, 2015 that her department had no records for 10450 Arleta Avenue, Pacoima, CA (See Appendix G).

Regional Water Quality Control Board (RWQCB) – Los Angeles Region

E-mailed request: 1-16-15 & 1-23-15, Contact: Laura Gallardo

ESS requested that Ms. Gallardo, with the RWQCB, provide the files for "Pacoima Spreading Grounds" located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street & Arleta Avenue and 10450 Arleta Avenue, Pacoima, CA, APN's 2647-015-900, 2648-012-905, 2648-012-904, 2647-015-901, 2617-014-905 & 2617-014-904 (See Appendix H). Rosie Villar, with that department, informed **ESS** on January 26, 2015 & February 2, 2015 that her department had no records for the Pacoima site (See Appendix H).

Records Search completed by:

Shannon Castagno

_____

Shannon Castagno
Project Manager
Environmental Support Services

The information provided in this report was obtained by a comprehensive examination of public records, public information and public servant communications. The degree of care performed by **ESS** is equivalent to that exercised by environmental companies performing similar records searches.

Appendix A

Environmental (Hazardous/Toxic Waste) Records Search
Order Form

From: Zahra Amini [ZAmini@Geosyntec.com]
Sent: Friday, January 23, 2015 1:35 PM
To: Shannon@EnvironmentalSupportServices.com
Cc: Mike Reardon
Subject: Pacoima Spreading Grounds

Hi Shannon,

We got a hold of a previous report for the site: “Pacoima Spreading Grounds” that indicates a street address for the site as the following:

10450 Arleta Avenue
Pacoima, California

I was wondering if you could apply this new information to the request to the regulatory agencies for relevant documents. I would appreciate it if you could let me know of the associated costs in advance.

Many thanks,

Zahra

Zahra Amini, Ph.D.
Engineer

2100 Main Street, Suite 150
Huntington Beach, CA 92648
Direct line: 714 465 12 46
Fax: 714 969 08 20
Cell: 714 475 86 90
www.geosyntec.com

Geosyntec consultants
engineers | scientists | innovators

This electronic mail message contains information that (a) is or may be LEGALLY PRIVILEGED, CONFIDENTIAL, PROPRIETARY IN NATURE, OR OTHERWISE PROTECTED BY LAW FROM DISCLOSURE, and (b) is intended only for the use of the Addressee(s) named herein. If you are not the intended recipient, an addressee, or the person responsible for delivering this to an addressee, you are hereby notified that reading, using, copying, or distributing any part of this message is strictly prohibited. If you have received this electronic mail message in error, please contact us immediately and take the steps necessary to delete the message completely from your computer system.

From: Zahra Amini [ZAmini@Geosyntec.com]
Sent: Friday, January 16, 2015 12:35 PM
To: Shannon@EnvironmentalSupportServices.com
Subject: Environmental Records Search
Attachments: Site Figures.pdf; Site Location.pdf

Hi Shannon,

It was great speaking with you earlier today. I would like to ask you to please provide us with your services regarding environmental records for the site described below. We are interested in your full package that includes building, fire, and environmental health agencies in addition to Sanitation, DTSC, AQMD, Regional Board and etc for $350. As I mentioned before please note that this is a fairly quick turnaround job for us.

Site name: Pacoima Spreading Grounds

Los Angeles County Flood Control District's (LACFCD) Spreading Ground Site is located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street and Arleta Avenue.

I have attached some figures to this email for more information regarding site location. Please do not hesitate to contact me if you have any questions.

Thank you very much and best regards,

Zahra

Zahra Amini, Ph.D.
Engineer

2100 Main Street, Suite 150
Huntington Beach, CA 92648
Direct line: 714 465 12 46
Fax: 714 969 08 20
Cell: 714 475 86 90
www.geosyntec.com

Geosyntec consultants
engineers | scientists | innovators

This electronic mail message contains information that (a) is or may be LEGALLY PRIVILEGED, CONFIDENTIAL, PROPRIETARY IN NATURE, OR OTHERWISE PROTECTED BY LAW FROM DISCLOSURE, and (b) is intended only for the use of the Addressee(s) named herein. If you are not the intended recipient, an addressee, or the person responsible for delivering this to an addressee, you are hereby notified that reading, using, copying, or distributing any part of this message is strictly prohibited. If you have received this electronic mail message in error, please contact us immediately and take the steps necessary to delete the message completely from your computer system.

N
Site
Coordinates:
34°15'22.50"N
118°26'56.24"W
Pacoima
Rinaldi St
San Fernando Mission Blvd
S Brand Blvd
Fox St
Paxton St
Vaughn St
Truman St
Hubbard St
7th St
5th St
4th St
Edgecliff Ave
Lopez Canyon Rd
Foothill Blvd
210
118
Chatsworth St
Devonshire St
Beachy Ave
Terra Bella St
Lassen St
405
Van Nuys Blvd
Sheldon St
Plummer St
Nordhoff St
San Diego Fwy
Haskell Ave
Woodley Ave
Osborne St
Branford St
Parthenia St
Chase St
Roscoe Blvd
170
Whitsett Ave
Webb Ave
5
Golden State Fwy
Strathern St
Saticoy St
© 2015 Google
Google earth
1994
Imagery Date: 4/23/2014 34°15'17.38" N 118°26'08.93" W elev 955 ft eye alt 38420 ft

Pacoima
Spreading
Grounds
Clymer St
Germain St
Kester Ave
Bevis Ave
Woodman Ave
San Jose St
Minnehaha St
Hiawatha St
Cedros Ave
Blackhawk St
Devonshire St
Tuba St
Devonwood Park
Mayall St
Stare St
Vintage St
Willis Ave
Saloma Ave
Kingsbury St
Stanwin Ave
Woodale Ave
Arleta Ave
San Jose St
Minnehaha St
Paxton St
Remick Ave
Weidner St
Louvre St
Filmore St
Vena Ave
Daventry St
Montford St
Sharp Ave
Golden State Fwy
I 56 B
5
I-5 N
I-5 S
Patrick Ave
Lev Ave
Mercer St
Bartee Ave
Filmore St
Beachy Ave
Bordeaux Ave
Claretta St
Judd St
Obeck Ave

Geosyntec consultants

PROJECT LOCATION
SPREADING GROUND
SAN FERNANDO VALLEY, CALIFORNIA

DATE:	**12 DECEMBER 2014**	**FILE NO.**	**FIGURE 1.DOC**
PROPOSAL #:	**N/A**	**FIGURE NO.**	**1**

Geosyntec consultants

SITE MAP
SPREADING GROUND
SAN FERNANDO VALLEY, CALIFORNIA

DATE:	**12 DECEMBER 2014**	**FILE NO.**	**FIGURE 2.DOC**
PROPOSAL #:	**N/A**	**FIGURE NO.**	**2**

Appendix B

Request for Records Search to the
Los Angeles County Public Health Investigator and
Response from that Agency

Environmental Support Services
Environmental Research & Due Diligence Compliance
30251 Golden Lantern, #E-305, Laguna Niguel, CA 92677
Tel) 949-429-3564 • Fax) 949-429-3563
www.EnvironmentalSupportServices.com • Info@EnvironmentalSupportServices.com

January 16, 2015

County of Los Angeles
Department of Public Health – Public Health Investigator
5555 Ferguson Drive, Ste 120-04
Commerce, CA 90022

Attention: Custodian of Records

Subject: Records Search – Hazardous Materials/Waste/Underground Tanks

Site: "Pacoima Spreading Grounds"
Los Angeles County Flood Control District's (LACFCD) Spreading Ground Site
Located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street and Arleta Avenue
Pacoima, CA 91331
APN's 2647-015-900 & 901, 2617-014-904 & 905 and 2648-012-904 & 905
(See Attached Maps)

Dear Custodian of Records,

Environmental Support Services (ESS) is in the process of conducting a records search for an environmental audit at a site in Pacoima, CA. This search includes researching the history of the site, especially as it pertains to hazardous materials/waste. With this in mind, **ESS** requests the following information concerning the subject address which your agency may have on file:

1. any unauthorized releases, utilization, manufacture, storage, or discharge of hazardous materials/waste.

2. previous or on-going site investigations/remediations pertaining to hazardous materials/waste.

Should you have any questions concerning this request for information, please call. Your expedient processing of this request is appreciated.

Sincerely,
Environmental Support Services

Shannon Castagno
Project Manager

Pacoima
Spreading
Grounds
Clymer St
Germain St
Kester Ave
Bevis Ave
Woodman Ave
San Jose St
Minnehaha St
Hiawatha St
Cedros Ave
Blackhawk St
Devonshire St
Tuba St
Devonwood Park
Mayall St
Stare St
Vintage St
Willis Ave
Saloma Ave
Kingsbury St
Stanwin Ave
Woodale Ave
Arleta Ave
San Jose St
Minnehaha St
Paxton St
Remick Ave
Weidner St
Louvre St
Filmore St
Vena Ave
Daventry St
Montford St
Sharp Ave
Golden State Fwy
I 56 B
5
I-5 N
I-5 S
Patrick Ave
Lev Ave
Mercer St
Bartee Ave
Filmore St
Beachy Ave
Bordeaux Ave
Claretta St
Judd St
Obeck Ave

Geosyntec consultants

SITE MAP
SPREADING GROUND
SAN FERNANDO VALLEY, CALIFORNIA

DATE:	**12 DECEMBER 2014**	**FILE NO.**	**FIGURE 2.DOC**
PROPOSAL #:	**N/A**	**FIGURE NO.**	**2**

Google earth

feet 2000
meters 800

2648	12

SCALE 1" = 200'

2-22-65
730312810
751210813

REVISED
5-4-63
730411
770404809

N

21

966.09

92 ARLETA

92

90

CODE 16 — CODE 13

PAXTONE ST.

90

S.41°14'34"E. 38.13' and S.48°45'26"W. 50' from S.W'ly prol. of E. of Paxton St.

BK. 2617

180

1548.05

WASH

CHANNEL

417.90

R=812.98

464.46

80

13

10

560.17

50

Edison Co. Esmt.

M.B. 205-40-43

905

41.35± Ac.
.21± Ac. (Edison Ease)
41.14± Ac.

2
Por.

F.M. 18603

PACOIMA

904

12.87± Ac.
1.15± Ac. St.
11.72± Ac.

BEACHY AVE. (Voc.)

75.03

907

4,260±Q.F.

Bdry. In Tr. No. 18539

60

67.06

83.89

5.5

1.91

424.46

N.31°21'E.
699.88

150

City W.& P. Trans-mission Line Esmt. M.B. 205-40-43

L. A. Co. F. C. D. (Fee)

PACOIMA SRREADING GROUNDS

F.M. 18603

180

2599.66
S.86°52'42"W.

50

100

DEVONSHIRE

ST.

CITY

906

4,590±Q.F.

S.45°38'E. 31.67

2 por.

139.43

N.71°W.

20 AVE.

277.90

S.48°39'E. 165.86

17.16

CITY

908

255.95

122.01

S.41°22'W. 59.36

BLK. 328 por.

(Fee)

R=850

R=691.65

R=641.85

533.81

Varies

50

100

R=20

33.33

45.72

N.8°30'33"W. 39.50

5-29-57

302.91

R=2155

1

2 por.

Most Ely Cor. Blk. 328

Intersection of ℄ per M.B. 715-7/8

PACOIMA DIVERSION

FILMORE ST.

BK. 2647

CODE
13
16

THE MACLAY RANCHO
EX MISSION SAN FERNANDO
M. R. 37 - 5 - 16

TRACT NO. 10355
M. B. 205 - 40 - 43

FOR PREV. ASSM'T. SEE:
2648 - 22

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

2647	15
SCALE 1" =	300'

2-22-65

REVISED
3-3-64

CODE 16 — CODE 13

DEVONSHIRE

100

117.19

409.97

233

418.12

PAXTON AVE.

950.29

100

WOODMAN AVE.

852.62

100

FILMORE ST.

LASSEN ST.

GULLO AVE.

CANTERBURY AVE.

BORDEAUX AVE.

BEACHY AVE.

WOODALE AVE.

2693.62

150

100

100 Ft. Edison Co. Transmission Esmt.

150 Ft. L.A. City W&P Transmission Line Esmt.

L A Co F C D (Fee)

(900)

45.04 ± Ac.
3.71 ± Ac. (W. & P Esmt)
41.33 ± Ac.
0.18 ± Ac (Edison Co. Esmt)
41.15 ± Ac.

LOT 1
Por.
F.M. 18603
F.M. 12420-9

(901)

60.15 ± Ac.
3.01 ± Ac. (W&P Esmt.)
57.14 ± Ac.
2.75 ± Ac. (Edison Co. Esmt)
54.39 ± Ac.

2870.97

N. 45° 39' 17" E.

R=20
31.74

N

CODE
13
16

FOR PREV. ASSM'T. SEE: 945-304

ST.

Doc # 3950 5-29-57

100

55.08

157

R=750

126.55

Δ=2° 45' 16.59

SEE DETAIL A

N. 48° 39' 17" E.

264

178 Blk = 77,540 ± sq ft

BLK. 328 Por. TR NO. 18390

(902)

330

S. 41° 20' 37" E.

L A Co F C D (Fee)

195.28

ST.

DEVONSHIRE

53.44

55.08

N.E. Cor. Lot 1

2.58

R=750

67.32

Doc # 3950 5-29-57

ST.

157

N. 41° 20' 37" W.

N.E. Line Lot 1

(903)

L A Co F C D (Fee)

0.16 ± Ac.

122.59

R=2045

126.55

N. 48° 39' 17" E.

BLK. 328 Por.

TRACT NO. 10355
M. B. 205-40-43

DETAIL A
NO SCALE

THE MACLAY RANCHO
EX-MISSION OF SAN FERNANDO
M. R. 37-5-16

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

2617 | 14

CALE 1" = 200'

REVISED
2-23-65
4-15-65
5-15-65
6-10-65
700309301
700303515
730416424
731010807
751104
760211301

NORTHERN PORTION OF THE EX MISSION DE SAN FERNANDO

R.F. 238

THE MACLAY RANCHO EX MISSION OF SAN FERNANDO

M.R. 37-5-16

TRACT NO. 18537

M.B. 555-1-3

SIMI VALLEY FRWY.

SIMI VALLEY FRWY. POR. SEC. 10, T2N., R15W.

KINGSBURY ST.

SHARP ST.

SAN JOSE ST.

MINNEHAHA ST.

ARLETA AVE.

PAXTON AVE.

VENA AVE.

SHARP AVE.

EAST CANYON CHANNEL

GOLDEN STATE FRWY.

PACOIMA DIVERSION CHANNEL (FEE)

PACOIMA WASH

BLK. 298 Por.

BLK. 313 Por.

BK. 2616

BK. 2648

CODE 16 — CODE 13 IDENTICAL

Most W. Cor. of Blk. 298

Most S. Cor. #1919 - 12-17-69

Most E. Cor. of Blk. 313

FREEWAY APPROACHES

See Detail

119,640±□'

99,750±□' BLK. 298 Por.

24,000±□'

6.03±Ac. = 262,670±□'

.496±Ac.
-.378±=Channel
-.023±St.
.101±Ac.

22,282±□'

DETAIL
NO SCALE

CODE
13
16

FOR PREV. ASSM'T. SEE:
2617-6&14

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

Environmental Support Services
Environmental Research & Due Diligence Compliance
30251 Golden Lantern, #E-305, Laguna Niguel, CA 92677
Tel) 949-429-3564 • Fax) 949-429-3563
www.EnvironmentalSupportServices.com • Info@EnvironmentalSupportServices.com

January 23, 2015

County of Los Angeles
Department of Public Health – Public Health Investigator
5555 Ferguson Drive, Ste 120-04
Commerce, CA 90022

Attention: Custodian of Records

Subject: Records Search – Hazardous Materials/Waste/Underground Tanks

Site: "Pacoima Spreading Grounds"
10450 Arleta Avenue
Pacoima, CA 91331

Dear Custodian of Records,

Environmental Support Services (ESS) is in the process of conducting a records search for an environmental audit at a site in Pacoima, CA. This search includes researching the history of the site, especially as it pertains to hazardous materials/waste. With this in mind, **ESS** requests the following information concerning the subject address which your agency may have on file:

1. any unauthorized releases, utilization, manufacture, storage, or discharge of hazardous materials/waste.

2. previous or on-going site investigations/remediations pertaining to hazardous materials/waste.

Should you have any questions concerning this request for information, please call. Your expedient processing of this request is appreciated.

Sincerely,
Environmental Support Services

Shannon Castagno
Project Manager
Shannon@EnvironmentalSupportServices.com

COUNTY OF LOS ANGELES
Public Health

CYNTHIA A. HARDING, M.P.H.
Interim Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

Public Health Investigation Administration
LEOLA MERCADEL
Chief, Public Health Investigation

5555 Ferguson Drive, Suite 120-04
Commerce, California 90022
TEL (323) 890-7801 • FAX (323) 728-0217

www.publichealth.lacounty.gov

BOARD OF SUPERVISORS

Hilda Solis
First District

Mark Ridley-Thomas
Second District

Sheila Kuehl
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

January 27, 2015

ENVIRONMENTAL SUPPORT SERVICES
SHANNON CASTAGNO
30251 GOLDEN LANTERN #E-305
LAGUNA NIGUEL, CA 92677

RE: 10450 ARLETA AVE., PACOIMA, CA 91331

I, the undersigned, being the Custodian or the Keeper of Records, certify that a thorough search for the records you requested was carried out under my direction and control.

This search revealed no records.

It should be understood that this does not mean that the records you requested do not exist. It is possible that such records may be misfiled; exist under another spelling, another name, or under another classification. However, with the information furnished to our office, and to the best of our knowledge, no records were located.

If you have any questions regarding your request, please contact our office at (323) 890-7806.

Sincerely,

Thomas Nguyen, Deputy Health Officer
Public Health Investigation

COR ID No.15448

Appendix C

Request for Records Search to the
Department of Toxic Substances Control – Cypress Office and
Response from that Agency

Environmental Support Services
Environmental Research & Due Diligence Compliance
30251 Golden Lantern, #E-305, Laguna Niguel, CA 92677
Tel) 949-429-3564 • Fax) 949-429-3563
www.EnvironmentalSupportServices.com • Info@EnvironmentalSupportServices.com

January 16, 2015

Dept of Toxic Substances Control
Cypress Office
5796 Corporate Avenue
Cypress, CA 90630

Attention: Julie Johnson/Jone Barrio

Dear Julie/Jone,

Please check for any files/information on the following site:

Site: "Pacoima Spreading Grounds"
Located in the northern portion of the San Fernando Valley immediately west of the Pacoima Diversion Channel and near the intersection of Devonshire Street and Arleta Avenue
Pacoima, CA 91331
APN's 2647-015-900 & 901, 2617-014-904 & 905 and 2648-012-904 & 905
(See Attached Maps)

Sincerely,
Environmental Support Services

Shannon Castagno
Project Manager

Pacoima
Spreading
Grounds
Clymer St
Germain St
Kester Ave
Bevis Ave
Woodman Ave
San Jose St
Minnehaha St
Hiawatha St
Cedros Ave
Blackhawk St
Devonshire St
Tuba St
Devonwood Park
Mayall St
Stare St
Vintage St
Willis Ave
Saloma Ave
Kingsbury St
Stanwin Ave
Woodale Ave
Arleta Ave
San Jose St
Minnehaha St
Paxton St
Remick Ave
Weidner St
Louvre St
Filmore St
Vena Ave
Daventry St
Montford St
Sharp Ave
Golden State Fwy
I 56 B
5
I-5 N
I-5 S
Patrick Ave
Lev Ave
Mercer St
Bartee Ave
Filmore St
Beachy Ave
Bordeaux Ave
Claretta St
Judd St
Obeck Ave

Geosyntec consultants

SITE MAP
SPREADING GROUND
SAN FERNANDO VALLEY, CALIFORNIA

DATE:	**12 DECEMBER 2014**	**FILE NO.**	**FIGURE 2.DOC**
PROPOSAL #:	**N/A**	**FIGURE NO.**	**2**

Google earth

feet 2000
meters 800

APPENDIX D-2

PHASE II ENVIRONMENTAL SITE ASSESSMENT

Geosyntec consultants

2100 Main Street, Suite 150
Huntington Beach, California 92648
PH 714.969.0800
FAX 714.969.0820
www.geosyntec.com

23 October 2015

Ms. Kristin (Keeling) Starbird
Vice President, Environmental Planning
BonTerra Psomas
225 South Lake Avenue, Suite 1000
Pasadena, CA 91101

Subject: Phase II Environmental Site Assessment
Pacoima Spreading Grounds Headworks
Los Angeles, California

Dear Ms. Starbird:

This letter report presents the results of soil and soil vapor sampling and testing conducted at the Pacoima Spreading Grounds headworks property (the Site) of the Los Angeles County Flood Control District (LACFCD), located at 10450 Arleta Avenue, Pacoima, California [Figure 1]. This Report was prepared by Dr. Zahra Amini of Geosyntec Consultants (Geosyntec), and reviewed by Mr. Eric Smalstig, P.E., also of Geosyntec, in accordance with the internal peer review policy of the firm. Geosyntec has prepared this letter report to support the California Environmental Quality Act (CEQA) process for a basin enhancement project at the Site.

PROJECT DESCRIPTION AND PURPOSE

LACFCD is performing a basin enhancement project (Project) at the Pacoima Spreading Grounds. The Project is subject to the CEQA process. To support the planning and CEQA process for the Project, Geosyntec completed a Phase I Environmental Site Assessment (ESA) of the property [Geosyntec, 2015]. During the completion of the Phase I Environmental Site Assessment (ESA) of the Site [Geosyntec, 2015], Recognized Environmental Conditions (RECs) were identified at the Site pursuant to American Society of Testing of Materials (ASTM) guidance. Therefore, LACFCD requested that a Phase II ESA, consisting of Site environmental sample collection and testing, be performed to further assess the Site RECs in the headworks area.

The Phase I ESA revealed evidence of the following RECs, and associated potential sources of impact, in connection with the Site:

- The closed San Fernando City Landfill and the oil and gas wells located adjacent to the Site (northeast of the Site) are potential sources of gas migration to the Site;

- The underground storage tanks (UST) that were located on-Site at 10450 Arleta Avenue (removed from the Site several years ago); and

- The waste materials / paint storage areas and general petroleum hydrocarbon impacts that were detected in soil samples during previous subsurface investigations at the Site.

Accordingly seven locations were identified for soil and soil vapor sampling at the Site. These locations are shown in Figure 2 in relation with the areas of potential concern. The scope of work for this Phase II ESA was to collect soil and soil vapor samples and perform chemical testing on those samples to further evaluate the above listed potential impacts at the Site. The scope of work did not include evaluation of the spreading basins. The field activities and associated results are described in this letter report.

SITE BACKGROUND

The Site is located at 10450 Arleta Avenue in Pacoima, California, north of the intersection of Arleta Avenue and Paxton Street, in the northern portion of the San Fernando Valley [Figure 1]. The Site is bordered by Paxton Street to the southeast, Pacoima Diversion Channel to the east, Arleta Avenue to the southwest, and a fenceline that separates the Site from the residential areas to the west and north of the headworks.

Pacoima Spreading Grounds has been serving as a drainage/flood control feature, and later a spreading grounds, since at least 1952. The water is diverted from the Pacoima Diversion Channel using the radial gate located in the channel adjacent to the headworks at the Site. The water then flows over a weir, through the intake canal, passing through pipes under Arleta Avenue to the spreading basins. The water percolates into the groundwater basin at the spreading grounds. The Site (i.e., headworks area) is trapezoidal with total lot size of approximately 8 acres and is comprised of multiple structures, including a hazardous materials storage area with storage units [Figure2]. A subsurface ESA was conducted at the Site in 2003 [Kleinfelder, 2003]. A summary of the Phase II ESA follows:

- This assessment included the drilling of 30 borings and the collection of 40 soil samples for laboratory testing at the Site.

- The soil samples were analyzed for total petroleum hydrocarbons (gasoline, and diesel range), volatile organic compounds (VOCs), total recoverable petroleum hydrocarbons (TPH), organochlorine pesticides, polychlorinated biphenyls (PCBs), California Title 22 metals, and chlorinated herbicides.

- VOCs, PCBs, herbicides and pesticides were not detected in soil samples.

- Hydrocarbons were detected at concentrations ranging from 1.36 to 85.4 milligrams per kilogram (mg/kg). Petroleum hydrocarbons in soil were not vertically delineated.

- With the exception of lead, concentrations of detected metals were below the U.S. EPA Residential Preliminary Remediation Goals (PRGs); note that PRGs are currently referred to as Regional Screening Levels (RSLs). Lead was detected in one sample at 5 ft below ground surface (bgs) at a concentration of 155 milligram per kilogram (mg/kg). Based on this result the Waste Extraction Test (WET) was performed resulting in a concentration of 9.11 milligrams per liter (mg/L). This concentration is greater than the Soluble Threshold Limit Concentration (STLC) used for hazardous waste classification.

- A soil gas survey was also recommended depending on the future uses of the Site.

In 2011, an underground tank was removed from the headworks area pursuant to a removal permit granted by the Los Angeles City Fire Department [Figure 2]. Subsequently, a closure report dated 31 October 2011 was submitted to the Fire Department which resulted in a "No Further Action" from the Fire Department. The closure report indicated that the tank had no documented releases and no significant concentrations of hydrocarbon associated with the tank were found in the surrounding soils.

FIELD ACTIVITIES

General

The field activities associated with this Phase II Site assessment were conducted in general accordance with Geosyntec's Scope of Work dated July 2014 and a Site-specific Health and Safety Plan (HASP). Field activities included the drilling of soil

borings, collection of soil samples and installation of soil vapor probes were conducted on August 20, 2015. Soil vapor samples were collected in Summa canisters on August 26, 2015. Soil and soil vapor quality at the Site were assessed by drilling and sampling 7 soil borings (SV-1, S-2, S-3, S-4, S-5, S-6, and SV-7). A single-depth soil vapor probe was installed at each of the two SV-1 and SV-7 locations.

Field Work Preparation

The boring locations were marked on August 14, 2015. Geosyntec contracted Goldak, a utility locating firm, to conduct a subsurface geophysical survey on August 14, 2014, to identify locations of potential underground utilities and clear boring locations. Underground Service Alert (USA) was notified more than 48 hours prior to beginning drilling activities to identify and mark underground utilities in the vicinity of the proposed borehole locations. As an added precaution, boring locations were also cleared by hand-auger to depths of approximately 5 ft bgs.

Soil Borings and Sampling

On 20 August 2015, seven soil boring location (SV-1, S-2, S-3, S-4, S-5, S-6, and SV-7), were advanced to a total depth of 10 ft bgs at the locations shown in Figure 2. At each boring location, a subcontractor, Interphase Environmental Inc. (Interphase) first cored through the asphalt or concrete (as applicable) prior to hand augering to depths of approximately 5 ft bgs. Following hand augering, borings were advanced using a truck-mounted direct-push drill rig (Geoprobe® 6600) to the target depths. A continuous soil core was collected from each of the seven boring locations and visually logged for lithology in accordance with the Unified Soil Classification System (USCS) by the onsite Geosyntec representative. In addition, the soil core was screened for evidence of VOC impacts using a photoionization detector (PID). Soils underneath the Site were generally found to be silty sand, silt, and sand with gravel. Copies of the boring logs are included in Appendix A.

A total of twenty eight (28) soil samples (four from each boring) were collected at four depths of approximately 1, 3, 7 and 10 ft bgs in laboratory-supplied glass jars sealed with Teflon®-lined plastic caps for analysis of TPH and California Title 22 Metals. Each jar soil sample from approximately 1 and 10 ft bgs was accompanied with a Terra Core sample. Soil samples from 3 and 7 ft bgs were collected to be retained for laboratory testing as a contingency, based on the results from the 1 ft and 10 ft samples. Following collection, each soil sample was labeled, double-bagged in one-gallon plastic bags, and placed in an insulated cooler with ice for transport to the laboratory under

chain of custody protocols. Soil samples were submitted to Eurofins Calscience Environmental Laboratories, Inc. (Eurofins Calscience), a National Environmental Laboratory Accreditation Conference (NELAC) accredited laboratory, for analyses of TPH by EPA Method 8015B (M), Title 22 metals by EPA Method 6010B/7471A, and for soluble metals by EPA Method 6020 STLC ICP/MS and Method 6010B STLC ICP.

The non-dedicated soil sampling equipment (e.g., direct-push rods and tips, hand augers, etc.) was decontaminated between borehole locations using the "three-bucket-wash" method. Sampling equipment was first washed in a solution of Alconox and potable water, then rinsed with potable water, and finally rinsed with distilled water and allowed to air-dry.

The soil analytical results for Title 22 metals, soluble lead and TPH are presented in Tables 1 through 3 and are discussed under "Results". Soil analytical laboratory results for metals, soluble lead and TPH are provided in Appendix B-1.

Soil Vapor Probe Installation and Sampling

Following direct push drilling of soil borings, soil vapor probes were installed at a single depth of 10 ft bgs at locations SV-1 and SV-7 [Figure 2].

Soil vapor probes were installed using prefabricated six-inch long polyethylene screens set at the target depth. The polyethylene vapor probe screens were attached to 0.25-inch diameter Nylaflow® tubing and lowered down the borings to the target depths. Approximately one foot of medium grained filter sand (#3) was placed around the soil vapor probe screens. Alternating combinations of dry and hydrated bentonite were then used to seal remaining borehole voids between the soil vapor screens and the remainder of the borehole to ground surface. The upper ends of the Nylaflow® tubing were sealed with 0.25-inch two-way valves. Soil vapor probes were completed with 5-inch diameter, flush mounted covers.

No sooner than 48-hours following probe installation, soil vapor samples were collected on 26 August 2015 in Summa canisters. The soil vapor samples were analyzed in the lab by Eurofins Calscience for VOCs by EPA Method TO-15 and fixed gases by ASTM method D-1946.

During sampling, a leak check compound (helium gas) was used to fill (or "charge") a hood that was placed over the wellhead to act as a tracer compound to monitor for

surface air leaks during sampling. Tracer compound analytical results indicated that ambient intrusion of surface gases did not impact the representativeness of the samples.

The VOC analytical results of the soil vapor sampling activities are presented in Table 4 and are presented in the following section. Soil vapor laboratory analytical reports are provided in Appendix B-2.

RESULTS

Introduction

The detectable laboratory analytical results for the soil and soil vapor are summarized in Tables 1 (soil total metals), 2 (soil soluble metals), 3 (soil TPH), and 4 (soil vapor VOCs and fixed gases). The laboratory analytical reports are included in Appendix B. The analytical results are summarized in the following sub-sections by media.

A continuous soil core was collected from each of the seven boring locations and visually logged for lithology in accordance with the Unified Soil Classification System (USCS) by the onsite field engineer. Borings were advanced to a depth of approximately10 ft bgs. Boring logs depicting soil conditions encountered with depth are presented in Appendix A. Soils beneath the Site consist of interbedded layers of sand and silt, with some gravel. In general, soils in the upper 5 feet were found to consist of silty sand, sandy silt and silt with some gravel. At depths of 5 to 10 feet, the subsurface materials mostly contain sand with gravel and silty sand.

Investigation derived wastes (IDW), which included soil cores recovered from each boring, but not selected for laboratory analysis, as well as decontamination fluids, were stored on-Site in a labeled 55-gallon drum, pending laboratory analysis. Based on the results presented later in this section, LACDPW will be managing the IDW along with other soils to be handled in the headworks area.

Soil Sampling Results

A total of 18 soil samples were analyzed from the seven (7) soil borings. Initially fourteen (14) samples were analyzed for TPH by EPA Method 8015B (M) and Title 22 metals by EPA Method 6010B/7471A from depths of approximately 1 and 10 ft bgs. More testing was performed subsequently based on the results of the initial testing. Field observations of recovered soil cores did not indicate significant staining or odors. The following sections present the results of the analyses.

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Total Petroleum Hydrocarbon (TPH)

TPH was analyzed for gasoline, diesel and motor oil ranges and the results are summarized in Table 3. The results of TPH analysis on fourteen (14) soil samples show non-detect concentrations in the C_4-C_{10} carbon range (gasoline). TPH concentrations in the C_{10}-C_{22} carbon range (diesel) and in the C_{22}-C_{32} carbon range (motor oil) were not detected in any of the soils samples except for SV-1, S-2, and S-3 at approximately 1 ft bgs. The detected concentrations of TPH are below the action levels (i.e., 100-10,000 mg/kg for diesel range and motor oil range).

Title 22 Metals

Soil analytical results for Title 22 metals are summarized in Table 1. Table 1 also includes the U.S. EPA, Region 9 Screening Levels (RSLs) for industrial and residential soils for comparison [U.S. EPA, 2014]. The California Code of Regulations Title 22 regulatory thresholds for metals characterization as hazardous materials, Total Threshold Limit Concentration (TTLC) and Soluble Threshold Limit Concentration (STLC), as well as the general guideline for performing soluble analytical testing (10 times STLC levels) are included in Table 1 as well.

As listed in Table 1, Title 22 metals were detected in soil samples collected from borings SV-1, S-2, S-3, S-4, S-5, S-6, and SV-7. Barium, beryllium, cadmium, chromium, cobalt, copper, molybdenum, nickel, vanadium, and zinc were detected in soil samples. However, the detected concentrations of these metals were below EPA RSLs for industrial and residential land use. Arsenic was detected at concentrations above the EPA RSLs for residential land use in the soil samples collected at a depth of 1 ft bgs at location S-4 and lead concentrations of higher than the EPA RSLs for residential were found at 1.5 ft bgs at S-3.

Although detected arsenic concentrations exceed the RSLs for residential soil, detected arsenic concentrations in soil samples are within Southern California background. The DTSC website document: "Evaluation of Arsenic as a Chemical of Potential Concern at Proposed School Sites in the Los Angeles Area (not dated)" reports the 95% Upper Confidence Limit of the 99th percentile concentration ($C_{UL0.95(X0.99)}$) for arsenic in Los Angeles Unified School District as 11.3 mg/kg and states that: "If all the onsite samples are less than the $C_{UL0.95(X0.99)}$ then arsenic can be eliminated as a chemical of potential concern at the site." The highest reported arsenic concentration in the soil samples analyzed from the Site is 1.35 mg/kg.

Analytical laboratory results for total metals also showed total lead concentrations of higher than 10 times STLC in SV-1, S-2, S-3 and S-6 samples conducted at a depth of approximately 1 ft bgs. Subsequently the Waste Extraction Test (WET) analysis was performed on these samples using EPA Method 6010B STLC ICP and 6020 STLC ICP/MS. The WET analysis resulted in lead concentrations of higher than the STLC action level (i.e., 5 mg/l) only in samples conducted from approximately 1 ft bgs at locations S-2 and S-3. To further delineate the vertical extent of lead concentrations, soil samples collected at depths of 3 and 7 ft bgs at S-2 and S-3 locations were analyzed for both total and soluble lead. The S-2 and S-3 samples collected at 3 ft bgs showed lead concentrations of higher than STLC action level (i.e., 5 mg/l) whereas S-2 and S-3 samples collected at 7 ft bgs did not show lead concentrations of higher than the STLC action level [Table 2].

With the exception of arsenic and lead, the laboratory metals results were either: (i) not detected at concentrations above laboratory reporting limits; or (ii) reported at concentrations above laboratory reporting limits but below their respective industrial and residential RSLs, TTLCs and 10 times STLCs.

Soil Vapor Sampling Results

Two soil vapor samples were collected from soil vapor probes installed at 10 ft bgs at soil boring locations SV-1 and SV-7. Soil vapor samples were collected in Summa canisters and were analyzed by Eurofins Calscience laboratory for VOCs using EPA Method TO-15 and for fixed gases using ASTM Method D-1946. Table 4 summarizes the soil vapor VOC and fixed gases analytical results.

As listed in Table 4, a total of thirteen VOCs were detected in soil vapor samples, including acetone, benzene, 2-butanone, 1,4-dichlorobenzene, dichlorodifluoromethane, ethylbenzene, 4-ethyltoluene, tetrachloroethene, toluene, 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, o-xylene, and p/m-xylene. The number of detected VOCs and also the VOC concentrations (with the only exception of 1,4-Dichlorobenzene) at SV-1 are higher than those at SV-7. The VOCs were detected at microgram per cubic meter (ug/m3) levels, below industrial guidance thresholds (e.g., California Human Health Screening Levels).

Also as listed in Table 4, three fixed gases were detected in soil vapor samples, inducing carbon dioxide, oxygen (+argon) and nitrogen. Similar concentrations of these gases were detected during field monitoring of sample collection at SV-1 and SV-7. Methane was not detected at the sampling locations.

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SUMMARY AND CONCLUSIONS

An assessment of soil and soil vapor was conducted at the Site to assess potential impacts related to the areas of potential concern. Areas of potential concern are related to historical and current uses of the Site and included:

- The closed San Fernando City Landfill and the oil and gas wells located adjacent to the Site (northeast of the Site) are potential sources of gas migration to the Site;
- The underground storage tanks (UST) that were located on-Site at 10450 Arleta Avenue; and
- Petroleum hydrocarbons and lead that were detected in soil samples during previous subsurface investigations at the Site, especially those in the vicinity of the hazardous materials storage area.

In summary, TPH was not detected at concentrations above the action levels. With the exception of arsenic, and lead, concentrations of metals detected in soil samples were below US EPA industrial and residential screening levels. Concentrations of arsenic detected in soil samples are within background values for Southern California soils. Concentrations of lead were further delineated vertically by use of WET analysis. Concentration of lead in shallow samples collected at 1 and 3 ft bgs at locations near the hazardous materials storage area exceeded the STLC level for lead. The locations of the soil samples with notable lead concentrations are consistent with a previous subsurface ESA [Kleinfelder, 2003] and the location of a hazardous materials storage container at the Site. According to the LACDPW personnel, Mr. John Bodenchak, the stored material is primarily paint. The lead concentrations remained below the STLC level at 7 ft bgs.

A number of VOCs and fixed gases were detected in soil vapor samples. The VOC detections are below actionable thresholds given the current use of the Site and future use as recreational open space. If surface uses change, additional sampling may be warranted, to confirm these values are below regulatory thresholds for the intended use. The absence of detectable levels of methane at the two soil vapor sampling locations provides additional evidence that the closed landfill and nearby oil wells do not appear to be of significant environmental concern to the Site.

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LIMITATIONS AND CLOSURE

Geosyntec services were performed and this report has been prepared in accordance with generally accepted professional standards of care applicable to the scope of services authorized by the client, and no other warranty is provided in connection therewith.

Consistent with applicable professional standards of care, our opinions and recommendations were based in part on data furnished by others. Although we were not able to independently verify such data, we did evaluate these data to determine whether it was consistent with other information that we developed in the course of our performance of the scope of services.

Geosyntec appreciates the opportunity to provide these environmental services to BonTerra Psomas in support of this important LACDPW project. Please contact the individuals below if you have questions regarding the content of this Report.

Sincerely,

Zahra A. Amini, Ph.D.
Engineer

Eric Smalstig, P.E.
Principal

Attachments

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REFERENCES

Kleinfelder, Inc., [2003], "Report of limited Subsurface Environmental Site Assessment, Pacoima Spreading Grounds Headworks, 10450 Arleta Avenue, Pacoima, California," dated 15 April 2003.

Geosyntec, [2015], "Phase I Environmental Site Assessment, Pacoima Spreading Grounds, Los Angeles, California," dated 26 June 2015.

United States Environmental Protection Agency (U.S. EPA), [2015], "Regional Screening Levels (RSLs), Region 9," http://www.epa.gov/region09/superfund/prg. June.

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TABLES

TABLE 1
Soil Metal Data Summary – Total Metals Results
Limited Phase II Site Assessment
Pacoima Spreading Grounds Headworks

						Location/Depth (ft)	SV-1		S-2				S-3				S-4		S-5		S-6		SV-7	
Screening Value	**RSL (I)**	**RSL (R)**	**TTLC**	**STLC**	**10 x STLC**		**1**	**9**	**1**	**3**	**7**	**10**	**1.5**	**3**	**7**	**9**	**1**	**9**	**1**	**10.5**	**1**	**9**	**1**	**10**
Antimony	470	31	500	15	150		ND	ND	ND	-	-	ND	ND	-	-	ND	ND	ND	ND	ND	ND	ND	ND	ND
Arsenic	3	1	500	5	50		ND	ND	ND	-	-	ND	0.896	-	-	ND	1.35	ND	ND	ND	ND	ND	ND	ND
Barium	220,000	15,000	10,000	100	1,000		212	105	312	-	-	71.7	306	-	-	147	134	86.4	128	123	242	91.7	180	223
Beryllium	2,300	160	75	0.75	7.5		0.352	ND	ND	-	-	ND	ND	-	-	ND	ND	ND	ND	ND	0.434	ND	ND	0.349
Cadmium	980	70	100	1	10		1.69	0.732	1.69	-	-	0.655	2.84	-	-	1.01	1.01	0.719	0.903	0.855	1.81	0.673	1.02	1.39
Chromium	120,000	1,800,000	2,500	560/5.0[*]	50[**]		22.7	7.23	10.5	-	-	9.31	11.6	-	-	14.7	12.3	6.36	11.4	11.0	26.2	5.66	11.1	17.1
Cobalt	350	23	8,000	80	800		17.8	8.45	8.88	-	-	6.22	13.6	-	-	11.4	11.3	7.39	10.6	9.86	20.4	7.56	11.7	16.2
Copper	47,000	3,100	2,500	25	250		28.1	11.8	27.8	-	-	9.94	108	-	-	14.7	20.0	11.0	16.5	40.7	37.7	10.8	18.9	19.8
Lead	800	400	350	5	50		53.6	0.518	117	173	1.05	0.663	515	58.6	15.9	4.18	7.42	0.681	2.25	20.7	66.6	0.897	3.49	1.73
Mercury	40	9	20	0.2	2		ND	ND	ND	-	-	ND	ND	-	-	ND	ND	ND	ND	ND	ND	ND	ND	ND
Molybdenum	5,800	390	3,500	350	3,500		ND	ND	ND	-	-	1.86	ND	-	-	ND	ND	ND	ND	0.715	ND	ND	ND	ND
Nickel	22,000	1,500	2,000	20	200		20.1	5.62	14.9	-	-	3.95	13.4	-	-	10.2	9.72	4.67	8.65	10.9	20.3	4.30	8.51	12.5
Selenium	5,800	390	100	1	10		ND	ND	ND	-	-	ND	ND	-	-	ND	ND	ND	ND	ND	ND	ND	ND	ND
Silver	5,800	390	500	5	50		ND	ND	ND	-	-	ND	ND	-	-	ND	ND	ND	ND	ND	ND	ND	ND	ND
Thallium	1	12	700	7	70		ND	ND	ND	-	-	ND	ND	-	-	ND	ND	ND	ND	ND	ND	ND	ND	ND
Vanadium	5,800	390	2,400	24	240		48.6	15.5	23.5	-	-	11.9	14.4	-	-	24.3	25.1	13.2	19.1	26.2	50.1	13.2	22.2	30.9
Zinc	34,000	350,000	5,000	250	2,500		97.2	26.9	232	-	-	19.8	383	-	-	43.8	49.6	22.6	39.2	37.3	104	24.1	44.1	46.2

Notes:

Samples Collected on 08/20/2015
Analyzed using EPA method 6010B and 7471A
Results units in mg/kg - Milligrams per kilogram
ND - Not Detected. Parameter not detected above laboratory reporting limit
RSL - Regional Screening Level. (I) = Industrial Soil; (R) = Residential Soil. Values from Regional Screening Level Table from "Regional Screening Levels for Chemical Contaminants at Superfund Sites" (U.S. EPA Region 9, May 2014).
TTLC - Total Threshold Limit Concentration (mg/kg)
STLC – Soluble Threshold Limit Concentration (mg/l)
Shaded value indicates reported detection above screening levels, TTLC or 10 x STLC
[*] Must meet both the STLC limit at 560 and EPA TCLP limit at 5 mg/l
[**] 10 times the TCLP value of 5 mg/l

TABLE 2
Soil Lead Analysis Data Summary – Soluble Metals Results
Limited Phase II Site Assessment
Pacoima Spreading Grounds Headworks

Location/ Depth (ft)		SV-1	S-2			S-3			S-6
Screening Value	**STLC**	**1**	**1**	**3**	**7**	**1.5**	**3**	**7**	**1**
Lead	5	0.733	11.7	11.5	ND	15.6	5.89	0.275	0.969

Notes:

Samples Collected on 08/20/2015
Analyzed using EPA method 6020 STLC ICP/MS Metals (Aqueous)
All units in mg/l - Milligrams per liter
ND - Not Detected. Parameter not detected above laboratory reporting limit
STLC – Soluble Threshold Limit Concentration (mg/l)
Shaded value indicates reported detection above STLC

TABLE 3
Soil TPH Data Summary
Limited Phase II Site Assessment
Pacoima Spreading Grounds Headworks

		Location/ Depth (ft)	SV-1		S-2		S-3		S-4		S-5		S-6		SV-7	
Screening Value	**RSL (I*)**	**RSL (R*)**	**1**	**9**	**1**	**10**	**1.5**	**9**	**1**	**9**	**1**	**10.5**	**1**	**9**	**1**	**10**
TPH as Motor Oil	3.5E+6	2.3E+5	260	ND	86	ND	160	ND	ND	ND	ND	ND	ND	ND	ND	ND
TPH as Diesel	3.5E+6	2.3E+5	25	ND	21	ND	19	ND	ND	ND	ND	ND	ND	ND	ND	ND
TPH as Gasoline	--	--	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND

Notes:

Samples Collected on 08/20/2015
Analyzed using EPA method 8015B (M)
All units in mg/kg - Milligrams per kilogram
ND - Not Detected. Parameter not detected above laboratory reporting limit
*The Regional Screening Levels (RSLs) [U.S. EPA, June 2015] are for high aliphatic (i.e., linear chain) total petroleum hydrocarbons, carbon chain length of 19 to 32 carbon atoms, due to the presence of the two classes of hydrocarbons detected (i.e., motor oil and diesel range) by the laboratory. Laboratory results did not indicate the presence of aromatic (ring compound) petroleum hydrocarbons (e.g., gasoline range hydrocarbons)

TABLE 4

Soil Vapor Data Summary

Limited Phase II Site Assessment

Pacoima Spreading Grounds Headworks

Location	SV-1	SV-7	RSL (R)	RSL (I)
Depth (ft)	**10**	**10**		
VOCs				
Acetone	22	14	3.2E+07	2.8E+08
Benzene	36	ND	3.6E+02	3.2E+03
2-Butanone	8.5	7.7	NL	NL
1,4-Dichlorobenzene	5.0	7.1	2.6E+02	2.2E+03
Dichlorodifluoromethane	2.7	ND	1.0E+05	8.8E+05
Ethylbenzene	15	ND	1.1E+03	9.8E+03
4-Ethyltoluene	8.7	ND	NL	NL
Tetrachloroethene	47	21	1.1E+04	9.4E+04
Toluene	200	ND	5.2E+06	4.4E+07
1,2,4-Trimethylbenzene	23	ND	7.3E+03	6.2E+04
1,3,5-Trimethylbenzene	7.9	ND	NL	NL
o-Xylene	26	ND	1.0E+05	8.8E+05
p/m-Xylene	100	ND	1.0E+05	8.8E+05
Fixed Gases				
Carbon Dioxide	1.95	2.48	NA	NA
Oxygen (+Argon)	21.2	20.6	NA	NA
Nitrogen	76.9	76.9	NA	NA

Notes:

Samples Collected on 08/26/2015

Analyzed using EPA method TO-15 and ASTM method D-1946

All units in ug/m^3- Micrograms per cubic meter

ND - Not Detected. Parameter not detected above laboratory reporting limit

NL-Not Listed

NA-Not Applicable

RSL - Regional Screening Level. (I) = Industrial Soil; (R) = Residential Soil. Values from “Regional Screening Level Table” by U.S. EPA, June 2015 and “Attenuation Factors for Preliminary Screening Evaluations” by DTSC-Cal/EPA, October 2011

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FIGURES

Site Location
Pacoima Spreading Grounds Headworks
Los Angeles, California

3,000 1,500 0 3,000 6,000
Feet

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Project No: HR1507 | October 2015

Figure 1

S:\GIS\HR1507\Project\PSG_SiteLoc.mxd c.c. 10/2/2015

Legend

- Soil Sampling Location
- Soil and Soil Vapor Sampling Location
- Indicating Potential Area of Concern

ft bgs = feet below ground surface
Service Layer Credits: Google Earth: May 2015

Site Map
Pacoima Spreading Grounds Headworks
Los Angeles, California

0 150 300 600 Feet

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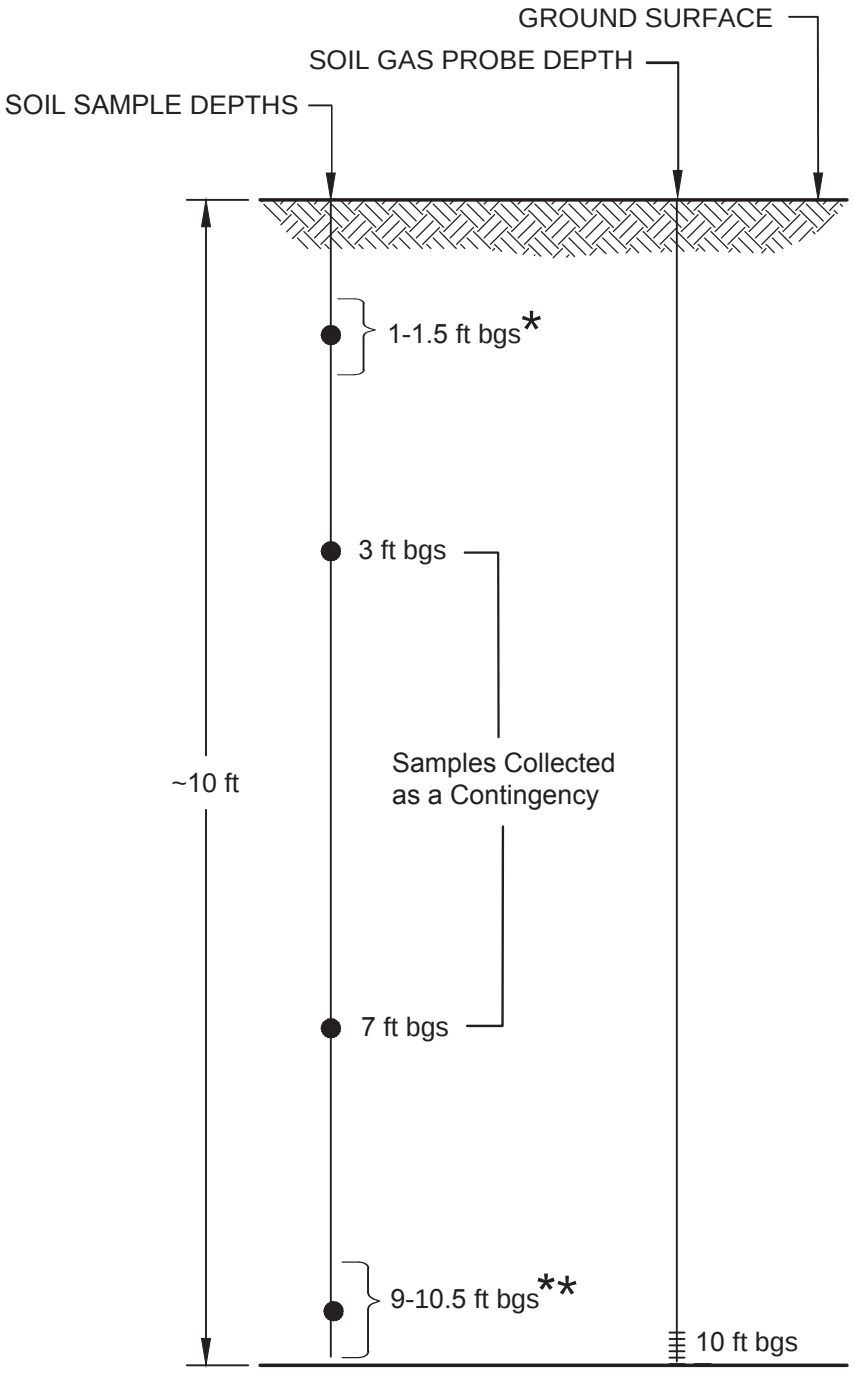
Project No: HR1507 | October 2015

Figure 2

S:\GIS\HR1507\Project\areofConcern.mxd cc 10/2/2015

SOIL AND SOIL GAS SAMPLING



LEGEND

ft bgs	FEET BELOW GROUND SURFACE
*	1.5 ft bgs at location S-3
**	9 ft bgs at locations SV-1, S-3, S-4 and S-6; 10.5 ft bgs at location S-5

NOT TO SCALE

Sampling Depth Schematic
Pacoima Spreading Grounds Headworks
Los Angeles, California

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Project No: HR1507

October 2015

Figure 3

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APPENDIX A

SOIL BORING LOGS

Geosyntec consultants
2100 Main St
Suite 150
Huntington Beach, CA 92648
Tel: (714) 969-0800
Fax: (714) 969-0820

GS FORM: WELL BORE 01/04

BOREHOLE LOG

BORING SV-1 **SHEET** 1 **OF** 1
START DRILL DATE Aug 20, 15 **ELEVATION DATA:**
FINISH DRILL DATE Aug 20, 15 **GROUND SURF. (Ft)**
LOCATION San Fernando Valley, Ca **TOP OF CASING (Ft)**
PROJECT Pacoima Spreading Grounds **DATUM**
NUMBER HR1507

DEPTH (ft-bgs)	DESCRIPTION 1) Unit/Formation, Mem. 6) Plasticity 2) USCS Name 7) Density/Consistency 3) Color 8) Structure 4) Moisture 9) Other (Mineralization, Discoloration, Odor, etc.) 5) Percent Grain Size	GRAPHIC LOG	WELL LOG	GROUNDWATER OR STRUCTURE	ELEVATION (ft)	SAMPLE						COMMENTS 1) Rig Behavior 2) Air Monitoring
						SAMPLE NO.	TYPE	BLOWS PER 6"	RECOVERY (%)	PID/FID (ppm)	TIME (00:00)	
	Sandy Silt (ML); dark brown; moist; medium.											
	At 3' bgs, grading to lighter brown color.											Boring advanced using direct push rig
5	Well graded sand with gravel (SW); light gray; dry; medium.											
10	Total Depth = 10' bgs											
15												
20												

CONTRACTOR InterPhase
EQUIPMENT Geoprobe Model 6600
DRILL MTHD Direct Push
DIAMETER 1.5" (nominal)
LOGGER V. Manickam **REVIEWER**

NORTHING 1918693.43
EASTING 6427789.33
COORDINATE SYSTEM:

NOTES: Coordinates determined by hand-held survey (Trimble unit), based on State Plane 1983 NAD; ft bgs: feet below ground surface.

SEE KEY SHEET FOR SYMBOLS AND ABBREVIATIONS

07-WELL BORE HR1507.GPJ GEOSNTEC.GDT 9/21/15

Geosyntec consultants
2100 Main St
Suite 150
Huntington Beach, CA 92648
Tel: (714) 969-0800
Fax: (714) 969-0820

GS FORM: WELL BORE 01/04

BOREHOLE LOG

BORING S-2 **SHEET** 1 **OF** 1
START DRILL DATE Aug 20, 15 **ELEVATION DATA:**
FINISH DRILL DATE Aug 20, 15 **GROUND SURF. (Ft)**
LOCATION San Fernando Valley, Ca **TOP OF CASING (Ft)**
PROJECT Pacoima Spreading Grounds **DATUM**
NUMBER HR1507

DEPTH (ft-bgs)	DESCRIPTION (1) Unit/Formation, Mem. (2) USCS Name (3) Color (4) Moisture (5) Percent Grain Size (6) Plasticity (7) Density/Consistency (8) Structure (9) Other (Mineralization, Discoloration, Odor, etc.)	GRAPHIC LOG	WELL LOG	GROUNDWATER OR STRUCTURE	ELEVATION (ft)	SAMPLE NO.	SAMPLE TYPE	SAMPLE BLOWS PER 6"	SAMPLE RECOVERY (%)	PID/FID (ppm)	TIME (00:00)	COMMENTS (1) Rig Behavior (2) Air Monitoring
0	Silty Sand (SM); grayish brown; moist; fine to medium.											
	At 3' bgs, grading to darker brown color.											
5	Well graded sand with gravel (SW); light gray; moist; medium to coarse.											
10	Total Depth = 10.5' bgs											
15												
20												

CONTRACTOR InterPhase
EQUIPMENT Geoprobe Model 6600
DRILL MTHD Direct Push
DIAMETER 1.5" (nominal)
LOGGER V. Manickam **REVIEWER**

NORTHING 1918450.37
EASTING 6427655.18
COORDINATE SYSTEM:

NOTES: Coordinates determined by hand-held survey (Trimble unit), based on State Plane 1983 NAD; ft bgs: feet below ground surface.

SEE KEY SHEET FOR SYMBOLS AND ABBREVIATIONS

07-WELL BORE HR1507.GPJ GEOSNTEC.GDT 9/21/15

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Huntington Beach, CA 92648
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Fax: (714) 969-0820

GS FORM: WELL BORE 01/04

BOREHOLE LOG

BORING S-3 **SHEET** 1 **OF** 1
START DRILL DATE Aug 20, 15 **ELEVATION DATA:**
FINISH DRILL DATE Aug 20, 15 **GROUND SURF. (Ft)**
LOCATION San Fernando Valley, Ca **TOP OF CASING (Ft)**
PROJECT Pacoima Spreading Grounds **DATUM**
NUMBER HR1507

DEPTH (ft-bgs)	DESCRIPTION 1) Unit/Formation, Mem. 6) Plasticity 2) USCS Name 7) Density/Consistency 3) Color 8) Structure 4) Moisture 9) Other (Mineralization, Discoloration, Odor, etc.) 5) Percent Grain Size	GRAPHIC LOG	WELL LOG	GROUNDWATER OR STRUCTURE	ELEVATION (ft)	SAMPLE						COMMENTS 1) Rig Behavior 2) Air Monitoring
						SAMPLE NO.	TYPE	BLOWS PER 6"	RECOVERY (%)	PID/FID (ppm)	TIME (00:00)	
0	Silty Sand (SM); brown; moist; fine to medium.											
5	At 4' bgs, more fines present in soil.											
10	At 8' bgs, change to dark brown, increasing moisture.											
	Total Depth = 10' bgs.											
15												
20												

CONTRACTOR InterPhase
EQUIPMENT Geoprobe Model 6600
DRILL MTHD Direct Push
DIAMETER 1.5" (nominal)
LOGGER V. Manickam **REVIEWER**

NORTHING 1918399.51
EASTING 6427691.98
COORDINATE SYSTEM:

NOTES: Coordinates determined by hand-held survey (Trimble unit), based on State Plane 1983 NAD; ft bgs: feet below ground surface.

SEE KEY SHEET FOR SYMBOLS AND ABBREVIATIONS

Geosyntec consultants
2100 Main St
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Huntington Beach, CA 92648
Tel: (714) 969-0800
Fax: (714) 969-0820

GS FORM: WELL BORE 01/04

BOREHOLE LOG

BORING S-4 **SHEET** 1 **OF** 1
START DRILL DATE Aug 20, 15 **ELEVATION DATA:**
FINISH DRILL DATE Aug 20, 15 **GROUND SURF. (Ft)**
LOCATION San Fernando Valley, Ca **TOP OF CASING (Ft)**
PROJECT Pacoima Spreading Grounds **DATUM**
NUMBER HR1507

DEPTH (ft-bgs)	DESCRIPTION (1) Unit/Formation, Mem. (2) USCS Name (3) Color (4) Moisture (5) Percent Grain Size (6) Plasticity (7) Density/Consistency (8) Structure (9) Other (Mineralization, Discoloration, Odor, etc.)	GRAPHIC LOG	WELL LOG	GROUNDWATER OR STRUCTURE	ELEVATION (ft)	SAMPLE NO.	SAMPLE TYPE	SAMPLE BLOWS PER 6"	SAMPLE RECOVERY (%)	SAMPLE PID/FID (ppm)	SAMPLE TIME (00:00)	COMMENTS (1) Rig Behavior (2) Air Monitoring
	Well graded sand with gravel (SW); light gray; dry; medium to coarse.											
	Silt (ML); light gray; moist; fine.											
5	Silty Sand (ML); light gray; moist; fine to medium.											
	Well graded sand with gravel (SW); light gray; moist; medium to coarse.											
10	Total Depth = 10' bgs											
15												
20												

CONTRACTOR InterPhase
EQUIPMENT Geoprobe Model 6600
DRILL MTHD Direct Push
DIAMETER 1.5" (nominal)
LOGGER V. Manickam **REVIEWER**

NORTHING 1917880.33
EASTING 6427242.84
COORDINATE SYSTEM:

NOTES: Coordinates determined by hand-held survey (Trimble unit), based on State Plane 1983 NAD; ft bgs: feet below ground surface.

SEE KEY SHEET FOR SYMBOLS AND ABBREVIATIONS

07-WELL BORE HR1507.GPJ GEOSNTEC.GDT 9/21/15

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2100 Main St
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Huntington Beach, CA 92648
Tel: (714) 969-0800
Fax: (714) 969-0820

GS FORM: WELL BORE 01/04

BOREHOLE LOG

BORING S-5 **SHEET** 1 **OF** 1
START DRILL DATE Aug 20, 15 **ELEVATION DATA:**
FINISH DRILL DATE Aug 20, 15 **GROUND SURF. (Ft)**
LOCATION San Fernando Valley, Ca **TOP OF CASING (Ft)**
PROJECT Pacoima Spreading Grounds **DATUM**
NUMBER HR1507

DEPTH (ft-bgs)	DESCRIPTION (1) Unit/Formation, Mem. 2) USCS Name 3) Color 4) Moisture 5) Percent Grain Size 6) Plasticity 7) Density/Consistency 8) Structure 9) Other (Mineralization, Discoloration, Odor, etc.)	GRAPHIC LOG	WELL LOG	GROUNDWATER OR STRUCTURE	ELEVATION (ft)	SAMPLE						COMMENTS (1) Rig Behavior 2) Air Monitoring
						SAMPLE NO.	TYPE	BLOWS PER 6"	RECOVERY (%)	PID/FID (ppm)	TIME (00:00)	
	Silty Sand (SM); gray; moist; fine to medium.											
5	Silt (ML); gray; moist; fine.											
	At 7' bgs, grading to dark gray brown color.											
	Poorly graded sand (SP); light gray; dry; medium to coarse.											
10	Total Depth = 10.5' bgs.											
15												
20												

CONTRACTOR InterPhase
EQUIPMENT Geoprobe Model 6600
DRILL MTHD Direct Push
DIAMETER 1.5" (nominal)
LOGGER V. Manickam **REVIEWER**

NORTHING 1917729.68
EASTING 6427204.50
COORDINATE SYSTEM:

NOTES: Coordinates determined by hand-held survey (Trimble unit), based on State Plane 1983 NAD; ft bgs: feet below ground surface.

SEE KEY SHEET FOR SYMBOLS AND ABBREVIATIONS

07-WELL BORE HR1507.GPJ GEOSNTEC.GDT 9/21/15

Geosyntec consultants
2100 Main St
Suite 150
Huntington Beach, CA 92648
Tel: (714) 969-0800
Fax: (714) 969-0820

GS FORM: WELL BORE 01/04

BOREHOLE LOG

BORING S-6 **SHEET** 1 **OF** 1
START DRILL DATE Aug 20, 15 **ELEVATION DATA:**
FINISH DRILL DATE Aug 20, 15 **GROUND SURF. (Ft)**
LOCATION San Fernando Valley, Ca **TOP OF CASING (Ft)**
PROJECT Pacoima Spreading Grounds **DATUM**
NUMBER HR1507

DEPTH (ft-bgs)	DESCRIPTION (1) Unit/Formation, Mem. (2) USCS Name (3) Color (4) Moisture (5) Percent Grain Size (6) Plasticity (7) Density/Consistency (8) Structure (9) Other (Mineralization, Discoloration, Odor, etc.)	GRAPHIC LOG	WELL LOG	GROUNDWATER OR STRUCTURE	ELEVATION (ft)	SAMPLE						COMMENTS (1) Rig Behavior (2) Air Monitoring
						SAMPLE NO.	TYPE	BLOWS PER 6"	RECOVERY (%)	PID/FID (ppm)	TIME (00:00)	
0	Silt (ML); light brown; moist; fine.											
5	At 7' bgs, color change to gray.											
	Well graded sand with gravel (SW); light gray; moist; medium to coarse.											
10	Total Depth = 10' bgs.											
15												
20												

CONTRACTOR InterPhase
EQUIPMENT Geoprobe Model 6600
DRILL MTHD Direct Push
DIAMETER 1.5" (nominal)
LOGGER V. Manickam **REVIEWER**

NORTHING 1917902.62
EASTING 6427525.47
COORDINATE SYSTEM:

NOTES: Coordinates determined by hand-held survey (Trimble unit), based on State Plane 1983 NAD; ft bgs: feet below ground surface.

SEE KEY SHEET FOR SYMBOLS AND ABBREVIATIONS

07-WELL BORE HR1507.GPJ GEOSNTEC.GDT 9/21/15

Geosyntec consultants
2100 Main St
Suite 150
Huntington Beach, CA 92648
Tel: (714) 969-0800
Fax: (714) 969-0820

GS FORM: WELL BORE 01/04

BOREHOLE LOG

BORING SV-7 **SHEET** 1 **OF** 1
START DRILL DATE Aug 20, 15 **ELEVATION DATA:**
FINISH DRILL DATE Aug 20, 15 **GROUND SURF. (Ft)**
LOCATION San Fernando Valley, Ca **TOP OF CASING (Ft)**
PROJECT Pacoima Spreading Grounds **DATUM**
NUMBER HR1507

DEPTH (ft-bgs)	DESCRIPTION 1) Unit/Formation, Mem. 6) Plasticity 2) USCS Name 7) Density/Consistency 3) Color 8) Structure 4) Moisture 9) Other (Mineralization, Discoloration, Odor, etc.) 5) Percent Grain Size	GRAPHIC LOG	WELL LOG	GROUNDWATER OR STRUCTURE	ELEVATION (ft)	SAMPLE						COMMENTS 1) Rig Behavior 2) Air Monitoring
						SAMPLE NO.	TYPE	BLOWS PER 6"	RECOVERY (%)	PID/FID (ppm)	TIME (00:00)	
	Silty Sand (SM) with gravel; light brown; moist; fine to medium.											
	At 2' to 4' bgs, off-white mineral veins.											
5	At 7' bgs, grading to lighter gray color.											
10	At 10' bgs, grading to reddish color. Total Depth = 10' bgs											
15												
20												

CONTRACTOR InterPhase
EQUIPMENT Geoprobe Model 6600
DRILL MTHD Direct Push
DIAMETER 1.5" (nominal)
LOGGER V. Manickam **REVIEWER**

NORTHING 1918224.47
EASTING 6427673.61
COORDINATE SYSTEM:

NOTES: Coordinates determined by hand-held survey (Trimble unit), based on State Plane 1983 NAD; ft bgs: feet below ground surface.

SEE KEY SHEET FOR SYMBOLS AND ABBREVIATIONS

07-WELL BORE HR1507.GPJ GEOSNTEC.GDT 9/21/15

Geosyntec consultants

APPENDIX B

LABORATORY DATA

Geosyntec consultants

APPENDIX B-1

SOIL LABORATORY ANALYTICAL REPORT

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WORK ORDER NUMBER: 15-08-1559

The difference is service

AIR | SOIL | WATER | MARINE CHEMISTRY

Analytical Report For

Client: Geosyntec Consultants

Client Project Name: PSG / HR1507-02

Attention: Zahra Amini
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Approved for release on 08/28/2015 by:
Stephen Nowak
Project Manager

ResultLink

Email your PM

Eurofins Calscience, Inc. (Calscience) certifies that the test results provided in this report meet all NELAC requirements for parameters for which accreditation is required or available. Any exceptions to NELAC requirements are noted in the case narrative. The original report of subcontracted analyses, if any, is attached to this report. The results in this report are limited to the sample(s) tested and any reproduction thereof must be made in its entirety. The client or recipient of this report is specifically prohibited from making material changes to said report and, to the extent that such changes are made, Calscience is not responsible, legally or otherwise. The client or recipient agrees to indemnify Calscience for any defense to any litigation which may arise.

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Work Order Number: 15-08-1559

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Work Order Narrative

Work Order: 15-08-1559 Page 1 of 1

Condition Upon Receipt:

Samples were received under Chain-of-Custody (COC) on 08/21/15. They were assigned to Work Order 15-08-1559.

Unless otherwise noted on the Sample Receiving forms all samples were received in good condition and within the recommended EPA temperature criteria for the methods noted on the COC. The COC and Sample Receiving Documents are integral elements of the analytical report and are presented at the back of the report.

Holding Times:

All samples were analyzed within prescribed holding times (HT) and/or in accordance with the Calscience Sample Acceptance Policy unless otherwise noted in the analytical report and/or comprehensive case narrative, if required.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

Quality Control:

All quality control parameters (QC) were within established control limits except where noted in the QC summary forms or described further within this report.

Subcontractor Information:

Unless otherwise noted below (or on the subcontract form), no samples were subcontracted.

Additional Comments:

Air - Sorbent-extracted air methods (EPA TO-4A, EPA TO-10, EPA TO-13A, EPA TO-17): Analytical results are converted from mass/sample basis to mass/volume basis using client-supplied air volumes.

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are always reported on a wet weight basis.

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Sample Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1559
	2100 Main Street, Suite 150	Project Name:	PSG / HR1507-02
	Huntington Beach, CA 92648-2460	PO Number:	
		Date/Time Received:	08/21/15 14:10
		Number of Containers:	84
Attn:	Zahra Amini		

Sample Identification	Lab Number	Collection Date and Time	Number of Containers	Matrix
SV-1-1	15-08-1559-1	08/20/15 09:32	5	Solid
SV-1-9	15-08-1559-2	08/20/15 09:55	5	Solid
S-2-1	15-08-1559-3	08/20/15 07:45	5	Solid
S-2-10	15-08-1559-4	08/20/15 08:13	5	Solid
S-3-1.5	15-08-1559-5	08/20/15 08:43	5	Solid
S-3-9	15-08-1559-6	08/20/15 09:57	5	Solid
S-4-1	15-08-1559-7	08/20/15 10:42	5	Solid
S-4-9	15-08-1559-8	08/20/15 22:54	5	Solid
S-5-1	15-08-1559-9	08/20/15 14:43	5	Solid
S-5-10.5	15-08-1559-10	08/20/15 13:02	5	Solid
S-6-1	15-08-1559-11	08/20/15 12:09	5	Solid
S-6-9	15-08-1559-12	08/20/15 12:25	5	Solid
SV-7-1	15-08-1559-13	08/20/15 11:22	5	Solid
SV-7-10	15-08-1559-14	08/20/15 11:40	5	Solid
SV-1-3	15-08-1559-15	08/20/15 09:45	1	Solid
SV-1-7	15-08-1559-16	08/20/15 09:50	1	Solid
S-2-3	15-08-1559-17	08/20/15 07:50	1	Solid
S-2-7	15-08-1559-18	08/20/15 08:05	1	Solid
S-3-3	15-08-1559-19	08/20/15 08:50	1	Solid
S-3-7	15-08-1559-20	08/20/15 08:54	1	Solid
S-4-3	15-08-1559-21	08/20/15 10:53	1	Solid
S-4-7	15-08-1559-22	08/20/15 10:54	1	Solid
S-5-3	15-08-1559-23	08/20/15 12:40	1	Solid
S-5-7	15-08-1559-24	08/20/15 12:50	1	Solid
S-6-3	15-08-1559-25	08/20/15 12:22	1	Solid
S-6-7	15-08-1559-26	08/20/15 12:26	1	Solid
SV-7-3	15-08-1559-27	08/20/15 11:33	1	Solid
SV-7-7	15-08-1559-28	08/20/15 11:35	1	Solid

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Detections Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1559
	2100 Main Street, Suite 150	Project Name:	PSG / HR1507-02
	Huntington Beach, CA 92648-2460	Received:	08/21/15
Attn:	Zahra Amini		

Client SampleID

Analyte	Result	Qualifiers	RL	Units	Method	Extraction
SV-1-1 (15-08-1559-1)						
Barium	212		0.478	mg/kg	EPA 6010B	EPA 3050B
Beryllium	0.352		0.239	mg/kg	EPA 6010B	EPA 3050B
Cadmium	1.69		0.478	mg/kg	EPA 6010B	EPA 3050B
Chromium	22.7		0.239	mg/kg	EPA 6010B	EPA 3050B
Cobalt	17.8		0.239	mg/kg	EPA 6010B	EPA 3050B
Copper	28.1		0.478	mg/kg	EPA 6010B	EPA 3050B
Lead	53.6		0.478	mg/kg	EPA 6010B	EPA 3050B
Nickel	20.1		0.239	mg/kg	EPA 6010B	EPA 3050B
Vanadium	48.6		0.239	mg/kg	EPA 6010B	EPA 3050B
Zinc	97.2		0.957	mg/kg	EPA 6010B	EPA 3050B
TPH as Motor Oil	260	HD	25	mg/kg	EPA 8015B (M)	EPA 3550B
TPH as Diesel	25	HD	5.1	mg/kg	EPA 8015B (M)	EPA 3550B
SV-1-9 (15-08-1559-2)						
Barium	105		0.483	mg/kg	EPA 6010B	EPA 3050B
Cadmium	0.732		0.483	mg/kg	EPA 6010B	EPA 3050B
Chromium	7.23		0.242	mg/kg	EPA 6010B	EPA 3050B
Cobalt	8.45		0.242	mg/kg	EPA 6010B	EPA 3050B
Copper	11.8		0.483	mg/kg	EPA 6010B	EPA 3050B
Lead	0.518		0.483	mg/kg	EPA 6010B	EPA 3050B
Nickel	5.62		0.242	mg/kg	EPA 6010B	EPA 3050B
Vanadium	15.5		0.242	mg/kg	EPA 6010B	EPA 3050B
Zinc	26.9		0.966	mg/kg	EPA 6010B	EPA 3050B
S-2-1 (15-08-1559-3)						
Barium	312		0.503	mg/kg	EPA 6010B	EPA 3050B
Cadmium	1.69		0.503	mg/kg	EPA 6010B	EPA 3050B
Chromium	10.5		0.251	mg/kg	EPA 6010B	EPA 3050B
Cobalt	8.88		0.251	mg/kg	EPA 6010B	EPA 3050B
Copper	27.8		0.503	mg/kg	EPA 6010B	EPA 3050B
Lead	117		0.503	mg/kg	EPA 6010B	EPA 3050B
Nickel	14.9		0.251	mg/kg	EPA 6010B	EPA 3050B
Vanadium	23.5		0.251	mg/kg	EPA 6010B	EPA 3050B
Zinc	232		1.01	mg/kg	EPA 6010B	EPA 3050B
TPH as Motor Oil	86	HD	25	mg/kg	EPA 8015B (M)	EPA 3550B
TPH as Diesel	21	HD	4.9	mg/kg	EPA 8015B (M)	EPA 3550B

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Detections Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1559
	2100 Main Street, Suite 150	Project Name:	PSG / HR1507-02
	Huntington Beach, CA 92648-2460	Received:	08/21/15
Attn:	Zahra Amini		

Client SampleID

Analyte	Result	Qualifiers	RL	Units	Method	Extraction
S-2-10 (15-08-1559-4)						
Barium	71.7		0.490	mg/kg	EPA 6010B	EPA 3050B
Cadmium	0.655		0.490	mg/kg	EPA 6010B	EPA 3050B
Chromium	9.31		0.245	mg/kg	EPA 6010B	EPA 3050B
Cobalt	6.22		0.245	mg/kg	EPA 6010B	EPA 3050B
Copper	9.94		0.490	mg/kg	EPA 6010B	EPA 3050B
Lead	0.663		0.490	mg/kg	EPA 6010B	EPA 3050B
Molybdenum	1.86		0.245	mg/kg	EPA 6010B	EPA 3050B
Nickel	3.95		0.245	mg/kg	EPA 6010B	EPA 3050B
Vanadium	11.9		0.245	mg/kg	EPA 6010B	EPA 3050B
Zinc	19.8		0.980	mg/kg	EPA 6010B	EPA 3050B
S-3-1.5 (15-08-1559-5)						
Arsenic	0.896		0.739	mg/kg	EPA 6010B	EPA 3050B
Barium	306		0.493	mg/kg	EPA 6010B	EPA 3050B
Cadmium	2.84		0.493	mg/kg	EPA 6010B	EPA 3050B
Chromium	11.6		0.246	mg/kg	EPA 6010B	EPA 3050B
Cobalt	13.6		0.246	mg/kg	EPA 6010B	EPA 3050B
Copper	108		0.493	mg/kg	EPA 6010B	EPA 3050B
Lead	515		0.493	mg/kg	EPA 6010B	EPA 3050B
Nickel	13.4		0.246	mg/kg	EPA 6010B	EPA 3050B
Vanadium	14.4		0.246	mg/kg	EPA 6010B	EPA 3050B
Zinc	383		0.985	mg/kg	EPA 6010B	EPA 3050B
TPH as Motor Oil	160	HD	25	mg/kg	EPA 8015B (M)	EPA 3550B
TPH as Diesel	19	HD	4.9	mg/kg	EPA 8015B (M)	EPA 3550B
S-3-9 (15-08-1559-6)						
Barium	147		0.500	mg/kg	EPA 6010B	EPA 3050B
Cadmium	1.01		0.500	mg/kg	EPA 6010B	EPA 3050B
Chromium	14.7		0.250	mg/kg	EPA 6010B	EPA 3050B
Cobalt	11.4		0.250	mg/kg	EPA 6010B	EPA 3050B
Copper	14.7		0.500	mg/kg	EPA 6010B	EPA 3050B
Lead	4.18		0.500	mg/kg	EPA 6010B	EPA 3050B
Nickel	10.2		0.250	mg/kg	EPA 6010B	EPA 3050B
Vanadium	24.3		0.250	mg/kg	EPA 6010B	EPA 3050B
Zinc	43.8		1.00	mg/kg	EPA 6010B	EPA 3050B

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Detections Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1559
	2100 Main Street, Suite 150	Project Name:	PSG / HR1507-02
	Huntington Beach, CA 92648-2460	Received:	08/21/15
Attn:	Zahra Amini		

Client SampleID / Analyte	Result	Qualifiers	RL	Units	Method	Extraction
S-4-1 (15-08-1559-7)						
Arsenic	1.35		0.769	mg/kg	EPA 6010B	EPA 3050B
Barium	134		0.513	mg/kg	EPA 6010B	EPA 3050B
Cadmium	1.01		0.513	mg/kg	EPA 6010B	EPA 3050B
Chromium	12.3		0.256	mg/kg	EPA 6010B	EPA 3050B
Cobalt	11.3		0.256	mg/kg	EPA 6010B	EPA 3050B
Copper	20.0		0.513	mg/kg	EPA 6010B	EPA 3050B
Lead	7.42		0.513	mg/kg	EPA 6010B	EPA 3050B
Nickel	9.72		0.256	mg/kg	EPA 6010B	EPA 3050B
Vanadium	25.1		0.256	mg/kg	EPA 6010B	EPA 3050B
Zinc	49.6		1.03	mg/kg	EPA 6010B	EPA 3050B
S-4-9 (15-08-1559-8)						
Barium	86.4		0.508	mg/kg	EPA 6010B	EPA 3050B
Cadmium	0.719		0.508	mg/kg	EPA 6010B	EPA 3050B
Chromium	6.36		0.254	mg/kg	EPA 6010B	EPA 3050B
Cobalt	7.39		0.254	mg/kg	EPA 6010B	EPA 3050B
Copper	11.0		0.508	mg/kg	EPA 6010B	EPA 3050B
Lead	0.681		0.508	mg/kg	EPA 6010B	EPA 3050B
Nickel	4.67		0.254	mg/kg	EPA 6010B	EPA 3050B
Vanadium	13.2		0.254	mg/kg	EPA 6010B	EPA 3050B
Zinc	22.6		1.02	mg/kg	EPA 6010B	EPA 3050B
S-5-1 (15-08-1559-9)						
Barium	128		0.500	mg/kg	EPA 6010B	EPA 3050B
Cadmium	0.903		0.500	mg/kg	EPA 6010B	EPA 3050B
Chromium	11.4		0.250	mg/kg	EPA 6010B	EPA 3050B
Cobalt	10.6		0.250	mg/kg	EPA 6010B	EPA 3050B
Copper	16.5		0.500	mg/kg	EPA 6010B	EPA 3050B
Lead	2.25		0.500	mg/kg	EPA 6010B	EPA 3050B
Nickel	8.65		0.250	mg/kg	EPA 6010B	EPA 3050B
Vanadium	19.1		0.250	mg/kg	EPA 6010B	EPA 3050B
Zinc	39.2		1.00	mg/kg	EPA 6010B	EPA 3050B

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Detections Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1559
	2100 Main Street, Suite 150	Project Name:	PSG / HR1507-02
	Huntington Beach, CA 92648-2460	Received:	08/21/15
Attn:	Zahra Amini		

Client SampleID / Analyte	Result	Qualifiers	RL	Units	Method	Extraction
S-5-10.5 (15-08-1559-10)						
Barium	123		0.508	mg/kg	EPA 6010B	EPA 3050B
Cadmium	0.855		0.508	mg/kg	EPA 6010B	EPA 3050B
Chromium	11.0		0.254	mg/kg	EPA 6010B	EPA 3050B
Cobalt	9.86		0.254	mg/kg	EPA 6010B	EPA 3050B
Copper	40.7		0.508	mg/kg	EPA 6010B	EPA 3050B
Lead	20.7		0.508	mg/kg	EPA 6010B	EPA 3050B
Molybdenum	0.715		0.254	mg/kg	EPA 6010B	EPA 3050B
Nickel	10.9		0.254	mg/kg	EPA 6010B	EPA 3050B
Vanadium	26.2		0.254	mg/kg	EPA 6010B	EPA 3050B
Zinc	37.3		1.02	mg/kg	EPA 6010B	EPA 3050B
S-6-1 (15-08-1559-11)						
Barium	242		0.521	mg/kg	EPA 6010B	EPA 3050B
Beryllium	0.434		0.260	mg/kg	EPA 6010B	EPA 3050B
Cadmium	1.81		0.521	mg/kg	EPA 6010B	EPA 3050B
Chromium	26.2		0.260	mg/kg	EPA 6010B	EPA 3050B
Cobalt	20.4		0.260	mg/kg	EPA 6010B	EPA 3050B
Copper	37.7		0.521	mg/kg	EPA 6010B	EPA 3050B
Lead	66.6		0.521	mg/kg	EPA 6010B	EPA 3050B
Nickel	20.3		0.260	mg/kg	EPA 6010B	EPA 3050B
Vanadium	50.1		0.260	mg/kg	EPA 6010B	EPA 3050B
Zinc	104		1.04	mg/kg	EPA 6010B	EPA 3050B
S-6-9 (15-08-1559-12)						
Barium	91.7		0.515	mg/kg	EPA 6010B	EPA 3050B
Cadmium	0.673		0.515	mg/kg	EPA 6010B	EPA 3050B
Chromium	5.66		0.258	mg/kg	EPA 6010B	EPA 3050B
Cobalt	7.56		0.258	mg/kg	EPA 6010B	EPA 3050B
Copper	10.8		0.515	mg/kg	EPA 6010B	EPA 3050B
Lead	0.897		0.515	mg/kg	EPA 6010B	EPA 3050B
Nickel	4.30		0.258	mg/kg	EPA 6010B	EPA 3050B
Vanadium	13.2		0.258	mg/kg	EPA 6010B	EPA 3050B
Zinc	24.1		1.03	mg/kg	EPA 6010B	EPA 3050B

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Detections Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1559
	2100 Main Street, Suite 150	Project Name:	PSG / HR1507-02
	Huntington Beach, CA 92648-2460	Received:	08/21/15
Attn:	Zahra Amini		

Client SampleID

Analyte	Result	Qualifiers	RL	Units	Method	Extraction
SV-7-1 (15-08-1559-13)						
Barium	180		0.485	mg/kg	EPA 6010B	EPA 3050B
Cadmium	1.02		0.485	mg/kg	EPA 6010B	EPA 3050B
Chromium	11.1		0.243	mg/kg	EPA 6010B	EPA 3050B
Cobalt	11.7		0.243	mg/kg	EPA 6010B	EPA 3050B
Copper	18.9		0.485	mg/kg	EPA 6010B	EPA 3050B
Lead	3.49		0.485	mg/kg	EPA 6010B	EPA 3050B
Nickel	8.51		0.243	mg/kg	EPA 6010B	EPA 3050B
Vanadium	22.2		0.243	mg/kg	EPA 6010B	EPA 3050B
Zinc	44.1		0.971	mg/kg	EPA 6010B	EPA 3050B
SV-7-10 (15-08-1559-14)						
Barium	223		0.490	mg/kg	EPA 6010B	EPA 3050B
Beryllium	0.349		0.245	mg/kg	EPA 6010B	EPA 3050B
Cadmium	1.39		0.490	mg/kg	EPA 6010B	EPA 3050B
Chromium	17.1		0.245	mg/kg	EPA 6010B	EPA 3050B
Cobalt	16.2		0.245	mg/kg	EPA 6010B	EPA 3050B
Copper	19.8		0.490	mg/kg	EPA 6010B	EPA 3050B
Lead	1.73		0.490	mg/kg	EPA 6010B	EPA 3050B
Nickel	12.5		0.245	mg/kg	EPA 6010B	EPA 3050B
Vanadium	30.9		0.245	mg/kg	EPA 6010B	EPA 3050B
Zinc	46.2		0.980	mg/kg	EPA 6010B	EPA 3050B

Subcontracted analyses, if any, are not included in this summary.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1-1	**15-08-1559-1-A**	**08/20/15 09:32**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 17:55**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	260	25	1.00	HD

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	114	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1-9	**15-08-1559-2-A**	**08/20/15 09:55**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 13:34**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	99	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-1	**15-08-1559-3-A**	**08/20/15 07:45**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 17:19**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	86	25	1.00	HD

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	69	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-10	**15-08-1559-4-A**	**08/20/15 08:13**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 13:52**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	86	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-1.5	**15-08-1559-5-A**	**08/20/15 08:43**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 17:37**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	160	25	1.00	HD

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	99	61-145	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-9	**15-08-1559-6-A**	**08/20/15 09:57**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 14:09**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	100	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-4-1	**15-08-1559-7-A**	**08/20/15 10:42**	**Solid**	**GC 46**	**08/24/15**	**08/26/15 17:38**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	102	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-4-9	**15-08-1559-8-A**	**08/20/15 22:54**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 14:44**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	104	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-5-1	**15-08-1559-9-A**	**08/20/15 14:43**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 15:01**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	103	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-5-10.5	**15-08-1559-10-A**	**08/20/15 13:02**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 15:19**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	97	61-145	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-6-1	**15-08-1559-11-A**	**08/20/15 12:09**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 17:03**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	91	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-6-9	**15-08-1559-12-A**	**08/20/15 12:25**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 15:37**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	94	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7-1	**15-08-1559-13-A**	**08/20/15 11:22**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 15:54**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	87	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7-10	**15-08-1559-14-A**	**08/20/15 11:40**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 16:11**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	83	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-15-420-1479**	**N/A**	**Solid**	**GC 46**	**08/24/15**	**08/24/15 17:57**	**150824B06**

Parameter	Result	RL	DF	Qualifiers
TPH as Motor Oil	ND	25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	90	61-145	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1-1	**15-08-1559-1-A**	**08/20/15 09:32**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 17:55**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	25	5.1	1.00	HD

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	114	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1-9	**15-08-1559-2-A**	**08/20/15 09:55**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 13:34**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	5.1	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	99	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-1	**15-08-1559-3-A**	**08/20/15 07:45**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 17:19**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	21	4.9	1.00	HD

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	69	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-10	**15-08-1559-4-A**	**08/20/15 08:13**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 13:52**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	86	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-1.5	**15-08-1559-5-A**	**08/20/15 08:43**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 17:37**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	19	4.9	1.00	HD

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	99	61-145	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-9	**15-08-1559-6-A**	**08/20/15 09:57**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 14:09**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	4.9	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	100	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-4-1	**15-08-1559-7-A**	**08/20/15 10:42**	**Solid**	**GC 46**	**08/24/15**	**08/26/15 17:38**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	102	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-4-9	**15-08-1559-8-A**	**08/20/15 22:54**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 14:44**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	4.9	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	104	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-5-1	**15-08-1559-9-A**	**08/20/15 14:43**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 15:01**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	4.9	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	103	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-5-10.5	**15-08-1559-10-A**	**08/20/15 13:02**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 15:19**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	97	61-145	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-6-1	**15-08-1559-11-A**	**08/20/15 12:09**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 17:03**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	91	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-6-9	**15-08-1559-12-A**	**08/20/15 12:25**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 15:37**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	94	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7-1	**15-08-1559-13-A**	**08/20/15 11:22**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 15:54**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	87	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7-10	**15-08-1559-14-A**	**08/20/15 11:40**	**Solid**	**GC 46**	**08/24/15**	**08/25/15 16:11**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	5.1	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	83	61-145	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-15-422-1997**	**N/A**	**Solid**	**GC 46**	**08/24/15**	**08/24/15 17:57**	**150824B05**

Parameter	Result	RL	DF	Qualifiers
TPH as Diesel	ND	5.0	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
n-Octacosane	90	61-145	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 5035
Method: EPA 8015B (M)
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1-1	**15-08-1559-1-D**	**08/20/15 09:32**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 14:26**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.38	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	76	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1-9	**15-08-1559-2-E**	**08/20/15 09:55**	**Solid**	**GC 24**	**08/20/15**	**08/26/15 14:46**	**150826L044**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.31	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	74	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-1	**15-08-1559-3-D**	**08/20/15 07:45**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 15:00**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.26	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	73	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-10	**15-08-1559-4-D**	**08/20/15 08:13**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 21:13**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.26	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	70	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-1.5	**15-08-1559-5-D**	**08/20/15 08:43**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 15:34**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.32	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	74	60-126	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 5035
Method: EPA 8015B (M)
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-9	**15-08-1559-6-D**	**08/20/15 09:57**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 16:08**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.19	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	74	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-4-1	**15-08-1559-7-D**	**08/20/15 10:42**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 16:42**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.26	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	71	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-4-9	**15-08-1559-8-E**	**08/20/15 22:54**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 23:29**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.34	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	71	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-5-1	**15-08-1559-9-D**	**08/20/15 14:43**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 17:50**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.27	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	68	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-5-10.5	**15-08-1559-10-D**	**08/20/15 13:02**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 18:23**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	73	60-126	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 5035
Method: EPA 8015B (M)
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-6-1	**15-08-1559-11-D**	**08/20/15 12:09**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 20:06**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.33	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	64	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-6-9	**15-08-1559-12-D**	**08/20/15 12:25**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 21:47**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.24	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	76	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7-1	**15-08-1559-13-D**	**08/20/15 11:22**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 22:21**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	76	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7-10	**15-08-1559-14-D**	**08/20/15 11:40**	**Solid**	**GC 24**	**08/20/15**	**08/25/15 22:55**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.26	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	71	60-126	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-12-285-5577**	**N/A**	**Solid**	**GC 24**	**08/25/15**	**08/25/15 12:10**	**150825L029**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	76	60-126	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 5035
Method: EPA 8015B (M)
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-12-285-5578**	**N/A**	**Solid**	**GC 24**	**08/26/15**	**08/26/15 12:30**	**150826L044**

Parameter	Result	RL	DF	Qualifiers
TPH as Gasoline	ND	0.25	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	69	60-126	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1-1	**15-08-1559-1-A**	**08/20/15 09:32**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:38**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.718	0.957	
Arsenic	ND	0.718	0.957	
Barium	212	0.478	0.957	
Beryllium	0.352	0.239	0.957	
Cadmium	1.69	0.478	0.957	
Chromium	22.7	0.239	0.957	
Cobalt	17.8	0.239	0.957	
Copper	28.1	0.478	0.957	
Lead	53.6	0.478	0.957	
Molybdenum	ND	0.239	0.957	
Nickel	20.1	0.239	0.957	
Selenium	ND	0.718	0.957	
Silver	ND	0.239	0.957	
Thallium	ND	0.718	0.957	
Vanadium	48.6	0.239	0.957	
Zinc	97.2	0.957	0.957	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants		Date Received:	08/21/15
2100 Main Street, Suite 150		Work Order:	15-08-1559
Huntington Beach, CA 92648-2460		Preparation:	EPA 3050B
		Method:	EPA 6010B
		Units:	mg/kg
Project: PSG / HR1507-02			Page 2 of 15

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1-9	**15-08-1559-2-A**	**08/20/15 09:55**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:46**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.725	0.966	
Arsenic	ND	0.725	0.966	
Barium	105	0.483	0.966	
Beryllium	ND	0.242	0.966	
Cadmium	0.732	0.483	0.966	
Chromium	7.23	0.242	0.966	
Cobalt	8.45	0.242	0.966	
Copper	11.8	0.483	0.966	
Lead	0.518	0.483	0.966	
Molybdenum	ND	0.242	0.966	
Nickel	5.62	0.242	0.966	
Selenium	ND	0.725	0.966	
Silver	ND	0.242	0.966	
Thallium	ND	0.725	0.966	
Vanadium	15.5	0.242	0.966	
Zinc	26.9	0.966	0.966	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-1	**15-08-1559-3-A**	**08/20/15 07:45**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:48**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.754	1.01	
Arsenic	ND	0.754	1.01	
Barium	312	0.503	1.01	
Beryllium	ND	0.251	1.01	
Cadmium	1.69	0.503	1.01	
Chromium	10.5	0.251	1.01	
Cobalt	8.88	0.251	1.01	
Copper	27.8	0.503	1.01	
Lead	117	0.503	1.01	
Molybdenum	ND	0.251	1.01	
Nickel	14.9	0.251	1.01	
Selenium	ND	0.754	1.01	
Silver	ND	0.251	1.01	
Thallium	ND	0.754	1.01	
Vanadium	23.5	0.251	1.01	
Zinc	232	1.01	1.01	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-10	**15-08-1559-4-A**	**08/20/15 08:13**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:49**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.735	0.980	
Arsenic	ND	0.735	0.980	
Barium	71.7	0.490	0.980	
Beryllium	ND	0.245	0.980	
Cadmium	0.655	0.490	0.980	
Chromium	9.31	0.245	0.980	
Cobalt	6.22	0.245	0.980	
Copper	9.94	0.490	0.980	
Lead	0.663	0.490	0.980	
Molybdenum	1.86	0.245	0.980	
Nickel	3.95	0.245	0.980	
Selenium	ND	0.735	0.980	
Silver	ND	0.245	0.980	
Thallium	ND	0.735	0.980	
Vanadium	11.9	0.245	0.980	
Zinc	19.8	0.980	0.980	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-1.5	**15-08-1559-5-A**	**08/20/15 08:43**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:51**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.739	0.985	
Arsenic	0.896	0.739	0.985	
Barium	306	0.493	0.985	
Beryllium	ND	0.246	0.985	
Cadmium	2.84	0.493	0.985	
Chromium	11.6	0.246	0.985	
Cobalt	13.6	0.246	0.985	
Copper	108	0.493	0.985	
Lead	515	0.493	0.985	
Molybdenum	ND	0.246	0.985	
Nickel	13.4	0.246	0.985	
Selenium	ND	0.739	0.985	
Silver	ND	0.246	0.985	
Thallium	ND	0.739	0.985	
Vanadium	14.4	0.246	0.985	
Zinc	383	0.985	0.985	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-9	**15-08-1559-6-A**	**08/20/15 09:57**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:53**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.750	1.00	
Arsenic	ND	0.750	1.00	
Barium	147	0.500	1.00	
Beryllium	ND	0.250	1.00	
Cadmium	1.01	0.500	1.00	
Chromium	14.7	0.250	1.00	
Cobalt	11.4	0.250	1.00	
Copper	14.7	0.500	1.00	
Lead	4.18	0.500	1.00	
Molybdenum	ND	0.250	1.00	
Nickel	10.2	0.250	1.00	
Selenium	ND	0.750	1.00	
Silver	ND	0.250	1.00	
Thallium	ND	0.750	1.00	
Vanadium	24.3	0.250	1.00	
Zinc	43.8	1.00	1.00	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-4-1	**15-08-1559-7-A**	**08/20/15 10:42**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:54**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.769	1.03	
Arsenic	1.35	0.769	1.03	
Barium	134	0.513	1.03	
Beryllium	ND	0.256	1.03	
Cadmium	1.01	0.513	1.03	
Chromium	12.3	0.256	1.03	
Cobalt	11.3	0.256	1.03	
Copper	20.0	0.513	1.03	
Lead	7.42	0.513	1.03	
Molybdenum	ND	0.256	1.03	
Nickel	9.72	0.256	1.03	
Selenium	ND	0.769	1.03	
Silver	ND	0.256	1.03	
Thallium	ND	0.769	1.03	
Vanadium	25.1	0.256	1.03	
Zinc	49.6	1.03	1.03	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-4-9	**15-08-1559-8-A**	**08/20/15 22:54**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:56**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.761	1.02	
Arsenic	ND	0.761	1.02	
Barium	86.4	0.508	1.02	
Beryllium	ND	0.254	1.02	
Cadmium	0.719	0.508	1.02	
Chromium	6.36	0.254	1.02	
Cobalt	7.39	0.254	1.02	
Copper	11.0	0.508	1.02	
Lead	0.681	0.508	1.02	
Molybdenum	ND	0.254	1.02	
Nickel	4.67	0.254	1.02	
Selenium	ND	0.761	1.02	
Silver	ND	0.254	1.02	
Thallium	ND	0.761	1.02	
Vanadium	13.2	0.254	1.02	
Zinc	22.6	1.02	1.02	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants		Date Received:	08/21/15
2100 Main Street, Suite 150		Work Order:	15-08-1559
Huntington Beach, CA 92648-2460		Preparation:	EPA 3050B
		Method:	EPA 6010B
		Units:	mg/kg
Project: PSG / HR1507-02			Page 9 of 15

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-5-1	**15-08-1559-9-A**	**08/20/15 14:43**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:57**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.750	1.00	
Arsenic	ND	0.750	1.00	
Barium	128	0.500	1.00	
Beryllium	ND	0.250	1.00	
Cadmium	0.903	0.500	1.00	
Chromium	11.4	0.250	1.00	
Cobalt	10.6	0.250	1.00	
Copper	16.5	0.500	1.00	
Lead	2.25	0.500	1.00	
Molybdenum	ND	0.250	1.00	
Nickel	8.65	0.250	1.00	
Selenium	ND	0.750	1.00	
Silver	ND	0.250	1.00	
Thallium	ND	0.750	1.00	
Vanadium	19.1	0.250	1.00	
Zinc	39.2	1.00	1.00	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-5-10.5	**15-08-1559-10-A**	**08/20/15 13:02**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:59**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.761	1.02	
Arsenic	ND	0.761	1.02	
Barium	123	0.508	1.02	
Beryllium	ND	0.254	1.02	
Cadmium	0.855	0.508	1.02	
Chromium	11.0	0.254	1.02	
Cobalt	9.86	0.254	1.02	
Copper	40.7	0.508	1.02	
Lead	20.7	0.508	1.02	
Molybdenum	0.715	0.254	1.02	
Nickel	10.9	0.254	1.02	
Selenium	ND	0.761	1.02	
Silver	ND	0.254	1.02	
Thallium	ND	0.761	1.02	
Vanadium	26.2	0.254	1.02	
Zinc	37.3	1.02	1.02	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-6-1	**15-08-1559-11-A**	**08/20/15 12:09**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 13:01**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.781	1.04	
Arsenic	ND	0.781	1.04	
Barium	242	0.521	1.04	
Beryllium	0.434	0.260	1.04	
Cadmium	1.81	0.521	1.04	
Chromium	26.2	0.260	1.04	
Cobalt	20.4	0.260	1.04	
Copper	37.7	0.521	1.04	
Lead	66.6	0.521	1.04	
Molybdenum	ND	0.260	1.04	
Nickel	20.3	0.260	1.04	
Selenium	ND	0.781	1.04	
Silver	ND	0.260	1.04	
Thallium	ND	0.781	1.04	
Vanadium	50.1	0.260	1.04	
Zinc	104	1.04	1.04	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-6-9	**15-08-1559-12-A**	**08/20/15 12:25**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 13:07**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.773	1.03	
Arsenic	ND	0.773	1.03	
Barium	91.7	0.515	1.03	
Beryllium	ND	0.258	1.03	
Cadmium	0.673	0.515	1.03	
Chromium	5.66	0.258	1.03	
Cobalt	7.56	0.258	1.03	
Copper	10.8	0.515	1.03	
Lead	0.897	0.515	1.03	
Molybdenum	ND	0.258	1.03	
Nickel	4.30	0.258	1.03	
Selenium	ND	0.773	1.03	
Silver	ND	0.258	1.03	
Thallium	ND	0.773	1.03	
Vanadium	13.2	0.258	1.03	
Zinc	24.1	1.03	1.03	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7-1	**15-08-1559-13-A**	**08/20/15 11:22**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 13:09**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.728	0.971	
Arsenic	ND	0.728	0.971	
Barium	180	0.485	0.971	
Beryllium	ND	0.243	0.971	
Cadmium	1.02	0.485	0.971	
Chromium	11.1	0.243	0.971	
Cobalt	11.7	0.243	0.971	
Copper	18.9	0.485	0.971	
Lead	3.49	0.485	0.971	
Molybdenum	ND	0.243	0.971	
Nickel	8.51	0.243	0.971	
Selenium	ND	0.728	0.971	
Silver	ND	0.243	0.971	
Thallium	ND	0.728	0.971	
Vanadium	22.2	0.243	0.971	
Zinc	44.1	0.971	0.971	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7-10	**15-08-1559-14-A**	**08/20/15 11:40**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 13:10**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.735	0.980	
Arsenic	ND	0.735	0.980	
Barium	223	0.490	0.980	
Beryllium	0.349	0.245	0.980	
Cadmium	1.39	0.490	0.980	
Chromium	17.1	0.245	0.980	
Cobalt	16.2	0.245	0.980	
Copper	19.8	0.490	0.980	
Lead	1.73	0.490	0.980	
Molybdenum	ND	0.245	0.980	
Nickel	12.5	0.245	0.980	
Selenium	ND	0.735	0.980	
Silver	ND	0.245	0.980	
Thallium	ND	0.735	0.980	
Vanadium	30.9	0.245	0.980	
Zinc	46.2	0.980	0.980	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**097-01-002-21662**	**N/A**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:27**	**150824L03**

Parameter	Result	RL	DF	Qualifiers
Antimony	ND	0.761	1.02	
Arsenic	ND	0.761	1.02	
Barium	ND	0.508	1.02	
Beryllium	ND	0.254	1.02	
Cadmium	ND	0.508	1.02	
Chromium	ND	0.254	1.02	
Cobalt	ND	0.254	1.02	
Copper	ND	0.508	1.02	
Lead	ND	0.508	1.02	
Molybdenum	ND	0.254	1.02	
Nickel	ND	0.254	1.02	
Selenium	ND	0.761	1.02	
Silver	ND	0.254	1.02	
Thallium	ND	0.761	1.02	
Vanadium	ND	0.254	1.02	
Zinc	ND	1.02	1.02	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 7471A Total
Method: EPA 7471A
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1-1	**15-08-1559-1-A**	**08/20/15 09:32**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 14:37**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0847	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1-9	**15-08-1559-2-A**	**08/20/15 09:55**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 14:44**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0833	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-1	**15-08-1559-3-A**	**08/20/15 07:45**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 14:46**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0833	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-10	**15-08-1559-4-A**	**08/20/15 08:13**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 14:48**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0877	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-1.5	**15-08-1559-5-A**	**08/20/15 08:43**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 14:50**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0862	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-9	**15-08-1559-6-A**	**08/20/15 09:57**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 14:53**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0833	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-4-1	**15-08-1559-7-A**	**08/20/15 10:42**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 15:00**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0806	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-4-9	**15-08-1559-8-A**	**08/20/15 22:54**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 15:02**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0862	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 7471A Total
Method: EPA 7471A
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-5-1	**15-08-1559-9-A**	**08/20/15 14:43**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 15:04**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0847	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-5-10.5	**15-08-1559-10-A**	**08/20/15 13:02**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 15:07**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0833	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-6-1	**15-08-1559-11-A**	**08/20/15 12:09**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 15:10**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0833	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-6-9	**15-08-1559-12-A**	**08/20/15 12:25**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 15:12**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0847	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7-1	**15-08-1559-13-A**	**08/20/15 11:22**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 15:14**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0794	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7-10	**15-08-1559-14-A**	**08/20/15 11:40**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 15:16**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0877	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-16-272-1561**	**N/A**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 14:33**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Mercury	ND	0.0833	1.00	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Quality Control - Spike/Spike Duplicate

Geosyntec Consultants	Date Received:	08/21/15
2100 Main Street, Suite 150	Work Order:	15-08-1559
Huntington Beach, CA 92648-2460	Preparation:	EPA 3550B
	Method:	EPA 8015B (M)
Project: PSG / HR1507-02		Page 1 of 4

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
15-08-1092-10	**Sample**	**Solid**	**GC 46**	**08/24/15**	**08/24/15 20:19**	**150824S06**
15-08-1092-10	**Matrix Spike**	**Solid**	**GC 46**	**08/24/15**	**08/24/15 19:26**	**150824S06**
15-08-1092-10	**Matrix Spike Duplicate**	**Solid**	**GC 46**	**08/24/15**	**08/24/15 19:44**	**150824S06**

Parameter	Sample Conc.	Spike Added	MS Conc.	MS %Rec.	MSD Conc.	MSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
TPH as Motor Oil	ND	400.0	321.4	80	331.0	83	64-130	3	0-15	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - Spike/Spike Duplicate

Geosyntec Consultants	Date Received:	08/21/15
2100 Main Street, Suite 150	Work Order:	15-08-1559
Huntington Beach, CA 92648-2460	Preparation:	EPA 3550B
	Method:	EPA 8015B (M)
Project: PSG / HR1507-02		Page 2 of 4

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
15-08-1092-10	**Sample**	**Solid**	**GC 46**	**08/24/15**	**08/24/15 20:19**	**150824S05**
15-08-1092-10	**Matrix Spike**	**Solid**	**GC 46**	**08/24/15**	**08/24/15 18:51**	**150824S05**
15-08-1092-10	**Matrix Spike Duplicate**	**Solid**	**GC 46**	**08/24/15**	**08/24/15 19:08**	**150824S05**

Parameter	Sample Conc.	Spike Added	MS Conc.	MS %Rec.	MSD Conc.	MSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
TPH as Diesel	ND	400.0	386.7	97	411.7	103	64-130	6	0-15	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - Spike/Spike Duplicate

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
SV-1-1	**Sample**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:38**	**150824S03**
SV-1-1	**Matrix Spike**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:39**	**150824S03**
SV-1-1	**Matrix Spike Duplicate**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:41**	**150824S03**

Parameter	Sample Conc.	Spike Added	MS Conc.	MS %Rec.	MSD Conc.	MSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
Antimony	ND	25.00	6.347	25	4.759	19	50-115	29	0-20	3,4
Arsenic	ND	25.00	26.54	106	23.69	95	75-125	11	0-20	
Barium	212.4	25.00	243.2	4X	227.1	4X	75-125	4X	0-20	Q
Beryllium	0.3517	25.00	28.91	114	26.58	105	75-125	8	0-20	
Cadmium	1.685	25.00	29.27	110	27.00	101	75-125	8	0-20	
Chromium	22.66	25.00	49.75	108	46.43	95	75-125	7	0-20	
Cobalt	17.81	25.00	46.24	114	43.25	102	75-125	7	0-20	
Copper	28.13	25.00	58.99	123	55.58	110	75-125	6	0-20	
Lead	53.55	25.00	78.25	99	69.67	64	75-125	12	0-20	3
Molybdenum	ND	25.00	26.17	105	23.75	95	75-125	10	0-20	
Nickel	20.15	25.00	47.33	109	43.88	95	75-125	8	0-20	
Selenium	ND	25.00	20.88	84	17.96	72	75-125	15	0-20	3
Silver	ND	12.50	5.742	46	4.736	38	75-125	19	0-20	3
Thallium	ND	25.00	26.83	107	24.30	97	75-125	10	0-20	
Vanadium	48.64	25.00	74.87	105	68.55	80	75-125	9	0-20	
Zinc	97.20	25.00	125.1	112	114.8	70	75-125	9	0-20	3

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - Spike/Spike Duplicate

Geosyntec Consultants	Date Received:	08/21/15
2100 Main Street, Suite 150	Work Order:	15-08-1559
Huntington Beach, CA 92648-2460	Preparation:	EPA 7471A Total
	Method:	EPA 7471A
Project: PSG / HR1507-02		Page 4 of 4

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
SV-1-1	**Sample**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 14:37**	**150827S01**
SV-1-1	**Matrix Spike**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 14:39**	**150827S01**
SV-1-1	**Matrix Spike Duplicate**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 14:41**	**150827S01**

Parameter	Sample Conc.	Spike Added	MS Conc.	MS %Rec.	MSD Conc.	MSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
Mercury	ND	0.8350	0.7898	95	0.8205	98	71-137	4	0-14	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Geosyntec Consultants		Date Received:	08/21/15
2100 Main Street, Suite 150		Work Order:	15-08-1559
Huntington Beach, CA 92648-2460		Preparation:	EPA 3550B
		Method:	EPA 8015B (M)
Project: PSG / HR1507-02			Page 1 of 6

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
099-15-420-1479	**LCS**	**Solid**	**GC 46**	**08/24/15**	**08/24/15 18:33**	**150824B06**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	Qualifiers
TPH as Motor Oil	400.0	342.3	86	75-123	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Geosyntec Consultants		Date Received:	08/21/15
2100 Main Street, Suite 150		Work Order:	15-08-1559
Huntington Beach, CA 92648-2460		Preparation:	EPA 3550B
		Method:	EPA 8015B (M)
Project: PSG / HR1507-02			Page 2 of 6

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
099-15-422-1997	**LCS**	**Solid**	**GC 46**	**08/24/15**	**08/24/15 18:15**	**150824B05**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	Qualifiers
TPH as Diesel	400.0	402.9	101	75-123	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS/LCSD

Geosyntec Consultants	Date Received: 08/21/15
2100 Main Street, Suite 150	Work Order: 15-08-1559
Huntington Beach, CA 92648-2460	Preparation: EPA 5035
	Method: EPA 8015B (M)
Project: PSG / HR1507-02	Page 3 of 6

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
099-12-285-5577	**LCS**	**Solid**	**GC 24**	**08/25/15**	**08/25/15 11:02**	**150825L029**
099-12-285-5577	**LCSD**	**Solid**	**GC 24**	**08/25/15**	**08/25/15 11:36**	**150825L029**

Parameter	Spike Added	LCS Conc.	LCS %Rec.	LCSD Conc.	LCSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
TPH as Gasoline	2.000	1.980	99	1.979	99	55-139	0	0-18	

Return to Contents

RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS/LCSD

Geosyntec Consultants	Date Received: 08/21/15
2100 Main Street, Suite 150	Work Order: 15-08-1559
Huntington Beach, CA 92648-2460	Preparation: EPA 5035
	Method: EPA 8015B (M)
Project: PSG / HR1507-02	Page 4 of 6

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
099-12-285-5578	**LCS**	**Solid**	**GC 24**	**08/26/15**	**08/26/15 11:23**	**150826L044**
099-12-285-5578	**LCSD**	**Solid**	**GC 24**	**08/26/15**	**08/26/15 11:56**	**150826L044**

Parameter	Spike Added	LCS Conc.	LCS %Rec.	LCSD Conc.	LCSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
TPH as Gasoline	2.000	1.997	100	2.000	100	55-139	0	0-18	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Geosyntec Consultants		Date Received:	08/21/15
2100 Main Street, Suite 150		Work Order:	15-08-1559
Huntington Beach, CA 92648-2460		Preparation:	EPA 3050B
		Method:	EPA 6010B
Project: PSG / HR1507-02			Page 5 of 6

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
097-01-002-21662	**LCS**	**Solid**	**ICP 7300**	**08/24/15**	**08/25/15 12:29**	**150824L03**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	ME CL	Qualifiers
Antimony	25.00	24.27	97	80-120	73-127	
Arsenic	25.00	23.13	93	80-120	73-127	
Barium	25.00	24.74	99	80-120	73-127	
Beryllium	25.00	23.36	93	80-120	73-127	
Cadmium	25.00	24.97	100	80-120	73-127	
Chromium	25.00	24.74	99	80-120	73-127	
Cobalt	25.00	25.89	104	80-120	73-127	
Copper	25.00	26.08	104	80-120	73-127	
Lead	25.00	24.22	97	80-120	73-127	
Molybdenum	25.00	23.43	94	80-120	73-127	
Nickel	25.00	24.76	99	80-120	73-127	
Selenium	25.00	23.71	95	80-120	73-127	
Silver	12.50	11.82	95	80-120	73-127	
Thallium	25.00	24.74	99	80-120	73-127	
Vanadium	25.00	24.04	96	80-120	73-127	
Zinc	25.00	26.11	104	80-120	73-127	

Total number of LCS compounds: 16
Total number of ME compounds: 0
Total number of ME compounds allowed: 1
LCS ME CL validation result: Pass

Return to Contents

RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Geosyntec Consultants		Date Received:	08/21/15
2100 Main Street, Suite 150		Work Order:	15-08-1559
Huntington Beach, CA 92648-2460		Preparation:	EPA 7471A Total
		Method:	EPA 7471A
Project: PSG / HR1507-02			Page 6 of 6

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
099-16-272-1561	**LCS**	**Solid**	**Mercury 05**	**08/27/15**	**08/27/15 14:35**	**150827L01**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	Qualifiers
Mercury	0.8350	0.8706	104	85-121	

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RPD: Relative Percent Difference. CL: Control Limits

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Sample Analysis Summary Report

Work Order: 15-08-1559 Page 1 of 1

Method	Extraction	Chemist ID	Instrument	Analytical Location
EPA 6010B	EPA 3050B	935	ICP 7300	1
EPA 7471A	EPA 7471A Total	915	Mercury 05	1
EPA 8015B (M)	EPA 5035	715	GC 24	2
EPA 8015B (M)	EPA 3550B	974	GC 46	1

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Glossary of Terms and Qualifiers

Work Order: 15-08-1559 Page 1 of 1

Qualifiers	Definition
*	See applicable analysis comment.
<	Less than the indicated value.
>	Greater than the indicated value.
1	Surrogate compound recovery was out of control due to a required sample dilution. Therefore, the sample data was reported without further clarification.
2	Surrogate compound recovery was out of control due to matrix interference. The associated method blank surrogate spike compound was in control and, therefore, the sample data was reported without further clarification.
3	Recovery of the Matrix Spike (MS) or Matrix Spike Duplicate (MSD) compound was out of control due to suspected matrix interference. The associated LCS recovery was in control.
4	The MS/MSD RPD was out of control due to suspected matrix interference.
5	The PDS/PDSD or PES/PESD associated with this batch of samples was out of control due to suspected matrix interference.
6	Surrogate recovery below the acceptance limit.
7	Surrogate recovery above the acceptance limit.
B	Analyte was present in the associated method blank.
BU	Sample analyzed after holding time expired.
BV	Sample received after holding time expired.
CI	See case narrative.
E	Concentration exceeds the calibration range.
ET	Sample was extracted past end of recommended max. holding time.
HD	The chromatographic pattern was inconsistent with the profile of the reference fuel standard.
HDH	The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but heavier hydrocarbons were also present (or detected).
HDL	The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but lighter hydrocarbons were also present (or detected).
J	Analyte was detected at a concentration below the reporting limit and above the laboratory method detection limit. Reported value is estimated.
JA	Analyte positively identified but quantitation is an estimate.
ME	LCS Recovery Percentage is within Marginal Exceedance (ME) Control Limit range (+/- 4 SD from the mean).
ND	Parameter not detected at the indicated reporting limit.
Q	Spike recovery and RPD control limits do not apply resulting from the parameter concentration in the sample exceeding the spike concentration by a factor of four or greater.
SG	The sample extract was subjected to Silica Gel treatment prior to analysis.
X	% Recovery and/or RPD out-of-range.
Z	Analyte presence was not confirmed by second column or GC/MS analysis.

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are reported on a wet weight basis.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

A calculated total result (Example: Total Pesticides) is the summation of each component concentration and/or, if "J" flags are reported, estimated concentration. Component concentrations showing not detected (ND) are summed into the calculated total result as zero concentrations.

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CHAIN-OF-CUSTODY RECORD

WO NO. / LAB USE ONLY: **15-08-1559**

DATE: 08/20/2015
PAGE: 1 OF 3

LABORATORY CLIENT: GEOSYNTEC CONSULTANTS
ADDRESS: 2100 MAIN ST #150
CITY: HUNTINGTON BEACH STATE: CA ZIP: 92648
TEL: 714 969-0800 E-MAIL: ZAMINI@GEOSYNTEC.COM

CLIENT PROJECT NAME / NO.: PSG HR1507-02
P.O. NO.:
PROJECT CONTACT: ZAHRA AMINI
LAB CONTACT OR QUOTE NO.:
GLOBAL ID:
LOG CODE:
SAMPLER(S): (PRINT) VIVEK MANICKAM

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☑ STANDARD

EDD:
☐ COELT EDF ☐ OTHER

SPECIAL INSTRUCTIONS:
*SEE "HOLD" NOTE ON SELECT SAMPLE IDS - THESE ARE TO BE ANALYZED FOR METALS PENDING PRIMARY ANALYSES.

REQUESTED ANALYSES

Please check box or fill in blank as needed.

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved (5035)	Field Filtered	TPH(g) ☑ GRO	TPH(d) ☐ DRO / ☑ ORO	TPH ☐ C6-C36 ☐ C6-C44	TPH ____	BTEX / MTBE ☐ 8260 ☐ ____	VOCs (8260)	Oxygenates (8260)	Prep (5035) ☐ En Core ☑ Terra Core	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PAHs ☐ 8270 ☐ 8270 SIM	T22 Metals ☑ 6010/747X ☐ 6020/747X *	Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6		* NOTE: SUFFICIENT SAMPLE HAS BEEN COLLECTED TO RUN SOLUBLE - IF WE REQUEST IT. THX.		
1	SV-1-1	8/20/15	9:32A	Soil	5	2	3		X	X						X					X					
2	SV-1-9	"	9:55A	"	"	"	"		X	X						X					X					
3	S-2-1	"	7:45A	"	"	"	"		X	X						X					X					
4	S-2-10	"	8:13A	"	"	"	"		X	X						X					X					
5	S-3-1.5	"	8:43A	"	"	"	"		X	X						X					X					
6	S-3-9	"	9:57A	"	"	"	"		X	X						X					X					
7	S-4-1	"	10:42A	"	"	"	"		X	X						X					X					
8	S-4-9	"	10:54A	"	"	"	"		X	X						X					X					
9	S-5-1	"	2:43P	"	"	"	"		X	X						X					X					
10	S-5-10.5	"	1:02P	"	"	"	"		X	X						X					X					

Relinquished by: (Signature) VIVEK MANICKAM	Received by: (Signature/Affiliation) EEC	Date: 8/21/15	Time: 1327
Relinquished by: (Signature)	Received by: (Signature/Affiliation) EEC	Date: 8/21/15	Time: 1410
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:

2014-07-01 Revision

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Calscience Environmental Laboratories, Inc.

CHAIN OF CUSTODY RECORD

☑ SoCal Laboratory
7440 Lincoln Way
Garden Grove, CA 92841-1427
(714) 895-5494

☐ NorCal Service Center
5063 Commercial Circle, Suite H
Concord, CA 94520-8577
(925) 689-9022

WO # / LAB USE ONLY: 08-1515 9

Date: 8/20/2015

Page: 2 of 3

LABORATORY CLIENT: GEOSYNTEC CONSULTANTS

ADDRESS: SEE PAGE 1 OF 3

CITY: STATE: ZIP:

TEL: E-MAIL:

CLIENT PROJECT NAME / NUMBER:

P.O. NO.:

PROJECT CONTACT: ZAHRA AMINI

SAMPLER(S): (PRINT)

TURNAROUND TIME:
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☑ STANDARD

☐ COELT EDF GLOBAL ID: LOG CODE:

SPECIAL INSTRUCTIONS:

REQUESTED ANALYSES

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved	Field Filtered	TPH (g) or GRO	TPH (d) or DRO or (C6-C36) or (C6-C44)	TPH ( )	BTEX / MTBE (8260) or ( )	VOCs (8260)	Oxygenates (8260)	En Core / Terra Core Prep (5035)	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PNAs (8310) or (8270)	T22 Metals (6010/747X)	Cr(VI) [7196 or 7199 or 218.6]	Air - VOCs (TO-14A) or (TO-15)	Air - TPH (g) [TO-3]	* SEE * NOTE PAGE 1		
11	S-6-1	8/20/15	12:09p	SOIL	5	2	3		X	X					X					X				*		
12	S-6-9	8/20/15	12:25p	"	5	"	"		X	X					X					X						
13	SV-7-1	8/20/15	11:22A	"	5	"	"		X	X					X					X						
14	SV-7-10	8/20/15	11:40A	"	5	"	"		X	X					X					X						
15	SV-1-3	"	9:45A	"	1	✓																				
16	SV-1-7	"	9:50A	"	1	✓																				
17	S-2-3	"	7:50A	"	1	✓																				
18	S-2-7	"	8:05A	"	1	✓																				
19	S-3-3	"	8:50A	"	1	✓																				

DN HOLD

Relinquished by: (Signature) VIVEK MANICKAM	Received by: (Signature/Affiliation)	Date: 8/21/15	Time: 1335
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date: 8/21/15	Time: 1410
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:

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06/01/10 Revision

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CHAIN OF CUSTODY RECORD

WO # / LAB USE ONLY: 15-08-1559

Date: 8/20/15

Page 3 of 3

LABORATORY CLIENT: GEOSYNTEC CONSULTANTS

ADDRESS: SEE PAGE 1

CITY: STATE: ZIP:

TEL: E-MAIL:

CLIENT PROJECT NAME / NUMBER:

P.O. NO.:

PROJECT CONTACT: ZAHRA AMINI

SAMPLER(S): (PRINT)

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☑ STANDARD

☐ COELT EDF | GLOBAL ID | LOG CODE

SPECIAL INSTRUCTIONS:

REQUESTED ANALYSES

Please check box or fill in blank as needed.

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved	Field Filtered	TPH(g) ☐ GRO	TPH(d) ☐ DRO	TPH ☐ C6-C36 ☐ C6-C44	TPH___	BTEX / MTBE ☐ 8260 ☐ ___	VOCs (8260)	Oxygenates (8260)	Prep (5035) ☐ En Core ☐ Terra Core	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PAHs ☐ 8270 ☐ 8270 SIM	T22 Metals ☐ 6010/747X ☐ 6020/747X	Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6	* SEE NOTE 1 PAGE 1
20	S-3-7	8/20/15	8:54A	SOIL	1	✓																	
21	S-4-3	"	10:53A	N	1	✓																	
22	S-4-7	"	10:54A	"	1	✓																	
23	S-5-3	"	12:40P	"	1	✓																	
24	S-5-7	"	12:50P	"	1	✓																	
25	S-6-3	"	12:22P	"	1	✓																	
26	S-6-7	"	12:26P	"	1	✓																	
27	SV-7-3	"	11:33A	"	1	✓																	
28	SV-7-7	"	11:35A	"	1	✓																	

DN HOLD

Relinquished by: (Signature) VIVEK MANICKAM	Received by: (Signature/Affiliation) ECS	Date: 8/21/15	Time: 1327
Relinquished by: (Signature)	Received by: (Signature/Affiliation) ECS	Date: 8/21/15	Time: 1410
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:

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01/01/14 Revision

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WORK ORDER NUMBER: 15-08- 1559

SAMPLE RECEIPT CHECKLIST

COOLER 1 OF 2

CLIENT: GEOSYNTEC

DATE: 08 / 21 / 2015

TEMPERATURE: (Criteria: 0.0°C – 6.0°C, not frozen except sediment/tissue)

Thermometer ID: SC5 (CF:-0.2°C); Temperature (w/o CF): 3.2 °C (w/ CF): 3.0 °C; ☐ Blank ☐ Sample

☐ Sample(s) outside temperature criteria (PM/APM contacted by: _____)

☐ Sample(s) outside temperature criteria but received on ice/chilled on same day of sampling

☐ Sample(s) received at ambient temperature; placed on ice for transport by courier

Ambient Temperature: ☐ Air ☐ Filter Checked by: 658

CUSTODY SEAL:

Cooler ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 658

Sample(s) ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 1017

SAMPLE CONDITION:	Yes	No	N/A
Chain-of-Custody (COC) document(s) received with samples	☑	☐	☐
COC document(s) received complete	☑	☐	☐
☐ Sampling date ☐ Sampling time ☐ Matrix ☐ Number of containers			
☐ No analysis requested ☐ Not relinquished ☐ No relinquished date ☐ No relinquished time			
Sampler's name indicated on COC	☑	☐	☐
Sample container label(s) consistent with COC	☐	☑	☐
Sample container(s) intact and in good condition	☑	☐	☐
Proper containers for analyses requested	☑	☐	☐
Sufficient volume/mass for analyses requested	☑	☐	☐
Samples received within holding time	☑	☐	☐
Aqueous samples for certain analyses received within 15-minute holding time			
☐ pH ☐ Residual Chlorine ☐ Dissolved Sulfide ☐ Dissolved Oxygen	☐	☐	☑
Proper preservation chemical(s) noted on COC and/or sample container	☑	☐	☐
Unpreserved aqueous sample(s) received for certain analyses			
☐ Volatile Organics ☐ Total Metals ☐ Dissolved Metals			
Container(s) for certain analysis free of headspace	☐	☐	☑
☐ Volatile Organics ☐ Dissolved Gases (RSK-175) ☐ Dissolved Oxygen (SM 4500)			
☐ Carbon Dioxide (SM 4500) ☐ Ferrous Iron (SM 3500) ☐ Hydrogen Sulfide (Hach)			
Tedlar™ bag(s) free of condensation	☐	☐	☑

CONTAINER TYPE: (Trip Blank Lot Number: _____)

Aqueous: ☐ VOA ☐ VOA**h** ☐ VOA**na$_2$** ☐ 100PJ ☐ 100PJ**na$_2$** ☐ 125AGB ☐ 125AGB**h** ☐ 125AGB**p** ☐ 125PB

☐ 125PB**znna** ☐ 250AGB ☐ 250CGB ☐ 250CGB**s** ☐ 250PB ☐ 250PB**n** ☐ 500AGB ☐ 500AGJ ☐ 500AGJ**s**

☐ 500PB ☐ 1AGB ☐ 1AGB**na$_2$** ☐ 1AGB**s** ☐ 1PB ☐ 1PB**na** ☐ _____ ☐ _____ ☐ _____ ☐ _____

Solid: ☐ 4ozCGJ ☑ 8ozCGJ ☐ 16ozCGJ ☐ Sleeve (_____) ☐ EnCores® (_____) ☑ TerraCores® (3) ☑ 2oz PJ

Air: ☐ Tedlar™ ☐ Canister ☐ Sorbent Tube ☐ PUF ☐ _____ **Other Matrix** (_____): ☐ _____ ☐ _____

Container: **A** = Amber, **B** = Bottle, **C** = Clear, **E** = Envelope, **G** = Glass, **J** = Jar, **P** = Plastic, and **Z** = Ziploc/Resealable Bag

Preservative: **b** = buffered, **f** = filtered, **h** = HCl, **n** = HNO_3, **na** = NaOH, **na$_2$** = $Na_2S_2O_3$, **p** = H_3PO_4, **s** = H_2SO_4, **u** = ultra-pure, **znna** = $Zn(CH_3CO_2)_2$ + NaOH

Labeled/Checked by: 1017

Reviewed by: Sm

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WORK ORDER NUMBER: 15-08- 1559

SAMPLE RECEIPT CHECKLIST

COOLER 2 OF 2

CLIENT: Geosyntec

DATE: 08 / 21 / 2015

TEMPERATURE: (Criteria: 0.0°C – 6.0°C, not frozen except sediment/tissue)

Thermometer ID: SC5 (CF:-0.2°C); Temperature (w/o CF): 3.3 °C (w/ CF): 3.1 °C; ☐ Blank ☐ Sample

☐ Sample(s) outside temperature criteria (PM/APM contacted by: _____)

☐ Sample(s) outside temperature criteria but received on ice/chilled on same day of sampling

☐ Sample(s) received at ambient temperature; placed on ice for transport by courier

Ambient Temperature: ☐ Air ☐ Filter Checked by: 678

CUSTODY SEAL:

Cooler ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 678

Sample(s) ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 1017

SAMPLE CONDITION:	Yes	No	N/A
Chain-of-Custody (COC) document(s) received with samples	☑	☐	☐
COC document(s) received complete	☑	☐	☐
☐ Sampling date ☐ Sampling time ☐ Matrix ☐ Number of containers			
☐ No analysis requested ☐ Not relinquished ☐ No relinquished date ☐ No relinquished time			
Sampler's name indicated on COC	☑	☐	☐
Sample container label(s) consistent with COC	☑	☐	☐
Sample container(s) intact and in good condition	☑	☐	☐
Proper containers for analyses requested	☑	☐	☐
Sufficient volume/mass for analyses requested	☑	☐	☐
Samples received within holding time	☑	☐	☐
Aqueous samples for certain analyses received within 15-minute holding time			
☐ pH ☐ Residual Chlorine ☐ Dissolved Sulfide ☐ Dissolved Oxygen	☐	☐	☑
Proper preservation chemical(s) noted on COC and/or sample container	☑	☐	☐
Unpreserved aqueous sample(s) received for certain analyses			
☐ Volatile Organics ☐ Total Metals ☐ Dissolved Metals			
Container(s) for certain analysis free of headspace	☐	☐	☑
☐ Volatile Organics ☐ Dissolved Gases (RSK-175) ☐ Dissolved Oxygen (SM 4500)			
☐ Carbon Dioxide (SM 4500) ☐ Ferrous Iron (SM 3500) ☐ Hydrogen Sulfide (Hach)			
Tedlar™ bag(s) free of condensation	☐	☐	☑

CONTAINER TYPE: (Trip Blank Lot Number: _____)

Aqueous: ☐ VOA ☐ VOA**h** ☐ VOA**na$_2$** ☐ 100PJ ☐ 100PJ**na$_2$** ☐ 125AGB ☐ 125AGB**h** ☐ 125AGB**p** ☐ 125PB

☐ 125PB**znna** ☐ 250AGB ☐ 250CGB ☐ 250CGB**s** ☐ 250PB ☐ 250PB**n** ☐ 500AGB ☐ 500AGJ ☐ 500AGJ**s**

☐ 500PB ☐ 1AGB ☐ 1AGB**na$_2$** ☐ 1AGB**s** ☐ 1PB ☐ 1PB**na** ☐ _____ ☐ _____ ☐ _____ ☐ _____

Solid: ☐ 4ozCGJ ☑ 8ozCGJ ☐ 16ozCGJ ☐ Sleeve (_____) ☐ EnCores® (_____) ☑ TerraCores® (3) ☑ 2ozPJ

Air: ☐ Tedlar™ ☐ Canister ☐ Sorbent Tube ☐ PUF ☐ _____ **Other Matrix** (_____): ☐ _____ ☐ _____

Container: **A** = Amber, **B** = Bottle, **C** = Clear, **E** = Envelope, **G** = Glass, **J** = Jar, **P** = Plastic, and **Z** = Ziploc/Resealable Bag

Preservative: **b** = buffered, **f** = filtered, **h** = HCl, **n** = HNO_3, **na** = NaOH, **na$_2$** = $Na_2S_2O_3$, **p** = H_3PO_4, **s** = H_2SO_4, **u** = ultra-pure, **znna** = $Zn(CH_3CO_2)_2$ + NaOH

Labeled/Checked by: 1017

Reviewed by: [signature]

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WORK ORDER NUMBER: 15-08- 1559

SAMPLE ANOMALY REPORT

DATE: 08 / 21 / 2015

SAMPLES, CONTAINERS, AND LABELS:

Comments

- ☐ Sample(s) NOT RECEIVED but listed on COC
- ☐ Sample(s) received but NOT LISTED on COC
- ☐ Holding time expired (list client or ECI sample ID and analysis)
- ☐ Insufficient sample amount for requested analysis (list analysis)
- ☐ Improper container(s) used (list analysis)
- ☐ Improper preservative used (list analysis)
- ☐ No preservative noted on COC or label (list analysis and notify lab)
- ☐ Sample container(s) not labeled
- ☐ Client sample label(s) illegible (list container type and analysis)
- ☑ Client sample label(s) do not match COC (comment)
  - ☐ Project information
  - ☐ Client sample ID
  - ☑ Sampling date and/or time
  - ☐ Number of container(s)
  - ☐ Requested analysis
- ☐ Sample container(s) compromised (comment)
  - ☐ Broken
  - ☐ Water present in sample container
- ☐ Air sample container(s) compromised (comment)
  - ☐ Flat
  - ☐ Very low in volume
  - ☐ Leaking (not transferred; duplicate bag submitted)
  - ☐ Leaking (transferred into ECI Tedlar™ bags*)
  - ☐ Leaking (transferred into client's Tedlar™ bags*)

* Transferred at client's request.

(-9) Collection time per label is 12:43

MISCELLANEOUS: (Describe)

Comments

HEADSPACE:

(Containers with bubble > 6 mm or ¼ inch for volatile organic or dissolved gas analysis)

ECI Sample ID	ECI Container ID	Total Number**	ECI Sample ID	ECI Container ID	Total Number**

(Containers with bubble for other analysis)

ECI Sample ID	ECI Container ID	Total Number**	Requested Analysis

Comments: _____

Reported by: 1017

Reviewed by: SDL

** Record the total number of containers (i.e., vials or bottles) for the affected sample.

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Supplemental Report 1

Additional requested analyses are reported as a stand-alone report.

WORK ORDER NUMBER: 15-08-1559

The difference is service

AIR | SOIL | WATER | MARINE CHEMISTRY

Analytical Report For

Client: Geosyntec Consultants

Client Project Name: PSG / HR1507-02

Attention: Zahra Amini
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Approved for release on 09/03/2015 by:
Stephen Nowak
Project Manager

ResultLink

Email your PM

Eurofins Calscience, Inc. (Calscience) certifies that the test results provided in this report meet all NELAC requirements for parameters for which accreditation is required or available. Any exceptions to NELAC requirements are noted in the case narrative. The original report of subcontracted analyses, if any, is attached to this report. The results in this report are limited to the sample(s) tested and any reproduction thereof must be made in its entirety. The client or recipient of this report is specifically prohibited from making material changes to said report and, to the extent that such changes are made, Calscience is not responsible, legally or otherwise. The client or recipient agrees to indemnify Calscience for any defense to any litigation which may arise.

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Client Project Name: PSG / HR1507-02
Work Order Number: 15-08-1559

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7 Chain-of-Custody/Sample Receipt Form. 10

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Work Order Narrative

Work Order: 15-08-1559 Page 1 of 1

Condition Upon Receipt:

Samples were received under Chain-of-Custody (COC) on 08/21/15. They were assigned to Work Order 15-08-1559.

Unless otherwise noted on the Sample Receiving forms all samples were received in good condition and within the recommended EPA temperature criteria for the methods noted on the COC. The COC and Sample Receiving Documents are integral elements of the analytical report and are presented at the back of the report.

Holding Times:

All samples were analyzed within prescribed holding times (HT) and/or in accordance with the Calscience Sample Acceptance Policy unless otherwise noted in the analytical report and/or comprehensive case narrative, if required.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

Quality Control:

All quality control parameters (QC) were within established control limits except where noted in the QC summary forms or described further within this report.

Subcontractor Information:

Unless otherwise noted below (or on the subcontract form), no samples were subcontracted.

Additional Comments:

Air - Sorbent-extracted air methods (EPA TO-4A, EPA TO-10, EPA TO-13A, EPA TO-17): Analytical results are converted from mass/sample basis to mass/volume basis using client-supplied air volumes.

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are always reported on a wet weight basis.

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Sample Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1559
	2100 Main Street, Suite 150	Project Name:	PSG / HR1507-02
	Huntington Beach, CA 92648-2460	PO Number:	
		Date/Time Received:	08/21/15 14:10
		Number of Containers:	84
Attn:	Zahra Amini		

Sample Identification	Lab Number	Collection Date and Time	Number of Containers	Matrix
SV-1-1	15-08-1559-1	08/20/15 09:32	5	Solid
S-2-1	15-08-1559-3	08/20/15 07:45	5	Solid
S-3-1.5	15-08-1559-5	08/20/15 08:43	5	Solid
S-6-1	15-08-1559-11	08/20/15 12:09	5	Solid

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: T22.11.5. AII
Method: EPA 6020
Units: mg/L

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1-1	**15-08-1559-1-A**	**08/20/15 09:32**	**Solid**	**ICP/MS 03**	**08/28/15**	**08/31/15 14:30**	**150831LA4**

Comment(s): - The analysis was performed on a STLC extract of the sample.

Parameter	Result	RL	DF	Qualifiers
Lead	0.733	0.100	10.0	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-1	**15-08-1559-3-A**	**08/20/15 07:45**	**Solid**	**ICP/MS 03**	**08/28/15**	**08/31/15 14:33**	**150831LA4**

Comment(s): - The analysis was performed on a STLC extract of the sample.

Parameter	Result	RL	DF	Qualifiers
Lead	11.7	0.100	10.0	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-1.5	**15-08-1559-5-A**	**08/20/15 08:43**	**Solid**	**ICP/MS 03**	**08/28/15**	**08/31/15 14:37**	**150831LA4**

Comment(s): - The analysis was performed on a STLC extract of the sample.

Parameter	Result	RL	DF	Qualifiers
Lead	15.6	0.100	10.0	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-6-1	**15-08-1559-11-A**	**08/20/15 12:09**	**Solid**	**ICP/MS 03**	**08/28/15**	**08/31/15 14:40**	**150831LA4**

Comment(s): - The analysis was performed on a STLC extract of the sample.

Parameter	Result	RL	DF	Qualifiers
Lead	0.969	0.100	10.0	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-14-037-170**	**N/A**	**Aqueous**	**ICP/MS 03**	**08/28/15**	**08/31/15 14:12**	**150831LA4**

Parameter	Result	RL	DF	Qualifiers
Lead	ND	0.100	10.0	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Quality Control - Spike/Spike Duplicate

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: T22.11.5. AII
Method: EPA 6020

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
SV-1-1	**Sample**	**Solid**	**ICP/MS 03**	**08/28/15**	**08/31/15 14:30**	**150831SA4**
SV-1-1	**Matrix Spike**	**Solid**	**ICP/MS 03**	**08/28/15**	**08/31/15 14:19**	**150831SA4**
SV-1-1	**Matrix Spike Duplicate**	**Solid**	**ICP/MS 03**	**08/28/15**	**08/31/15 14:23**	**150831SA4**

Parameter	Sample Conc.	Spike Added	MS Conc.	MS %Rec.	MSD Conc.	MSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
Lead	0.7329	5.000	5.522	96	6.194	109	79-121	11	0-10	4

RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Geosyntec Consultants		Date Received:	08/21/15
2100 Main Street, Suite 150		Work Order:	15-08-1559
Huntington Beach, CA 92648-2460		Preparation:	T22.11.5. AII
		Method:	EPA 6020
Project: PSG / HR1507-02			Page 1 of 1

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
099-14-037-170	**LCS**	**Aqueous**	**ICP/MS 03**	**08/28/15**	**08/31/15 14:16**	**150831LA4**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	Qualifiers
Lead	5.000	5.472	109	80-120	

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RPD: Relative Percent Difference. CL: Control Limits

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Sample Analysis Summary Report

Work Order: 15-08-1559 Page 1 of 1

Method	Extraction	Chemist ID	Instrument	Analytical Location
EPA 6020	T22.11.5. AII	598	ICP/MS 03	1

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Glossary of Terms and Qualifiers

Work Order: 15-08-1559 Page 1 of 1

Qualifiers	Definition
*	See applicable analysis comment.
<	Less than the indicated value.
>	Greater than the indicated value.
1	Surrogate compound recovery was out of control due to a required sample dilution. Therefore, the sample data was reported without further clarification.
2	Surrogate compound recovery was out of control due to matrix interference. The associated method blank surrogate spike compound was in control and, therefore, the sample data was reported without further clarification.
3	Recovery of the Matrix Spike (MS) or Matrix Spike Duplicate (MSD) compound was out of control due to suspected matrix interference. The associated LCS recovery was in control.
4	The MS/MSD RPD was out of control due to suspected matrix interference.
5	The PDS/PDSD or PES/PESD associated with this batch of samples was out of control due to suspected matrix interference.
6	Surrogate recovery below the acceptance limit.
7	Surrogate recovery above the acceptance limit.
B	Analyte was present in the associated method blank.
BU	Sample analyzed after holding time expired.
BV	Sample received after holding time expired.
CI	See case narrative.
E	Concentration exceeds the calibration range.
ET	Sample was extracted past end of recommended max. holding time.
HD	The chromatographic pattern was inconsistent with the profile of the reference fuel standard.
HDH	The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but heavier hydrocarbons were also present (or detected).
HDL	The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but lighter hydrocarbons were also present (or detected).
J	Analyte was detected at a concentration below the reporting limit and above the laboratory method detection limit. Reported value is estimated.
JA	Analyte positively identified but quantitation is an estimate.
ME	LCS Recovery Percentage is within Marginal Exceedance (ME) Control Limit range (+/- 4 SD from the mean).
ND	Parameter not detected at the indicated reporting limit.
Q	Spike recovery and RPD control limits do not apply resulting from the parameter concentration in the sample exceeding the spike concentration by a factor of four or greater.
SG	The sample extract was subjected to Silica Gel treatment prior to analysis.
X	% Recovery and/or RPD out-of-range.
Z	Analyte presence was not confirmed by second column or GC/MS analysis.

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are reported on a wet weight basis.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

A calculated total result (Example: Total Pesticides) is the summation of each component concentration and/or, if "J" flags are reported, estimated concentration. Component concentrations showing not detected (ND) are summed into the calculated total result as zero concentrations.

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CHAIN-OF-CUSTODY RECORD

WO NO. / LAB USE ONLY: **15-08-1559**

DATE: 08/20/2015
PAGE: 1 OF 3

LABORATORY CLIENT: GEOSYNTEC CONSULTANTS
ADDRESS: 2100 MAIN ST #150
CITY: HUNTINGTON BEACH STATE: CA ZIP: 92648
TEL: 714 969-0800 E-MAIL: ZAMINI@GEOSYNTEC.COM

CLIENT PROJECT NAME / NO.: PSG HR1507-02
P.O. NO.:
PROJECT CONTACT: ZAHRA AMINI
LAB CONTACT OR QUOTE NO.:
GLOBAL ID:
LOG CODE:
SAMPLER(S): (PRINT) VIVEK MANICKAM

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☑ STANDARD

EDD:
☐ COELT EDF ☐ OTHER

SPECIAL INSTRUCTIONS:
*SEE "HOLD" NOTE ON SELECT SAMPLE IDS - THESE ARE TO BE ANALYZED FOR METALS PENDING PRIMARY ANALYSES.

REQUESTED ANALYSES

Please check box or fill in blank as needed.

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved (5035)	Field Filtered	TPH(g) ☑ GRO	TPH(d) ☐ DRO / ☑ ORO	TPH ☐ C6-C36 ☐ C6-C44	TPH ____	BTEX / MTBE ☐ 8260 ☐ ____	VOCs (8260)	Oxygenates (8260)	Prep (5035) ☐ En Core ☑ Terra Core	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PAHs ☐ 8270 ☐ 8270 SIM	T22 Metals ☑ 6010/747X ☐ 6020/747X *	Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6		* NOTE: SUFFICIENT SAMPLE HAS BEEN COLLECTED TO RUN SOLUBLE - IF WE REQUEST IT. THX.	
1	SV-1-1	8/20/15	9:32A	Soil	5	2	3		X	X						X					X			
2	SV-1-9	"	9:55A	"	"	"	"		X	X						X					X			
3	S-2-1	"	7:45A	"	"	"	"		X	X						X					X			
4	S-2-10	"	8:13A	"	"	"	"		X	X						X					X			
5	S-3-1.5	"	8:43A	"	"	"	"		X	X						X					X			
6	S-3-9	"	9:57A	"	"	"	"		X	X						X					X			
7	S-4-1	"	10:42A	"	"	"	"		X	X						X					X			
8	S-4-9	"	10:57A	"	"	"	"		X	X						X					X			
9	S-5-1	"	2:43P	"	"	"	"		X	X						X					X			
10	S-5-10.5	"	1:02P	"	"	"	"		X	X						X					X			

Relinquished by: (Signature) VIVEK MANICKAM	Received by: (Signature/Affiliation) EEI	Date: 8/21/15	Time: 1327
Relinquished by: (Signature)	Received by: (Signature/Affiliation) EEI	Date: 8/21/15	Time: 1410
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:

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Calscience Environmental Laboratories, Inc.

CHAIN OF CUSTODY RECORD

Date 8/20/2015

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WO # / LAB USE ONLY: 08-1559

☑ SoCal Laboratory
7440 Lincoln Way
Garden Grove, CA 92841-1427
(714) 895-5494

☐ NorCal Service Center
5063 Commercial Circle, Suite H
Concord, CA 94520-8577
(925) 689-9022

LABORATORY CLIENT: GEOSYNTEC CONSULTANTS

ADDRESS: SEE PAGE 1 of 3

CITY STATE ZIP

TEL: E-MAIL:

CLIENT PROJECT NAME / NUMBER:

P.O. NO.:

PROJECT CONTACT: ZAHRA AMINI

SAMPLER(S): (PRINT)

TURNAROUND TIME:
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☑ STANDARD

☐ COELT EDF GLOBAL ID LOG CODE

SPECIAL INSTRUCTIONS:

REQUESTED ANALYSES

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved	Field Filtered	TPH (g) or GRO	TPH (d) or DRO or (C6-C36) or (C6-C44)	TPH ( )	BTEX / MTBE (8260) or ( )	VOCs (8260)	Oxygenates (8260)	En Core / Terra Core Prep (5035)	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PNAs (8310) or (8270)	T22 Metals (6010/747X)	Cr(VI) [7196 or 7199 or 218.6]	Air - VOCs (TO-14A) or (TO-15)	Air - TPH (g) [TO-3]	* SEE * NOTE PAGE 1
11	S-6-1	8/20/15	12:09p	SOIL	5	Z	3		X	X					X					X				
12	S-6-9	8/20/15	12:25p	"	5	"	"		X	X					X					X				
13	SV-7-1	8/20/15	11:22A	"	5	"	"		X	X					X					X				
14	SV-7-10	8/20/15	11:40A	"	5	"	"		X	X					X					X				
15	SV-1-3	"	9:45A	"	1	✓																		
16	SV-1-7	"	9:50A	"	1	✓																		
17	S-2-3	"	7:50A	"	1	✓																		
18	S-2-7	"	8:05A	"	1	✓																		
19	S-3-3	"	8:50A	"	1	✓																		

DN HOLD

Relinquished by: (Signature) VIVEK MANICKAM	Received by: (Signature/Affiliation)	Date: 8/21/15	Time: 1335
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date: 8/21/15	Time: 1410
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:

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CHAIN OF CUSTODY RECORD

WO # / LAB USE ONLY: 15-08-1559

Date: 8/20/15

Page 3 of 3

LABORATORY CLIENT: GEOSYNTEC CONSULTANTS

ADDRESS: SEE PAGE 1

CITY: STATE: ZIP:

TEL: E-MAIL:

CLIENT PROJECT NAME / NUMBER:

P.O. NO.:

PROJECT CONTACT: ZAHRA AMINI

SAMPLER(S): (PRINT)

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☑ STANDARD

☐ COELT EDF | GLOBAL ID | LOG CODE

SPECIAL INSTRUCTIONS:

REQUESTED ANALYSES

Please check box or fill in blank as needed.

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved	Field Filtered	☐ TPH(g) ☐ GRO	☐ TPH(d) ☐ DRO	TPH ☐ C6-C36 ☐ C6-C44	TPH	BTEX / MTBE ☐ 8260 ☐	VOCs (8260)	Oxygenates (8260)	Prep (5035) ☐ En Core ☐ Terra Core	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PAHs ☐ 8270 ☐ 8270 SIM	T22 Metals ☐ 6010/747X ☐ 6020/747X	Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6	* SEE NOTE 1 PAGE 1			
20	S-3-7	8/20/15	8:54A	SOIL	1	✓															*					
21	S-4-3	"	10:53A	N	1	✓																				
22	S-4-7	"	10:54A	"	1	✓																				
23	S-5-3	"	12:40P	"	1	✓																				
24	S-5-7	"	12:50P	"	1	✓																				
25	S-6-3	"	12:22P	"	1	✓																				
26	S-6-7	"	12:26P	"	1	✓																				
27	SV-7-3	"	11:33A	"	1	✓																				
28	SV-7-7	"	11:35A	"	1	✓																				

DN HOLD

Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:
VIVEK MANICKAM	ECL	8/21/15	1327
	ECL	8/21/15	1410

DISTRIBUTION: White with final report, Green and Yellow to Client.
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01/01/14 Revision

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WORK ORDER NUMBER: 15-08- 1559

SAMPLE RECEIPT CHECKLIST

COOLER 1 OF 2

CLIENT: GEOSYNTEC

DATE: 08 / 21 / 2015

TEMPERATURE: (Criteria: 0.0°C – 6.0°C, not frozen except sediment/tissue)

Thermometer ID: SC5 (CF:-0.2°C); Temperature (w/o CF): 3.2 °C (w/ CF): 3.0 °C; ☑ Blank ☐ Sample

☐ Sample(s) outside temperature criteria (PM/APM contacted by: _____)

☐ Sample(s) outside temperature criteria but received on ice/chilled on same day of sampling

☐ Sample(s) received at ambient temperature; placed on ice for transport by courier

Ambient Temperature: ☐ Air ☐ Filter Checked by: 658

CUSTODY SEAL:

Cooler ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 658

Sample(s) ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 1017

SAMPLE CONDITION:	Yes	No	N/A
Chain-of-Custody (COC) document(s) received with samples	☑	☐	☐
COC document(s) received complete	☑	☐	☐
☐ Sampling date ☐ Sampling time ☐ Matrix ☐ Number of containers			
☐ No analysis requested ☐ Not relinquished ☐ No relinquished date ☐ No relinquished time			
Sampler's name indicated on COC	☑	☐	☐
Sample container label(s) consistent with COC	☐	☑	☐
Sample container(s) intact and in good condition	☑	☐	☐
Proper containers for analyses requested	☑	☐	☐
Sufficient volume/mass for analyses requested	☑	☐	☐
Samples received within holding time	☑	☐	☐
Aqueous samples for certain analyses received within 15-minute holding time			
☐ pH ☐ Residual Chlorine ☐ Dissolved Sulfide ☐ Dissolved Oxygen	☐	☐	☑
Proper preservation chemical(s) noted on COC and/or sample container	☑	☐	☐
Unpreserved aqueous sample(s) received for certain analyses			
☐ Volatile Organics ☐ Total Metals ☐ Dissolved Metals			
Container(s) for certain analysis free of headspace	☐	☐	☑
☐ Volatile Organics ☐ Dissolved Gases (RSK-175) ☐ Dissolved Oxygen (SM 4500)			
☐ Carbon Dioxide (SM 4500) ☐ Ferrous Iron (SM 3500) ☐ Hydrogen Sulfide (Hach)			
Tedlar™ bag(s) free of condensation	☐	☐	☑

CONTAINER TYPE: (Trip Blank Lot Number: _____)

Aqueous: ☐ VOA ☐ VOA**h** ☐ VOA**na$_2$** ☐ 100PJ ☐ 100PJ**na$_2$** ☐ 125AGB ☐ 125AGB**h** ☐ 125AGB**p** ☐ 125PB

☐ 125PB**znna** ☐ 250AGB ☐ 250CGB ☐ 250CGB**s** ☐ 250PB ☐ 250PB**n** ☐ 500AGB ☐ 500AGJ ☐ 500AGJ**s**

☐ 500PB ☐ 1AGB ☐ 1AGB**na$_2$** ☐ 1AGB**s** ☐ 1PB ☐ 1PB**na** ☐ _____ ☐ _____ ☐ _____ ☐ _____

Solid: ☐ 4ozCGJ ☑ 8ozCGJ ☐ 16ozCGJ ☐ Sleeve (_____) ☐ EnCores® (_____) ☑ TerraCores® (3) ☑ 2oz PJ

Air: ☐ Tedlar™ ☐ Canister ☐ Sorbent Tube ☐ PUF ☐ _____ **Other Matrix** (_____): ☐ _____ ☐ _____

Container: **A** = Amber, **B** = Bottle, **C** = Clear, **E** = Envelope, **G** = Glass, **J** = Jar, **P** = Plastic, and **Z** = Ziploc/Resealable Bag

Preservative: **b** = buffered, **f** = filtered, **h** = HCl, **n** = HNO_3, **na** = NaOH, **na$_2$** = $Na_2S_2O_3$, **p** = H_3PO_4, **s** = H_2SO_4, **u** = ultra-pure, **znna** = $Zn(CH_3CO_2)_2$ + NaOH

Labeled/Checked by: 1017

Reviewed by: Sm

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WORK ORDER NUMBER: 15-08- 1559

SAMPLE RECEIPT CHECKLIST

COOLER 2 OF 2

CLIENT: Geosyntec

DATE: 08 / 21 / 2015

TEMPERATURE: (Criteria: 0.0°C – 6.0°C, not frozen except sediment/tissue)

Thermometer ID: SC5 (CF:-0.2°C); Temperature (w/o CF): 3.3 °C (w/ CF): 3.1 °C; ☐ Blank ☐ Sample

☐ Sample(s) outside temperature criteria (PM/APM contacted by: _____)

☐ Sample(s) outside temperature criteria but received on ice/chilled on same day of sampling

☐ Sample(s) received at ambient temperature; placed on ice for transport by courier

Ambient Temperature: ☐ Air ☐ Filter Checked by: 678

CUSTODY SEAL:

Cooler ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 678

Sample(s) ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 1017

SAMPLE CONDITION:	Yes	No	N/A
Chain-of-Custody (COC) document(s) received with samples	☑	☐	☐
COC document(s) received complete	☑	☐	☐
☐ Sampling date ☐ Sampling time ☐ Matrix ☐ Number of containers			
☐ No analysis requested ☐ Not relinquished ☐ No relinquished date ☐ No relinquished time			
Sampler's name indicated on COC	☑	☐	☐
Sample container label(s) consistent with COC	☑	☐	☐
Sample container(s) intact and in good condition	☑	☐	☐
Proper containers for analyses requested	☑	☐	☐
Sufficient volume/mass for analyses requested	☑	☐	☐
Samples received within holding time	☑	☐	☐
Aqueous samples for certain analyses received within 15-minute holding time			
☐ pH ☐ Residual Chlorine ☐ Dissolved Sulfide ☐ Dissolved Oxygen	☐	☐	☑
Proper preservation chemical(s) noted on COC and/or sample container	☑	☐	☐
Unpreserved aqueous sample(s) received for certain analyses			
☐ Volatile Organics ☐ Total Metals ☐ Dissolved Metals			
Container(s) for certain analysis free of headspace	☐	☐	☑
☐ Volatile Organics ☐ Dissolved Gases (RSK-175) ☐ Dissolved Oxygen (SM 4500)			
☐ Carbon Dioxide (SM 4500) ☐ Ferrous Iron (SM 3500) ☐ Hydrogen Sulfide (Hach)			
Tedlar™ bag(s) free of condensation	☐	☐	☑

CONTAINER TYPE: (Trip Blank Lot Number: _____)

Aqueous: ☐ VOA ☐ VOA**h** ☐ VOA**na$_2$** ☐ 100PJ ☐ 100PJ**na$_2$** ☐ 125AGB ☐ 125AGB**h** ☐ 125AGB**p** ☐ 125PB

☐ 125PB**znna** ☐ 250AGB ☐ 250CGB ☐ 250CGB**s** ☐ 250PB ☐ 250PB**n** ☐ 500AGB ☐ 500AGJ ☐ 500AGJ**s**

☐ 500PB ☐ 1AGB ☐ 1AGB**na$_2$** ☐ 1AGB**s** ☐ 1PB ☐ 1PB**na** ☐ _____ ☐ _____ ☐ _____ ☐ _____

Solid: ☐ 4ozCGJ ☑ 8ozCGJ ☐ 16ozCGJ ☐ Sleeve (_____) ☐ EnCores® (_____) ☑ TerraCores® (3) ☑ 2ozPJ

Air: ☐ Tedlar™ ☐ Canister ☐ Sorbent Tube ☐ PUF ☐ _____ **Other Matrix** (_____): ☐ _____ ☐ _____

Container: **A** = Amber, **B** = Bottle, **C** = Clear, **E** = Envelope, **G** = Glass, **J** = Jar, **P** = Plastic, and **Z** = Ziploc/Resealable Bag

Preservative: **b** = buffered, **f** = filtered, **h** = HCl, **n** = HNO_3, **na** = NaOH, **na$_2$** = $Na_2S_2O_3$, **p** = H_3PO_4, **s** = H_2SO_4, **u** = ultra-pure, **znna** = $Zn(CH_3CO_2)_2$ + NaOH

Labeled/Checked by: 1017

Reviewed by: [signature]

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WORK ORDER NUMBER: 15-08- 1559

SAMPLE ANOMALY REPORT

DATE: 08 / 21 / 2015

SAMPLES, CONTAINERS, AND LABELS:

Comments

- ☐ Sample(s) NOT RECEIVED but listed on COC
- ☐ Sample(s) received but NOT LISTED on COC
- ☐ Holding time expired (list client or ECI sample ID and analysis)
- ☐ Insufficient sample amount for requested analysis (list analysis)
- ☐ Improper container(s) used (list analysis)
- ☐ Improper preservative used (list analysis)
- ☐ No preservative noted on COC or label (list analysis and notify lab)
- ☐ Sample container(s) not labeled
- ☐ Client sample label(s) illegible (list container type and analysis)
- ☑ Client sample label(s) do not match COC (comment)
  - ☐ Project information
  - ☐ Client sample ID
  - ☑ Sampling date and/or time
  - ☐ Number of container(s)
  - ☐ Requested analysis
- ☐ Sample container(s) compromised (comment)
  - ☐ Broken
  - ☐ Water present in sample container
- ☐ Air sample container(s) compromised (comment)
  - ☐ Flat
  - ☐ Very low in volume
  - ☐ Leaking (not transferred; duplicate bag submitted)
  - ☐ Leaking (transferred into ECI Tedlar™ bags*)
  - ☐ Leaking (transferred into client's Tedlar™ bags*)

(-9) Collection time per label is 12:43

* Transferred at client's request.

MISCELLANEOUS: (Describe)

Comments

HEADSPACE:

(Containers with bubble > 6 mm or ¼ inch for volatile organic or dissolved gas analysis)

ECI Sample ID	ECI Container ID	Total Number**	ECI Sample ID	ECI Container ID	Total Number**

(Containers with bubble for other analysis)

ECI Sample ID	ECI Container ID	Total Number**	Requested Analysis

Comments: _____

Reported by: 1017

Reviewed by: SDL

** Record the total number of containers (i.e., vials or bottles) for the affected sample.

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Stephen Nowak

From: Zahra Amini [ZAmini@Geosyntec.com]
Sent: Friday, August 28, 2015 3:14 PM
To: Stephen Nowak
Cc: Eric Smalstig
Subject: RE: PSG / HR1507-02 / ECI 15-08-1559

Hi Steve,

Based on these results and notable concentrations of lead in the following samples we would like to request WET analysis to be done on these samples:

- SV-1-1
- S-2-1
- S-3-1.5
- S-6-1

Thanks,

Zahra Amini

Zahra Amini, Ph.D.
Engineer

2100 Main Street, Suite 150
Huntington Beach, CA 92648
Direct line: 714 465 12 46
Fax: 714 969 08 20
Cell: 714 475 86 90
www.geosyntec.com

Geosyntec consultants
engineers | scientists | innovators

This electronic mail message contains information that (a) is or may be LEGALLY PRIVILEGED, CONFIDENTIAL, PROPRIETARY IN NATURE, OR OTHERWISE PROTECTED BY LAW FROM DISCLOSURE, and (b) is intended only for the use of the Addressee(s) named herein. If you are not the intended recipient, an addressee, or the person responsible for delivering this to an addressee, you are hereby notified that reading, using, copying, or distributing any part of this message is strictly prohibited. If you have received this electronic mail message in error, please contact us immediately and take the steps necessary to delete the message completely from your computer system.

From: Stephen Nowak [mailto:StephenNowak@eurofinsUS.com]
Sent: Friday, August 28, 2015 12:36 PM
To: Zahra Amini
Subject: PSG / HR1507-02 / ECI 15-08-1559

Report and EDD are attached.

Stephen Nowak
Project Manager

Eurofins Calscience, Inc.
7440 Lincoln Way
GARDEN GROVE, CA 92841
USA
Phone: +1 714 895 5494
Mobile: +1 714 904 5230

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Supplemental Report 2

Additional requested analyses are reported as a stand-alone report.

WORK ORDER NUMBER: 15-08-1559

The difference is service

AIR | SOIL | WATER | MARINE CHEMISTRY

Analytical Report For

Client: Geosyntec Consultants

Client Project Name: PSG / HR1507-02

Attention: Zahra Amini
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Approved for release on 09/14/2015 by:
Stephen Nowak
Project Manager

ResultLink

Email your PM

Eurofins Calscience, Inc. (Calscience) certifies that the test results provided in this report meet all NELAC requirements for parameters for which accreditation is required or available. Any exceptions to NELAC requirements are noted in the case narrative. The original report of subcontracted analyses, if any, is attached to this report. The results in this report are limited to the sample(s) tested and any reproduction thereof must be made in its entirety. The client or recipient of this report is specifically prohibited from making material changes to said report and, to the extent that such changes are made, Calscience is not responsible, legally or otherwise. The client or recipient agrees to indemnify Calscience for any defense to any litigation which may arise.

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Work Order Number: 15-08-1559

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Work Order Narrative

Work Order: 15-08-1559 Page 1 of 1

Condition Upon Receipt:

Samples were received under Chain-of-Custody (COC) on 08/21/15. They were assigned to Work Order 15-08-1559.

Unless otherwise noted on the Sample Receiving forms all samples were received in good condition and within the recommended EPA temperature criteria for the methods noted on the COC. The COC and Sample Receiving Documents are integral elements of the analytical report and are presented at the back of the report.

Holding Times:

All samples were analyzed within prescribed holding times (HT) and/or in accordance with the Calscience Sample Acceptance Policy unless otherwise noted in the analytical report and/or comprehensive case narrative, if required.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

Quality Control:

All quality control parameters (QC) were within established control limits except where noted in the QC summary forms or described further within this report.

Subcontractor Information:

Unless otherwise noted below (or on the subcontract form), no samples were subcontracted.

Additional Comments:

Air - Sorbent-extracted air methods (EPA TO-4A, EPA TO-10, EPA TO-13A, EPA TO-17): Analytical results are converted from mass/sample basis to mass/volume basis using client-supplied air volumes.

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are always reported on a wet weight basis.

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Sample Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1559
	2100 Main Street, Suite 150	Project Name:	PSG / HR1507-02
	Huntington Beach, CA 92648-2460	PO Number:	
		Date/Time Received:	08/21/15 14:10
		Number of Containers:	84
Attn:	Zahra Amini		

Sample Identification	Lab Number	Collection Date and Time	Number of Containers	Matrix
S-2-3	15-08-1559-17	08/20/15 07:50	1	Solid
S-2-7	15-08-1559-18	08/20/15 08:05	1	Solid
S-3-3	15-08-1559-19	08/20/15 08:50	1	Solid
S-3-7	15-08-1559-20	08/20/15 08:54	1	Solid

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-3	**15-08-1559-17-A**	**08/20/15 07:50**	**Solid**	**ICP 7300**	**09/09/15**	**09/10/15 15:39**	**150909L06**

Parameter	Result	RL	DF	Qualifiers
Lead	173	0.518	1.04	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-7	**15-08-1559-18-A**	**08/20/15 08:05**	**Solid**	**ICP 7300**	**09/09/15**	**09/10/15 15:40**	**150909L06**

Parameter	Result	RL	DF	Qualifiers
Lead	1.05	0.505	1.01	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-3	**15-08-1559-19-A**	**08/20/15 08:50**	**Solid**	**ICP 7300**	**09/09/15**	**09/10/15 15:40**	**150909L06**

Parameter	Result	RL	DF	Qualifiers
Lead	58.6	0.508	1.02	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-7	**15-08-1559-20-A**	**08/20/15 08:54**	**Solid**	**ICP 7300**	**09/09/15**	**09/10/15 15:41**	**150909L06**

Parameter	Result	RL	DF	Qualifiers
Lead	15.9	0.481	0.962	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**097-01-002-21737**	**N/A**	**Solid**	**ICP 7300**	**09/09/15**	**09/10/15 14:50**	**150909L06**

Parameter	Result	RL	DF	Qualifiers
Lead	ND	0.495	0.990	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: PSG / HR1507-02

Date Received: 08/21/15
Work Order: 15-08-1559
Preparation: T22.11.5. AII
Method: EPA 6010B
Units: mg/L

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-3	**15-08-1559-17-A**	**08/20/15 07:50**	**Solid**	**ICP 7300**	**09/09/15**	**09/11/15 18:02**	**150911LA2**

Comment(s): - The analysis was performed on a STLC extract of the sample.

Parameter	Result	RL	DF	Qualifiers
Lead	11.5	0.100	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-2-7	**15-08-1559-18-A**	**08/20/15 08:05**	**Solid**	**ICP 7300**	**09/09/15**	**09/11/15 19:29**	**150911LA2**

Comment(s): - The analysis was performed on a STLC extract of the sample.

Parameter	Result	RL	DF	Qualifiers
Lead	ND	0.100	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-3	**15-08-1559-19-A**	**08/20/15 08:50**	**Solid**	**ICP 7300**	**09/09/15**	**09/11/15 19:31**	**150911LA2**

Comment(s): - The analysis was performed on a STLC extract of the sample.

Parameter	Result	RL	DF	Qualifiers
Lead	5.89	0.100	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
S-3-7	**15-08-1559-20-A**	**08/20/15 08:54**	**Solid**	**ICP 7300**	**09/09/15**	**09/11/15 19:37**	**150911LA2**

Comment(s): - The analysis was performed on a STLC extract of the sample.

Parameter	Result	RL	DF	Qualifiers
Lead	0.275	0.100	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**097-05-006-8033**	**N/A**	**Aqueous**	**ICP 7300**	**09/09/15**	**09/11/15 17:14**	**150911LA2**

Parameter	Result	RL	DF	Qualifiers
Lead	ND	0.100	1.00	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Quality Control - Spike/Spike Duplicate

Geosyntec Consultants	Date Received:	08/21/15
2100 Main Street, Suite 150	Work Order:	15-08-1559
Huntington Beach, CA 92648-2460	Preparation:	EPA 3050B
	Method:	EPA 6010B
Project: PSG / HR1507-02		Page 1 of 2

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
15-09-0571-10	**Sample**	**Solid**	**ICP 7300**	**09/09/15**	**09/10/15 14:59**	**150909S06**
15-09-0571-10	**Matrix Spike**	**Solid**	**ICP 7300**	**09/09/15**	**09/10/15 15:01**	**150909S06**
15-09-0571-10	**Matrix Spike Duplicate**	**Solid**	**ICP 7300**	**09/09/15**	**09/10/15 15:03**	**150909S06**

Parameter	Sample Conc.	Spike Added	MS Conc.	MS %Rec.	MSD Conc.	MSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
Lead	1.689	25.00	28.98	109	28.13	106	75-125	3	0-20	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - Spike/Spike Duplicate

Geosyntec Consultants		Date Received:	08/21/15
2100 Main Street, Suite 150		Work Order:	15-08-1559
Huntington Beach, CA 92648-2460		Preparation:	T22.11.5. AII
		Method:	EPA 6010B
Project: PSG / HR1507-02			Page 2 of 2

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
S-2-3	**Sample**	**Solid**	**ICP 7300**	**09/09/15**	**09/11/15 18:02**	**150911SA2**
S-2-3	**Matrix Spike**	**Solid**	**ICP 7300**	**09/09/15**	**09/11/15 18:04**	**150911SA2**
S-2-3	**Matrix Spike Duplicate**	**Solid**	**ICP 7300**	**09/09/15**	**09/11/15 18:06**	**150911SA2**

Parameter	Sample Conc.	Spike Added	MS Conc.	MS %Rec.	MSD Conc.	MSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
Lead	11.47	5.000	14.92	69	14.49	60	75-125	3	0-20	3

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Geosyntec Consultants		Date Received:	08/21/15
2100 Main Street, Suite 150		Work Order:	15-08-1559
Huntington Beach, CA 92648-2460		Preparation:	EPA 3050B
		Method:	EPA 6010B
Project: PSG / HR1507-02			Page 1 of 2

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
097-01-002-21737	**LCS**	**Solid**	**ICP 7300**	**09/09/15**	**09/10/15 14:53**	**150909L06**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	Qualifiers
Lead	25.00	25.56	102	80-120	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS

Geosyntec Consultants		Date Received:	08/21/15
2100 Main Street, Suite 150		Work Order:	15-08-1559
Huntington Beach, CA 92648-2460		Preparation:	T22.11.5. AII
		Method:	EPA 6010B
Project: PSG / HR1507-02			Page 2 of 2

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS Batch Number
097-05-006-8033	**LCS**	**Aqueous**	**ICP 7300**	**09/09/15**	**09/11/15 17:16**	**150911LA2**

Parameter	Spike Added	Conc. Recovered	LCS %Rec.	%Rec. CL	Qualifiers
Lead	5.000	4.980	100	80-120	

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RPD: Relative Percent Difference. CL: Control Limits

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Sample Analysis Summary Report

Work Order: 15-08-1559 Page 1 of 1

Method	Extraction	Chemist ID	Instrument	Analytical Location
EPA 6010B	EPA 3050B	935	ICP 7300	1
EPA 6010B	T22.11.5. AII	935	ICP 7300	1

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Glossary of Terms and Qualifiers

Work Order: 15-08-1559 Page 1 of 1

Qualifiers	Definition
*	See applicable analysis comment.
<	Less than the indicated value.
>	Greater than the indicated value.
1	Surrogate compound recovery was out of control due to a required sample dilution. Therefore, the sample data was reported without further clarification.
2	Surrogate compound recovery was out of control due to matrix interference. The associated method blank surrogate spike compound was in control and, therefore, the sample data was reported without further clarification.
3	Recovery of the Matrix Spike (MS) or Matrix Spike Duplicate (MSD) compound was out of control due to suspected matrix interference. The associated LCS recovery was in control.
4	The MS/MSD RPD was out of control due to suspected matrix interference.
5	The PDS/PDSD or PES/PESD associated with this batch of samples was out of control due to suspected matrix interference.
6	Surrogate recovery below the acceptance limit.
7	Surrogate recovery above the acceptance limit.
B	Analyte was present in the associated method blank.
BU	Sample analyzed after holding time expired.
BV	Sample received after holding time expired.
CI	See case narrative.
E	Concentration exceeds the calibration range.
ET	Sample was extracted past end of recommended max. holding time.
HD	The chromatographic pattern was inconsistent with the profile of the reference fuel standard.
HDH	The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but heavier hydrocarbons were also present (or detected).
HDL	The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but lighter hydrocarbons were also present (or detected).
J	Analyte was detected at a concentration below the reporting limit and above the laboratory method detection limit. Reported value is estimated.
JA	Analyte positively identified but quantitation is an estimate.
ME	LCS Recovery Percentage is within Marginal Exceedance (ME) Control Limit range (+/- 4 SD from the mean).
ND	Parameter not detected at the indicated reporting limit.
Q	Spike recovery and RPD control limits do not apply resulting from the parameter concentration in the sample exceeding the spike concentration by a factor of four or greater.
SG	The sample extract was subjected to Silica Gel treatment prior to analysis.
X	% Recovery and/or RPD out-of-range.
Z	Analyte presence was not confirmed by second column or GC/MS analysis.

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are reported on a wet weight basis.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

A calculated total result (Example: Total Pesticides) is the summation of each component concentration and/or, if "J" flags are reported, estimated concentration. Component concentrations showing not detected (ND) are summed into the calculated total result as zero concentrations.

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7440 Lincoln Way, Garden Grove, CA 92841-1427 • (714) 895-5494
For courier service / sample drop off information, contact us26_sales@eurofinsus.com or call us.

CHAIN-OF-CUSTODY RECORD

WO NO. / LAB USE ONLY: **15-08-1559**

DATE: 08/20/2015
PAGE: 1 OF 3

LABORATORY CLIENT: GEOSYNTEC CONSULTANTS
ADDRESS: 2100 MAIN ST #150
CITY: HUNTINGTON BEACH STATE: CA ZIP: 92648
TEL: 714 969-0800 E-MAIL: ZAMINI@GEOSYNTEC.COM

CLIENT PROJECT NAME / NO.: PSG HR1507-02
P.O. NO.:
PROJECT CONTACT: ZAHRA AMINI
LAB CONTACT OR QUOTE NO.:
GLOBAL ID:
LOG CODE:
SAMPLER(S): (PRINT) VIVEK MANICKAM

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☑ STANDARD

EDD:
☐ COELT EDF ☐ OTHER

SPECIAL INSTRUCTIONS:
*SEE "HOLD" NOTE ON SELECT SAMPLE IDS - THESE ARE TO BE ANALYZED FOR METALS PENDING PRIMARY ANALYSES.

REQUESTED ANALYSES

Please check box or fill in blank as needed.

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved (5035)	Field Filtered	TPH(g) ☑ GRO	TPH(d) ☐ DRO / ☑ ORO	TPH ☐ C6-C36 ☐ C6-C44	TPH ____	BTEX / MTBE ☐ 8260 ☐ ____	VOCs (8260)	Oxygenates (8260)	Prep (5035) ☐ En Core ☑ Terra Core	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PAHs ☐ 8270 ☐ 8270 SIM	T22 Metals ☑ 6010/747X ☐ 6020/747X	Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6		* NOTE: SUFFICIENT SAMPLE HAS BEEN COLLECTED TO RUN SOLUBLE - IF WE REQUEST IT. THX.
1	SV-1-1	8/20/15	9:32A	Soil	5	2	3		X	X						X					X		
2	SV-1-9	"	9:55A	"	"	"	"		X	X						X					X		
3	S-2-1	"	7:45A	"	"	"	"		X	X						X					X		
4	S-2-10	"	8:13A	"	"	"	"		X	X						X					X		
5	S-3-1.5	"	8:43A	"	"	"	"		X	X						X					X		
6	S-3-9	"	9:57A	"	"	"	"		X	X						X					X		
7	S-4-1	"	10:42A	"	"	"	"		X	X						X					X		
8	S-4-9	"	10:54A	"	"	"	"		X	X						X					X		
9	S-5-1	"	2:43P	"	"	"	"		X	X						X					X		
10	S-5-10.5	"	1:02P	"	"	"	"		X	X						X					X		

Relinquished by: (Signature) VIVEK MANICKAM	Received by: (Signature/Affiliation) EEC	Date: 8/21/15	Time: 1327
Relinquished by: (Signature)	Received by: (Signature/Affiliation) EEC	Date: 8/21/15	Time: 1410
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:

2014-07-01 Revision

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Calscience Environmental Laboratories, Inc.

CHAIN OF CUSTODY RECORD

SoCal Laboratory
7440 Lincoln Way
Garden Grove, CA 92841-1427
(714) 895-5494

NorCal Service Center
5063 Commercial Circle, Suite H
Concord, CA 94520-8577
(925) 689-9022

WO # / LAB USE ONLY: 08-1[illegible]9

Date: 8/20/2015
Page: 2 of 3

LABORATORY CLIENT: GEOSYNTEC CONSULTANTS
ADDRESS: SEE PAGE 1 OF 3
CITY / STATE / ZIP:
TEL: / E-MAIL:
CLIENT PROJECT NAME / NUMBER:
P.O. NO.:
PROJECT CONTACT: ZAHRA AMINI
SAMPLER(S): (PRINT)

TURNAROUND TIME: ☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☑ STANDARD
☐ COELT EDF | GLOBAL ID | LOG CODE
SPECIAL INSTRUCTIONS:

REQUESTED ANALYSES

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved	Field Filtered	TPH (g) or GRO	TPH (d) or DRO or (C6-C36) or (C6-C44)	TPH ( )	BTEX / MTBE (8260) or ( )	VOCs (8260)	Oxygenates (8260)	En Core / Terra Core Prep (5035)	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PNAs (8310) or (8270)	T22 Metals (6010/747X)	Cr(VI) [7196 or 7199 or 218.6]	Air - VOCs (TO-14A) or (TO-15)	Air - TPH (g) [TO-3]	* SEE * NOTE PAGE 1
11	S-6-1	8/20/15	12:09p	SOIL	5	2	3		X	X					X					X				
12	S-6-9	8/20/15	12:25p	"	5	"	"		X	X					X					X				
13	SV-7-1	8/20/15	11:22A	"	5	"	"		X	X					X					X				
14	SV-7-10	8/20/15	11:40A	"	5	"	"		X	X					X					X				
15	SV-1-3	"	9:45A	"	1	✓																		
16	SV-1-7	"	9:50A	"	1	✓																		
17	S-2-3	"	7:50A	"	1	✓																		
18	S-2-7	"	8:05A	"	1	✓																		
19	S-3-3	"	8:50A	"	1	✓																		

DN HOLD

Relinquished by: (Signature) VIVEK MANICKAM	Received by: (Signature/Affiliation)	Date: 8/21/15	Time: 1335
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date: 8/21/15	Time: 1410
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:

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06/01/10 Revision

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7440 Lincoln Way, Garden Grove, CA 92841-1427 • (714) 895-5494
Other locations: Concord, San Luis Obispo, Houston, and Corpus Christi
For courier service / sample drop off information,
contact sales@calscience.com or call us.

CHAIN OF CUSTODY RECORD

WO # / LAB USE ONLY: 15-08-1559

Date: 8/20/15

Page 3 of 3

LABORATORY CLIENT: GEOSYNTEC CONSULTANTS

ADDRESS: SEE PAGE 1

CITY: STATE: ZIP:

TEL: E-MAIL:

CLIENT PROJECT NAME / NUMBER:

P.O. NO.:

PROJECT CONTACT: ZAHRA AMINI

SAMPLER(S): (PRINT)

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☑ STANDARD

☐ COELT EDF | GLOBAL ID | LOG CODE

SPECIAL INSTRUCTIONS:

REQUESTED ANALYSES

Please check box or fill in blank as needed.

LAB USE ONLY	SAMPLE ID	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	Unpreserved	Preserved	Field Filtered	☐ TPH(g) ☐ GRO	☐ TPH(d) ☐ DRO	TPH ☐ C6-C36 ☐ C6-C44	TPH___	BTEX / MTBE ☐ 8260 ☐ ___	VOCs (8260)	Oxygenates (8260)	Prep (5035) ☐ En Core ☐ Terra Core	SVOCs (8270)	Pesticides (8081)	PCBs (8082)	PAHs ☐ 8270 ☐ 8270 SIM	T22 Metals ☐ 6010/747X ☐ 6020/747X	Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6	* SEE NOTE 1 PAGE 1
20	S-3-7	8/20/15	8:54A	SOIL	1	✓																	
21	S-4-3	"	10:53A	N	1	✓																	
22	S-4-7	"	10:54A	"	1	✓																	
23	S-5-3	"	12:40P	"	1	✓																	
24	S-5-7	"	12:50P	"	1	✓																	
25	S-6-3	"	12:22P	"	1	✓																	
26	S-6-7	"	12:26P	"	1	✓																	
27	SV-7-3	"	11:33A	"	1	✓																	
28	SV-7-7	"	11:35A	"	1	✓																	

DN HOLD

Relinquished by: (Signature) VIVEK MANICKAM	Received by: (Signature/Affiliation) ECS	Date: 8/21/15	Time: 1327
Relinquished by: (Signature)	Received by: (Signature/Affiliation) ECS	Date: 8/21/15	Time: 1410
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:

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01/01/14 Revision

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WORK ORDER NUMBER: 15-08- 1559

SAMPLE RECEIPT CHECKLIST

COOLER 1 OF 2

CLIENT: GEOSYNTEC

DATE: 08 / 21 / 2015

TEMPERATURE: (Criteria: 0.0°C – 6.0°C, not frozen except sediment/tissue)

Thermometer ID: SC5 (CF:-0.2°C); Temperature (w/o CF): 3.2 °C (w/ CF): 3.0 °C; ☐ Blank ☐ Sample

☐ Sample(s) outside temperature criteria (PM/APM contacted by: _____)

☐ Sample(s) outside temperature criteria but received on ice/chilled on same day of sampling

☐ Sample(s) received at ambient temperature; placed on ice for transport by courier

Ambient Temperature: ☐ Air ☐ Filter Checked by: 658

CUSTODY SEAL:

Cooler ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 658

Sample(s) ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 1017

SAMPLE CONDITION:	Yes	No	N/A
Chain-of-Custody (COC) document(s) received with samples	☑	☐	☐
COC document(s) received complete	☑	☐	☐
☐ Sampling date ☐ Sampling time ☐ Matrix ☐ Number of containers			
☐ No analysis requested ☐ Not relinquished ☐ No relinquished date ☐ No relinquished time			
Sampler's name indicated on COC	☑	☐	☐
Sample container label(s) consistent with COC	☐	☑	☐
Sample container(s) intact and in good condition	☑	☐	☐
Proper containers for analyses requested	☑	☐	☐
Sufficient volume/mass for analyses requested	☑	☐	☐
Samples received within holding time	☑	☐	☐
Aqueous samples for certain analyses received within 15-minute holding time			
☐ pH ☐ Residual Chlorine ☐ Dissolved Sulfide ☐ Dissolved Oxygen	☐	☐	☑
Proper preservation chemical(s) noted on COC and/or sample container	☑	☐	☐
Unpreserved aqueous sample(s) received for certain analyses			
☐ Volatile Organics ☐ Total Metals ☐ Dissolved Metals			
Container(s) for certain analysis free of headspace	☐	☐	☑
☐ Volatile Organics ☐ Dissolved Gases (RSK-175) ☐ Dissolved Oxygen (SM 4500)			
☐ Carbon Dioxide (SM 4500) ☐ Ferrous Iron (SM 3500) ☐ Hydrogen Sulfide (Hach)			
Tedlar™ bag(s) free of condensation	☐	☐	☑

CONTAINER TYPE: (Trip Blank Lot Number: _____)

Aqueous: ☐ VOA ☐ VOA**h** ☐ VOA**na$_2$** ☐ 100PJ ☐ 100PJ**na$_2$** ☐ 125AGB ☐ 125AGB**h** ☐ 125AGB**p** ☐ 125PB

☐ 125PB**znna** ☐ 250AGB ☐ 250CGB ☐ 250CGB**s** ☐ 250PB ☐ 250PB**n** ☐ 500AGB ☐ 500AGJ ☐ 500AGJ**s**

☐ 500PB ☐ 1AGB ☐ 1AGB**na$_2$** ☐ 1AGB**s** ☐ 1PB ☐ 1PB**na** ☐ _____ ☐ _____ ☐ _____ ☐ _____

Solid: ☐ 4ozCGJ ☑ 8ozCGJ ☐ 16ozCGJ ☐ Sleeve (_____) ☐ EnCores® (_____) ☑ TerraCores® (3) ☑ 2oz PJ

Air: ☐ Tedlar™ ☐ Canister ☐ Sorbent Tube ☐ PUF ☐ _____ **Other Matrix** (_____): ☐ _____ ☐ _____

Container: **A** = Amber, **B** = Bottle, **C** = Clear, **E** = Envelope, **G** = Glass, **J** = Jar, **P** = Plastic, and **Z** = Ziploc/Resealable Bag

Preservative: **b** = buffered, **f** = filtered, **h** = HCl, **n** = HNO_3, **na** = NaOH, **na$_2$** = $Na_2S_2O_3$, **p** = H_3PO_4, **s** = H_2SO_4, **u** = ultra-pure, **znna** = $Zn(CH_3CO_2)_2$ + NaOH

Labeled/Checked by: 1017

Reviewed by: Sm

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WORK ORDER NUMBER: 15-08- 1559

SAMPLE RECEIPT CHECKLIST

COOLER 2 OF 2

CLIENT: Geosyntec

DATE: 08 / 21 / 2015

TEMPERATURE: (Criteria: 0.0°C – 6.0°C, not frozen except sediment/tissue)

Thermometer ID: SC5 (CF:-0.2°C); Temperature (w/o CF): 3.3 °C (w/ CF): 3.1 °C; ☐ Blank ☐ Sample

☐ Sample(s) outside temperature criteria (PM/APM contacted by: _____)

☐ Sample(s) outside temperature criteria but received on ice/chilled on same day of sampling

☐ Sample(s) received at ambient temperature; placed on ice for transport by courier

Ambient Temperature: ☐ Air ☐ Filter Checked by: 678

CUSTODY SEAL:

Cooler ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 678

Sample(s) ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 1017

SAMPLE CONDITION:	Yes	No	N/A
Chain-of-Custody (COC) document(s) received with samples	☑	☐	☐
COC document(s) received complete	☑	☐	☐
☐ Sampling date ☐ Sampling time ☐ Matrix ☐ Number of containers			
☐ No analysis requested ☐ Not relinquished ☐ No relinquished date ☐ No relinquished time			
Sampler's name indicated on COC	☑	☐	☐
Sample container label(s) consistent with COC	☑	☐	☐
Sample container(s) intact and in good condition	☑	☐	☐
Proper containers for analyses requested	☑	☐	☐
Sufficient volume/mass for analyses requested	☑	☐	☐
Samples received within holding time	☑	☐	☐
Aqueous samples for certain analyses received within 15-minute holding time			
☐ pH ☐ Residual Chlorine ☐ Dissolved Sulfide ☐ Dissolved Oxygen	☐	☐	☑
Proper preservation chemical(s) noted on COC and/or sample container	☑	☐	☐
Unpreserved aqueous sample(s) received for certain analyses			
☐ Volatile Organics ☐ Total Metals ☐ Dissolved Metals			
Container(s) for certain analysis free of headspace	☐	☐	☑
☐ Volatile Organics ☐ Dissolved Gases (RSK-175) ☐ Dissolved Oxygen (SM 4500)			
☐ Carbon Dioxide (SM 4500) ☐ Ferrous Iron (SM 3500) ☐ Hydrogen Sulfide (Hach)			
Tedlar™ bag(s) free of condensation	☐	☐	☑

CONTAINER TYPE: (Trip Blank Lot Number: _____)

Aqueous: ☐ VOA ☐ VOA**h** ☐ VOA**na$_2$** ☐ 100PJ ☐ 100PJ**na$_2$** ☐ 125AGB ☐ 125AGB**h** ☐ 125AGB**p** ☐ 125PB

☐ 125PB**znna** ☐ 250AGB ☐ 250CGB ☐ 250CGB**s** ☐ 250PB ☐ 250PB**n** ☐ 500AGB ☐ 500AGJ ☐ 500AGJ**s**

☐ 500PB ☐ 1AGB ☐ 1AGB**na$_2$** ☐ 1AGB**s** ☐ 1PB ☐ 1PB**na** ☐ _____ ☐ _____ ☐ _____ ☐ _____

Solid: ☐ 4ozCGJ ☑ 8ozCGJ ☐ 16ozCGJ ☐ Sleeve (_____) ☐ EnCores® (_____) ☑ TerraCores® (3) ☑ 2ozPJ

Air: ☐ Tedlar™ ☐ Canister ☐ Sorbent Tube ☐ PUF ☐ _____ **Other Matrix** (_____): ☐ _____ ☐ _____

Container: **A** = Amber, **B** = Bottle, **C** = Clear, **E** = Envelope, **G** = Glass, **J** = Jar, **P** = Plastic, and **Z** = Ziploc/Resealable Bag

Preservative: **b** = buffered, **f** = filtered, **h** = HCl, **n** = HNO_3, **na** = NaOH, **na$_2$** = $Na_2S_2O_3$, **p** = H_3PO_4, **s** = H_2SO_4, **u** = ultra-pure, **znna** = $Zn(CH_3CO_2)_2$ + NaOH

Labeled/Checked by: 1017

Reviewed by: [signature]

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WORK ORDER NUMBER: 15-08- 1559

SAMPLE ANOMALY REPORT

DATE: 08 / 21 / 2015

SAMPLES, CONTAINERS, AND LABELS:

Comments

- ☐ Sample(s) NOT RECEIVED but listed on COC
- ☐ Sample(s) received but NOT LISTED on COC
- ☐ Holding time expired (list client or ECI sample ID and analysis)
- ☐ Insufficient sample amount for requested analysis (list analysis)
- ☐ Improper container(s) used (list analysis)
- ☐ Improper preservative used (list analysis)
- ☐ No preservative noted on COC or label (list analysis and notify lab)
- ☐ Sample container(s) not labeled
- ☐ Client sample label(s) illegible (list container type and analysis)
- ☑ Client sample label(s) do not match COC (comment)
  - ☐ Project information
  - ☐ Client sample ID
  - ☑ Sampling date and/or time
  - ☐ Number of container(s)
  - ☐ Requested analysis
- ☐ Sample container(s) compromised (comment)
  - ☐ Broken
  - ☐ Water present in sample container
- ☐ Air sample container(s) compromised (comment)
  - ☐ Flat
  - ☐ Very low in volume
  - ☐ Leaking (not transferred; duplicate bag submitted)
  - ☐ Leaking (transferred into ECI Tedlar™ bags*)
  - ☐ Leaking (transferred into client's Tedlar™ bags*)

(-9) Collection time per label is 12:43

* Transferred at client's request.

MISCELLANEOUS: (Describe)

Comments

HEADSPACE:

(Containers with bubble > 6 mm or ¼ inch for volatile organic or dissolved gas analysis)

ECI Sample ID	ECI Container ID	Total Number**	ECI Sample ID	ECI Container ID	Total Number**

(Containers with bubble for other analysis)

ECI Sample ID	ECI Container ID	Total Number**	Requested Analysis

Comments: _____

Reported by: 1017

Reviewed by: SDL

** Record the total number of containers (i.e., vials or bottles) for the affected sample.

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Stephen Nowak

From: Zahra Amini [ZAmini@Geosyntec.com]
Sent: Friday, August 28, 2015 3:14 PM
To: Stephen Nowak
Cc: Eric Smalstig
Subject: RE: PSG / HR1507-02 / ECI 15-08-1559

Hi Steve,

Based on these results and notable concentrations of lead in the following samples we would like to request WET analysis to be done on these samples:

- SV-1-1
- S-2-1
- S-3-1.5
- S-6-1

Thanks,

Zahra Amini

Zahra Amini, Ph.D.
Engineer

2100 Main Street, Suite 150
Huntington Beach, CA 92648
Direct line: 714 465 12 46
Fax: 714 969 08 20
Cell: 714 475 86 90
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From: Stephen Nowak [mailto:StephenNowak@eurofinsUS.com]
Sent: Friday, August 28, 2015 12:36 PM
To: Zahra Amini
Subject: PSG / HR1507-02 / ECI 15-08-1559

Report and EDD are attached.

Stephen Nowak
Project Manager

Eurofins Calscience, Inc.
7440 Lincoln Way
GARDEN GROVE, CA 92841
USA
Phone: +1 714 895 5494
Mobile: +1 714 904 5230

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Stephen Nowak

From: Zahra Amini [ZAmini@Geosyntec.com]
Sent: Wednesday, September 09, 2015 9:09 AM
To: Stephen Nowak
Cc: Michele Castro
Subject: RE: PSG Total and STLC Pb

Hi Steve,

We would like to request additional testing for lead only with standard turnaround time.

Could you please perform testing for total lead and soluble lead (WET) on only the 'HOLD' soil samples from the following:

S-2-3;
S-2-7;
S-3-3; and
S-3-7.

Thank you,

Zahra Amini

Zahra Amini, Ph.D.
Engineer

2100 Main Street, Suite 150
Huntington Beach, CA 92648
Direct line: 714 465 12 46
Fax: 714 969 08 20
Cell: 714 475 86 90
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From: Michele Castro [mailto:MicheleCastro@eurofinsUS.com]
Sent: Tuesday, September 08, 2015 3:46 PM
To: Zahra Amini
Cc: Stephen Nowak
Subject: PSG Total and STLC Pb

Hi Zahra,

Here are the two quotes you requested. Let me know if you need anything else.

Kind regards,

Michele

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Geosyntec consultants

APPENDIX B-2

SOIL VAPOR LABORATORY ANALYTICAL REPORT

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WORK ORDER NUMBER: 15-08-1921

The difference is service

AIR | SOIL | WATER | MARINE CHEMISTRY

Analytical Report For

Client: Geosyntec Consultants

Client Project Name: Pacoima / HR1507-02

Attention: Zahra Amini
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Approved for release on 09/03/2015 by:
Stephen Nowak
Project Manager

ResultLink

Email your PM

Eurofins Calscience, Inc. (Calscience) certifies that the test results provided in this report meet all NELAC requirements for parameters for which accreditation is required or available. Any exceptions to NELAC requirements are noted in the case narrative. The original report of subcontracted analyses, if any, is attached to this report. The results in this report are limited to the sample(s) tested and any reproduction thereof must be made in its entirety. The client or recipient of this report is specifically prohibited from making material changes to said report and, to the extent that such changes are made, Calscience is not responsible, legally or otherwise. The client or recipient agrees to indemnify Calscience for any defense to any litigation which may arise.

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Work Order Number: 15-08-1921

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Work Order Narrative

Work Order: 15-08-1921 Page 1 of 1

Condition Upon Receipt:

Samples were received under Chain-of-Custody (COC) on 08/27/15. They were assigned to Work Order 15-08-1921.

Unless otherwise noted on the Sample Receiving forms all samples were received in good condition and within the recommended EPA temperature criteria for the methods noted on the COC. The COC and Sample Receiving Documents are integral elements of the analytical report and are presented at the back of the report.

Holding Times:

All samples were analyzed within prescribed holding times (HT) and/or in accordance with the Calscience Sample Acceptance Policy unless otherwise noted in the analytical report and/or comprehensive case narrative, if required.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

Quality Control:

All quality control parameters (QC) were within established control limits except where noted in the QC summary forms or described further within this report.

Subcontractor Information:

Unless otherwise noted below (or on the subcontract form), no samples were subcontracted.

Additional Comments:

Air - Sorbent-extracted air methods (EPA TO-4A, EPA TO-10, EPA TO-13A, EPA TO-17): Analytical results are converted from mass/sample basis to mass/volume basis using client-supplied air volumes.

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are always reported on a wet weight basis.

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Sample Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1921
	2100 Main Street, Suite 150	Project Name:	Pacoima / HR1507-02
	Huntington Beach, CA 92648-2460	PO Number:	
		Date/Time Received:	08/27/15 15:10
		Number of Containers:	2
Attn:	Zahra Amini		

Sample Identification	Lab Number	Collection Date and Time	Number of Containers	Matrix
SV-1	15-08-1921-1	08/26/15 13:38	1	Air
SV-7	15-08-1921-2	08/26/15 14:45	1	Air

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Detections Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1921
	2100 Main Street, Suite 150	Project Name:	Pacoima / HR1507-02
	Huntington Beach, CA 92648-2460	Received:	08/27/15
Attn:	Zahra Amini		

Client SampleID

Analyte	Result	Qualifiers	RL	Units	Method	Extraction
SV-1 (15-08-1921-1)						
Carbon Dioxide	1.95		0.500	%v	ASTM D-1946	N/A
Oxygen (+ Argon)	21.2		0.500	%v	ASTM D-1946	N/A
Nitrogen	76.9		0.500	%v	ASTM D-1946	N/A
Acetone	22		4.8	ug/m3	EPA TO-15	N/A
Benzene	36		1.6	ug/m3	EPA TO-15	N/A
2-Butanone	8.5		4.4	ug/m3	EPA TO-15	N/A
1,4-Dichlorobenzene	5.0		3.0	ug/m3	EPA TO-15	N/A
Dichlorodifluoromethane	2.7		2.5	ug/m3	EPA TO-15	N/A
Ethylbenzene	15		2.2	ug/m3	EPA TO-15	N/A
4-Ethyltoluene	8.7		2.5	ug/m3	EPA TO-15	N/A
Tetrachloroethene	47		3.4	ug/m3	EPA TO-15	N/A
Toluene	200		1.9	ug/m3	EPA TO-15	N/A
1,2,4-Trimethylbenzene	23		7.4	ug/m3	EPA TO-15	N/A
1,3,5-Trimethylbenzene	7.9		2.5	ug/m3	EPA TO-15	N/A
o-Xylene	26		2.2	ug/m3	EPA TO-15	N/A
p/m-Xylene	100		8.7	ug/m3	EPA TO-15	N/A
SV-7 (15-08-1921-2)						
Carbon Dioxide	2.48		0.500	%v	ASTM D-1946	N/A
Oxygen (+ Argon)	20.6		0.500	%v	ASTM D-1946	N/A
Nitrogen	76.9		0.500	%v	ASTM D-1946	N/A
Acetone	14		4.8	ug/m3	EPA TO-15	N/A
2-Butanone	7.7		4.4	ug/m3	EPA TO-15	N/A
1,4-Dichlorobenzene	7.1		3.0	ug/m3	EPA TO-15	N/A
Tetrachloroethene	21		3.4	ug/m3	EPA TO-15	N/A

Subcontracted analyses, if any, are not included in this summary.

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* MDL is shown

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: Pacoima / HR1507-02

Date Received: 08/27/15
Work Order: 15-08-1921
Preparation: N/A
Method: ASTM D-1946
Units: %v

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1	**15-08-1921-1-A**	**08/26/15 13:38**	**Air**	**GC 65**	**N/A**	**08/27/15 17:10**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Methane	ND	0.500	1.00	
Carbon Dioxide	1.95	0.500	1.00	
Carbon Monoxide	ND	0.500	1.00	
Oxygen (+ Argon)	21.2	0.500	1.00	
Nitrogen	76.9	0.500	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7	**15-08-1921-2-A**	**08/26/15 14:45**	**Air**	**GC 65**	**N/A**	**08/27/15 17:48**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Methane	ND	0.500	1.00	
Carbon Dioxide	2.48	0.500	1.00	
Carbon Monoxide	ND	0.500	1.00	
Oxygen (+ Argon)	20.6	0.500	1.00	
Nitrogen	76.9	0.500	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-16-444-262**	**N/A**	**Air**	**GC 65**	**N/A**	**08/27/15 10:26**	**150827L01**

Parameter	Result	RL	DF	Qualifiers
Methane	ND	0.500	1.00	
Carbon Dioxide	ND	0.500	1.00	
Carbon Monoxide	ND	0.500	1.00	
Oxygen (+ Argon)	ND	0.500	1.00	
Nitrogen	ND	0.500	1.00	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: Pacoima / HR1507-02

Date Received: 08/27/15
Work Order: 15-08-1921
Preparation: N/A
Method: EPA TO-15
Units: ug/m3

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1	**15-08-1921-1-A**	**08/26/15 13:38**	**Air**	**GC/MS OOO**	**N/A**	**09/01/15 04:06**	**150831L01**

Parameter	Result	RL	DF	Qualifiers
Acetone	22	4.8	1.00	
Benzene	36	1.6	1.00	
Benzyl Chloride	ND	7.8	1.00	
Bromodichloromethane	ND	3.4	1.00	
Bromoform	ND	5.2	1.00	
Bromomethane	ND	1.9	1.00	
2-Butanone	8.5	4.4	1.00	
n-Butylbenzene	ND	2.7	1.00	
sec-Butylbenzene	ND	2.7	1.00	
tert-Butylbenzene	ND	2.7	1.00	
Carbon Disulfide	ND	6.2	1.00	
Carbon Tetrachloride	ND	3.1	1.00	
Chlorobenzene	ND	2.3	1.00	
Chloroethane	ND	1.3	1.00	
Chloroform	ND	2.4	1.00	
Chloromethane	ND	1.0	1.00	
Dibromochloromethane	ND	4.3	1.00	
1,2-Dibromoethane	ND	3.8	1.00	
1,2-Dichlorobenzene	ND	3.0	1.00	
1,3-Dichlorobenzene	ND	3.0	1.00	
1,4-Dichlorobenzene	5.0	3.0	1.00	
Dichlorodifluoromethane	2.7	2.5	1.00	
1,1-Dichloroethane	ND	2.0	1.00	
1,2-Dichloroethane	ND	2.0	1.00	
1,1-Dichloroethene	ND	2.0	1.00	
c-1,2-Dichloroethene	ND	2.0	1.00	
t-1,2-Dichloroethene	ND	2.0	1.00	
1,2-Dichloropropane	ND	2.3	1.00	
c-1,3-Dichloropropene	ND	2.3	1.00	
t-1,3-Dichloropropene	ND	4.5	1.00	
Dichlorotetrafluoroethane	ND	14	1.00	
1,1-Difluoroethane	ND	5.4	1.00	
Ethylbenzene	15	2.2	1.00	
4-Ethyltoluene	8.7	2.5	1.00	
Hexachloro-1,3-Butadiene	ND	16	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants	Date Received:	08/27/15
2100 Main Street, Suite 150	Work Order:	15-08-1921
Huntington Beach, CA 92648-2460	Preparation:	N/A
	Method:	EPA TO-15
	Units:	ug/m3
Project: Pacoima / HR1507-02		Page 2 of 8

Parameter	Result	RL	DF	Qualifiers
2-Hexanone	ND	6.1	1.00	
Isopropanol	ND	12	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	7.2	1.00	
Methylene Chloride	ND	17	1.00	
4-Methyl-2-Pentanone	ND	6.1	1.00	
Styrene	ND	6.4	1.00	
1,1,2,2-Tetrachloroethane	ND	6.9	1.00	
Tetrachloroethene	47	3.4	1.00	
Toluene	200	1.9	1.00	
1,2,4-Trichlorobenzene	ND	15	1.00	
1,1,1-Trichloroethane	ND	2.7	1.00	
1,1,2-Trichloroethane	ND	2.7	1.00	
Trichloroethene	ND	2.7	1.00	
Trichlorofluoromethane	ND	5.6	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	11	1.00	
1,2,4-Trimethylbenzene	23	7.4	1.00	
1,3,5-Trimethylbenzene	7.9	2.5	1.00	
Vinyl Acetate	ND	7.0	1.00	
Vinyl Chloride	ND	1.3	1.00	
o-Xylene	26	2.2	1.00	
p/m-Xylene	100	8.7	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	109	68-134	
1,2-Dichloroethane-d4	114	67-133	
Toluene-d8	106	70-130	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: Pacoima / HR1507-02

Date Received: 08/27/15
Work Order: 15-08-1921
Preparation: N/A
Method: EPA TO-15
Units: ug/m3

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7	**15-08-1921-2-A**	**08/26/15 14:45**	**Air**	**GC/MS II**	**N/A**	**08/30/15 10:47**	**150829L03**

Parameter	Result	RL	DF	Qualifiers
Acetone	14	4.8	1.00	
Benzene	ND	1.6	1.00	
Benzyl Chloride	ND	7.8	1.00	
Bromodichloromethane	ND	3.4	1.00	
Bromoform	ND	5.2	1.00	
Bromomethane	ND	1.9	1.00	
2-Butanone	7.7	4.4	1.00	
n-Butylbenzene	ND	2.7	1.00	
sec-Butylbenzene	ND	2.7	1.00	
tert-Butylbenzene	ND	2.7	1.00	
Carbon Disulfide	ND	6.2	1.00	
Carbon Tetrachloride	ND	3.1	1.00	
Chlorobenzene	ND	2.3	1.00	
Chloroethane	ND	1.3	1.00	
Chloroform	ND	2.4	1.00	
Chloromethane	ND	1.0	1.00	
Dibromochloromethane	ND	4.3	1.00	
1,2-Dibromoethane	ND	3.8	1.00	
1,2-Dichlorobenzene	ND	3.0	1.00	
1,3-Dichlorobenzene	ND	3.0	1.00	
1,4-Dichlorobenzene	7.1	3.0	1.00	
Dichlorodifluoromethane	ND	2.5	1.00	
1,1-Dichloroethane	ND	2.0	1.00	
1,2-Dichloroethane	ND	2.0	1.00	
1,1-Dichloroethene	ND	2.0	1.00	
c-1,2-Dichloroethene	ND	2.0	1.00	
t-1,2-Dichloroethene	ND	2.0	1.00	
1,2-Dichloropropane	ND	2.3	1.00	
c-1,3-Dichloropropene	ND	2.3	1.00	
t-1,3-Dichloropropene	ND	4.5	1.00	
Dichlorotetrafluoroethane	ND	14	1.00	
1,1-Difluoroethane	ND	5.4	1.00	
Ethylbenzene	ND	2.2	1.00	
4-Ethyltoluene	ND	2.5	1.00	
Hexachloro-1,3-Butadiene	ND	16	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: Pacoima / HR1507-02

Date Received: 08/27/15
Work Order: 15-08-1921
Preparation: N/A
Method: EPA TO-15
Units: ug/m3

Parameter	Result	RL	DF	Qualifiers
2-Hexanone	ND	6.1	1.00	
Isopropanol	ND	12	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	7.2	1.00	
Methylene Chloride	ND	17	1.00	
4-Methyl-2-Pentanone	ND	6.1	1.00	
Styrene	ND	6.4	1.00	
1,1,2,2-Tetrachloroethane	ND	6.9	1.00	
Tetrachloroethene	21	3.4	1.00	
Toluene	ND	1.9	1.00	
1,2,4-Trichlorobenzene	ND	15	1.00	
1,1,1-Trichloroethane	ND	2.7	1.00	
1,1,2-Trichloroethane	ND	2.7	1.00	
Trichloroethene	ND	2.7	1.00	
Trichlorofluoromethane	ND	5.6	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	11	1.00	
1,2,4-Trimethylbenzene	ND	7.4	1.00	
1,3,5-Trimethylbenzene	ND	2.5	1.00	
Vinyl Acetate	ND	7.0	1.00	
Vinyl Chloride	ND	1.3	1.00	
o-Xylene	ND	2.2	1.00	
p/m-Xylene	ND	8.7	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	97	68-134	
1,2-Dichloroethane-d4	97	67-133	
Toluene-d8	106	70-130	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: Pacoima / HR1507-02

Date Received: 08/27/15
Work Order: 15-08-1921
Preparation: N/A
Method: EPA TO-15
Units: ug/m3

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**095-01-021-15890**	**N/A**	**Air**	**GC/MS II**	**N/A**	**08/29/15 20:20**	**150829L03**

Parameter	Result	RL	DF	Qualifiers
Acetone	ND	4.8	1.00	
Benzene	ND	1.6	1.00	
Benzyl Chloride	ND	7.8	1.00	
Bromodichloromethane	ND	3.4	1.00	
Bromoform	ND	5.2	1.00	
Bromomethane	ND	1.9	1.00	
2-Butanone	ND	4.4	1.00	
n-Butylbenzene	ND	2.7	1.00	
sec-Butylbenzene	ND	2.7	1.00	
tert-Butylbenzene	ND	2.7	1.00	
Carbon Disulfide	ND	6.2	1.00	
Carbon Tetrachloride	ND	3.1	1.00	
Chlorobenzene	ND	2.3	1.00	
Chloroethane	ND	1.3	1.00	
Chloroform	ND	2.4	1.00	
Chloromethane	ND	1.0	1.00	
Dibromochloromethane	ND	4.3	1.00	
1,2-Dibromoethane	ND	3.8	1.00	
1,2-Dichlorobenzene	ND	3.0	1.00	
1,3-Dichlorobenzene	ND	3.0	1.00	
1,4-Dichlorobenzene	ND	3.0	1.00	
Dichlorodifluoromethane	ND	2.5	1.00	
1,1-Dichloroethane	ND	2.0	1.00	
1,2-Dichloroethane	ND	2.0	1.00	
1,1-Dichloroethene	ND	2.0	1.00	
c-1,2-Dichloroethene	ND	2.0	1.00	
t-1,2-Dichloroethene	ND	2.0	1.00	
1,2-Dichloropropane	ND	2.3	1.00	
c-1,3-Dichloropropene	ND	2.3	1.00	
t-1,3-Dichloropropene	ND	4.5	1.00	
Dichlorotetrafluoroethane	ND	14	1.00	
1,1-Difluoroethane	ND	5.4	1.00	
Ethylbenzene	ND	2.2	1.00	
4-Ethyltoluene	ND	2.5	1.00	
Hexachloro-1,3-Butadiene	ND	16	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants	Date Received:	08/27/15
2100 Main Street, Suite 150	Work Order:	15-08-1921
Huntington Beach, CA 92648-2460	Preparation:	N/A
	Method:	EPA TO-15
	Units:	ug/m3
Project: Pacoima / HR1507-02		Page 6 of 8

Parameter	Result	RL	DF	Qualifiers
2-Hexanone	ND	6.1	1.00	
Isopropanol	ND	12	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	7.2	1.00	
Methylene Chloride	ND	17	1.00	
4-Methyl-2-Pentanone	ND	6.1	1.00	
Styrene	ND	6.4	1.00	
1,1,2,2-Tetrachloroethane	ND	6.9	1.00	
Tetrachloroethene	ND	3.4	1.00	
Toluene	ND	1.9	1.00	
1,2,4-Trichlorobenzene	ND	15	1.00	
1,1,1-Trichloroethane	ND	2.7	1.00	
1,1,2-Trichloroethane	ND	2.7	1.00	
Trichloroethene	ND	2.7	1.00	
Trichlorofluoromethane	ND	5.6	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	11	1.00	
1,2,4-Trimethylbenzene	ND	7.4	1.00	
1,3,5-Trimethylbenzene	ND	2.5	1.00	
Vinyl Acetate	ND	7.0	1.00	
Vinyl Chloride	ND	1.3	1.00	
o-Xylene	ND	2.2	1.00	
p/m-Xylene	ND	8.7	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	100	68-134	
1,2-Dichloroethane-d4	102	67-133	
Toluene-d8	109	70-130	

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: Pacoima / HR1507-02

Date Received: 08/27/15
Work Order: 15-08-1921
Preparation: N/A
Method: EPA TO-15
Units: ug/m3

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**095-01-021-15901**	**N/A**	**Air**	**GC/MS OOO**	**N/A**	**08/31/15 16:20**	**150831L01**

Parameter	Result	RL	DF	Qualifiers
Acetone	ND	4.8	1.00	
Benzene	ND	1.6	1.00	
Benzyl Chloride	ND	7.8	1.00	
Bromodichloromethane	ND	3.4	1.00	
Bromoform	ND	5.2	1.00	
Bromomethane	ND	1.9	1.00	
2-Butanone	ND	4.4	1.00	
n-Butylbenzene	ND	2.7	1.00	
sec-Butylbenzene	ND	2.7	1.00	
tert-Butylbenzene	ND	2.7	1.00	
Carbon Disulfide	ND	6.2	1.00	
Carbon Tetrachloride	ND	3.1	1.00	
Chlorobenzene	ND	2.3	1.00	
Chloroethane	ND	1.3	1.00	
Chloroform	ND	2.4	1.00	
Chloromethane	ND	1.0	1.00	
Dibromochloromethane	ND	4.3	1.00	
1,2-Dibromoethane	ND	3.8	1.00	
1,2-Dichlorobenzene	ND	3.0	1.00	
1,3-Dichlorobenzene	ND	3.0	1.00	
1,4-Dichlorobenzene	ND	3.0	1.00	
Dichlorodifluoromethane	ND	2.5	1.00	
1,1-Dichloroethane	ND	2.0	1.00	
1,2-Dichloroethane	ND	2.0	1.00	
1,1-Dichloroethene	ND	2.0	1.00	
c-1,2-Dichloroethene	ND	2.0	1.00	
t-1,2-Dichloroethene	ND	2.0	1.00	
1,2-Dichloropropane	ND	2.3	1.00	
c-1,3-Dichloropropene	ND	2.3	1.00	
t-1,3-Dichloropropene	ND	4.5	1.00	
Dichlorotetrafluoroethane	ND	14	1.00	
1,1-Difluoroethane	ND	5.4	1.00	
Ethylbenzene	ND	2.2	1.00	
4-Ethyltoluene	ND	2.5	1.00	
Hexachloro-1,3-Butadiene	ND	16	1.00	

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Analytical Report

Geosyntec Consultants	Date Received:	08/27/15
2100 Main Street, Suite 150	Work Order:	15-08-1921
Huntington Beach, CA 92648-2460	Preparation:	N/A
	Method:	EPA TO-15
	Units:	ug/m3
Project: Pacoima / HR1507-02		Page 8 of 8

Parameter	Result	RL	DF	Qualifiers
2-Hexanone	ND	6.1	1.00	
Isopropanol	ND	12	1.00	
Methyl-t-Butyl Ether (MTBE)	ND	7.2	1.00	
Methylene Chloride	ND	17	1.00	
4-Methyl-2-Pentanone	ND	6.1	1.00	
Styrene	ND	6.4	1.00	
1,1,2,2-Tetrachloroethane	ND	6.9	1.00	
Tetrachloroethene	ND	3.4	1.00	
Toluene	ND	1.9	1.00	
1,2,4-Trichlorobenzene	ND	15	1.00	
1,1,1-Trichloroethane	ND	2.7	1.00	
1,1,2-Trichloroethane	ND	2.7	1.00	
Trichloroethene	ND	2.7	1.00	
Trichlorofluoromethane	ND	5.6	1.00	
1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	11	1.00	
1,2,4-Trimethylbenzene	ND	7.4	1.00	
1,3,5-Trimethylbenzene	ND	2.5	1.00	
Vinyl Acetate	ND	7.0	1.00	
Vinyl Chloride	ND	1.3	1.00	
o-Xylene	ND	2.2	1.00	
p/m-Xylene	ND	8.7	1.00	

Surrogate	Rec. (%)	Control Limits	Qualifiers
1,4-Bromofluorobenzene	102	68-134	
1,2-Dichloroethane-d4	115	67-133	
Toluene-d8	100	70-130	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Quality Control - LCS/LCSD

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: Pacoima / HR1507-02

Date Received: 08/27/15
Work Order: 15-08-1921
Preparation: N/A
Method: ASTM D-1946

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
099-16-444-262	**LCS**	**Air**	**GC 65**	**N/A**	**08/27/15 09:50**	**150827L01**
099-16-444-262	**LCSD**	**Air**	**GC 65**	**N/A**	**08/27/15 10:08**	**150827L01**

Parameter	Spike Added	LCS Conc.	LCS %Rec.	LCSD Conc.	LCSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
Methane	4.500	4.263	95	4.267	95	80-120	0	0-30	
Carbon Dioxide	15.00	14.72	98	14.99	100	80-120	2	0-30	
Carbon Monoxide	6.990	6.375	91	6.369	91	80-120	0	0-30	
Oxygen (+ Argon)	4.010	4.226	105	4.200	105	80-120	1	0-30	
Nitrogen	69.50	68.76	99	68.63	99	80-120	0	0-30	

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RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS/LCSD

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: Pacoima / HR1507-02

Date Received: 08/27/15
Work Order: 15-08-1921
Preparation: N/A
Method: EPA TO-15

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
095-01-021-15890	**LCS**	**Air**	**GC/MS II**	**N/A**	**08/29/15 15:46**	**150829L03**
095-01-021-15890	**LCSD**	**Air**	**GC/MS II**	**N/A**	**08/29/15 16:36**	**150829L03**

Parameter	Spike Added	LCS Conc.	LCS %Rec.	LCSD Conc.	LCSD %Rec.	%Rec. CL	ME CL	RPD	RPD CL	Qualifiers
Acetone	59.39	58.73	99	57.15	96	67-133	56-144	3	0-30	
Benzene	79.87	94.91	119	94.58	118	70-130	60-140	0	0-30	
Benzyl Chloride	129.4	123.9	96	122.1	94	38-158	18-178	1	0-30	
Bromodichloromethane	167.5	167.4	100	169.0	101	70-130	60-140	1	0-30	
Bromoform	258.4	225.3	87	223.7	87	63-147	49-161	1	0-30	
Bromomethane	97.08	101.0	104	99.88	103	70-139	58-150	1	0-30	
2-Butanone	73.73	87.58	119	85.41	116	66-132	55-143	3	0-30	
n-Butylbenzene	137.2	128.4	94	128.1	93	50-150	33-167	0	0-30	
sec-Butylbenzene	137.2	126.8	92	127.0	93	50-150	33-167	0	0-30	
tert-Butylbenzene	137.2	119.4	87	119.9	87	50-150	33-167	0	0-30	
Carbon Disulfide	77.85	88.53	114	87.25	112	68-146	55-159	1	0-30	
Carbon Tetrachloride	157.3	129.7	82	130.6	83	70-136	59-147	1	0-30	
Chlorobenzene	115.1	115.0	100	113.6	99	70-130	60-140	1	0-30	
Chloroethane	65.96	71.83	109	71.30	108	65-149	51-163	1	0-30	
Chloroform	122.1	115.2	94	115.0	94	70-130	60-140	0	0-30	
Chloromethane	51.63	56.00	108	54.88	106	69-141	57-153	2	0-30	
Dibromochloromethane	213.0	185.7	87	186.2	87	70-138	59-149	0	0-30	
1,2-Dibromoethane	192.1	202.2	105	201.9	105	70-133	60-144	0	0-30	
1,2-Dichlorobenzene	150.3	133.5	89	131.7	88	48-138	33-153	1	0-30	
1,3-Dichlorobenzene	150.3	134.8	90	133.5	89	56-134	43-147	1	0-30	
1,4-Dichlorobenzene	150.3	135.5	90	134.8	90	52-136	38-150	1	0-30	
Dichlorodifluoromethane	123.6	116.7	94	116.1	94	67-139	55-151	0	0-30	
1,1-Dichloroethane	101.2	111.0	110	109.9	109	70-130	60-140	1	0-30	
1,2-Dichloroethane	101.2	97.33	96	97.53	96	70-132	60-142	0	0-30	
1,1-Dichloroethene	99.12	95.27	96	95.38	96	70-135	59-146	0	0-30	
c-1,2-Dichloroethene	99.12	109.0	110	107.5	108	70-130	60-140	1	0-30	
t-1,2-Dichloroethene	99.12	111.4	112	108.5	109	70-130	60-140	3	0-30	
1,2-Dichloropropane	115.5	137.0	119	136.9	118	70-130	60-140	0	0-30	
c-1,3-Dichloropropene	113.5	143.9	127	143.1	126	70-130	60-140	1	0-30	
t-1,3-Dichloropropene	113.5	144.8	128	144.7	128	70-147	57-160	0	0-30	
Dichlorotetrafluoroethane	174.8	148.2	85	150.4	86	51-135	37-149	1	0-30	
1,1-Difluoroethane	67.54	82.49	122	78.77	117	70-131	60-141	5	0-30	
Ethylbenzene	108.6	117.8	109	117.9	109	70-130	60-140	0	0-30	
4-Ethyltoluene	122.9	125.2	102	125.4	102	68-130	58-140	0	0-30	
Hexachloro-1,3-Butadiene	266.6	198.1	74	191.9	72	44-146	27-163	3	0-30	
2-Hexanone	102.4	124.3	121	123.4	120	70-136	59-147	1	0-30	

RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS/LCSD

Geosyntec Consultants	Date Received:	08/27/15
2100 Main Street, Suite 150	Work Order:	15-08-1921
Huntington Beach, CA 92648-2460	Preparation:	N/A
	Method:	EPA TO-15
Project: Pacoima / HR1507-02		Page 3 of 5

Parameter	Spike Added	LCS Conc.	LCS %Rec.	LCSD Conc.	LCSD %Rec.	%Rec. CL	ME CL	RPD	RPD CL	Qualifiers
Isopropanol	61.45	56.71	92	56.28	92	57-135	44-148	1	0-30	
Methyl-t-Butyl Ether (MTBE)	90.13	106.7	118	106.3	118	68-130	58-140	0	0-30	
Methylene Chloride	86.84	82.77	95	80.93	93	69-130	59-140	2	0-30	
4-Methyl-2-Pentanone	102.4	124.3	121	123.1	120	70-130	60-140	1	0-30	
Styrene	106.5	111.8	105	110.9	104	65-131	54-142	1	0-30	
1,1,2,2-Tetrachloroethane	171.6	176.5	103	175.2	102	63-130	52-141	1	0-30	
Tetrachloroethene	169.6	150.2	89	148.6	88	70-130	60-140	1	0-30	
Toluene	94.21	102.8	109	102.7	109	70-130	60-140	0	0-30	
1,2,4-Trichlorobenzene	185.5	165.5	89	155.9	84	31-151	11-171	6	0-30	
1,1,1-Trichloroethane	136.4	122.4	90	124.5	91	70-130	60-140	2	0-30	
1,1,2-Trichloroethane	136.4	153.0	112	152.4	112	70-130	60-140	0	0-30	
Trichloroethene	134.3	137.4	102	138.0	103	70-130	60-140	0	0-30	
Trichlorofluoromethane	140.5	140.2	100	139.7	99	63-141	50-154	0	0-30	
1,1,2-Trichloro-1,2,2-Trifluoroethane	191.6	183.1	96	180.6	94	70-136	59-147	1	0-30	
1,2,4-Trimethylbenzene	122.9	115.2	94	116.2	95	60-132	48-144	1	0-30	
1,3,5-Trimethylbenzene	122.9	120.8	98	121.0	98	62-130	51-141	0	0-30	
Vinyl Acetate	88.03	92.34	105	89.96	102	58-130	46-142	3	0-30	
Vinyl Chloride	63.91	66.26	104	65.87	103	70-134	59-145	1	0-30	
o-Xylene	108.6	108.2	100	108.1	100	69-130	59-140	0	0-30	
p/m-Xylene	217.1	214.3	99	215.9	99	70-132	60-142	1	0-30	

Total number of LCS compounds: 56
Total number of ME compounds: 0
Total number of ME compounds allowed: 3
LCS ME CL validation result: Pass

RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS/LCSD

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: Pacoima / HR1507-02

Date Received: 08/27/15
Work Order: 15-08-1921
Preparation: N/A
Method: EPA TO-15

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
095-01-021-15901	**LCS**	**Air**	**GC/MS OOO**	**N/A**	**08/31/15 11:54**	**150831L01**
095-01-021-15901	**LCSD**	**Air**	**GC/MS OOO**	**N/A**	**08/31/15 13:04**	**150831L01**

Parameter	Spike Added	LCS Conc.	LCS %Rec.	LCSD Conc.	LCSD %Rec.	%Rec. CL	ME CL	RPD	RPD CL	Qualifiers
Acetone	59.39	76.23	128	75.09	126	67-133	56-144	2	0-30	
Benzene	79.87	81.39	102	80.80	101	70-130	60-140	1	0-30	
Benzyl Chloride	129.4	155.4	120	153.7	119	38-158	18-178	1	0-30	
Bromodichloromethane	167.5	184.8	110	184.7	110	70-130	60-140	0	0-30	
Bromoform	258.4	285.4	110	283.5	110	63-147	49-161	1	0-30	
Bromomethane	97.08	121.8	125	120.2	124	70-139	58-150	1	0-30	
2-Butanone	73.73	75.61	103	76.07	103	66-132	55-143	1	0-30	
n-Butylbenzene	137.2	160.7	117	157.8	115	50-150	33-167	2	0-30	
sec-Butylbenzene	137.2	151.5	110	149.9	109	50-150	33-167	1	0-30	
tert-Butylbenzene	137.2	157.8	115	156.8	114	50-150	33-167	1	0-30	
Carbon Disulfide	77.85	108.5	139	104.2	134	68-146	55-159	4	0-30	
Carbon Tetrachloride	157.3	169.2	108	166.5	106	70-136	59-147	2	0-30	
Chlorobenzene	115.1	118.7	103	117.6	102	70-130	60-140	1	0-30	
Chloroethane	65.96	83.01	126	81.71	124	65-149	51-163	2	0-30	
Chloroform	122.1	127.6	105	126.7	104	70-130	60-140	1	0-30	
Chloromethane	51.63	68.49	133	68.19	132	69-141	57-153	0	0-30	
Dibromochloromethane	213.0	232.2	109	232.5	109	70-138	59-149	0	0-30	
1,2-Dibromoethane	192.1	202.3	105	200.6	104	70-133	60-144	1	0-30	
1,2-Dichlorobenzene	150.3	161.7	108	159.1	106	48-138	33-153	2	0-30	
1,3-Dichlorobenzene	150.3	168.4	112	164.7	110	56-134	43-147	2	0-30	
1,4-Dichlorobenzene	150.3	166.0	110	165.6	110	52-136	38-150	0	0-30	
Dichlorodifluoromethane	123.6	146.3	118	145.0	117	67-139	55-151	1	0-30	
1,1-Dichloroethane	101.2	100.7	100	99.94	99	70-130	60-140	1	0-30	
1,2-Dichloroethane	101.2	112.8	111	113.0	112	70-132	60-142	0	0-30	
1,1-Dichloroethene	99.12	114.6	116	112.5	113	70-135	59-146	2	0-30	
c-1,2-Dichloroethene	99.12	93.82	95	93.23	94	70-130	60-140	1	0-30	
t-1,2-Dichloroethene	99.12	99.82	101	98.11	99	70-130	60-140	2	0-30	
1,2-Dichloropropane	115.5	113.5	98	113.7	98	70-130	60-140	0	0-30	
c-1,3-Dichloropropene	113.5	123.7	109	123.3	109	70-130	60-140	0	0-30	
t-1,3-Dichloropropene	113.5	131.5	116	130.6	115	70-147	57-160	1	0-30	
Dichlorotetrafluoroethane	174.8	193.8	111	192.6	110	51-135	37-149	1	0-30	
1,1-Difluoroethane	67.54	77.45	115	77.29	114	70-131	60-141	0	0-30	
Ethylbenzene	108.6	118.0	109	116.4	107	70-130	60-140	1	0-30	
4-Ethyltoluene	122.9	137.3	112	136.6	111	68-130	58-140	1	0-30	
Hexachloro-1,3-Butadiene	266.6	272.6	102	275.2	103	44-146	27-163	1	0-30	
2-Hexanone	102.4	104.5	102	103.2	101	70-136	59-147	1	0-30	

RPD: Relative Percent Difference. CL: Control Limits

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Quality Control - LCS/LCSD

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: Pacoima / HR1507-02

Date Received: 08/27/15
Work Order: 15-08-1921
Preparation: N/A
Method: EPA TO-15

Parameter	Spike Added	LCS Conc.	LCS %Rec.	LCSD Conc.	LCSD %Rec.	%Rec. CL	ME CL	RPD	RPD CL	Qualifiers
Isopropanol	61.45	74.70	122	75.20	122	57-135	44-148	1	0-30	
Methyl-t-Butyl Ether (MTBE)	90.13	94.47	105	94.41	105	68-130	58-140	0	0-30	
Methylene Chloride	86.84	94.25	109	92.25	106	69-130	59-140	2	0-30	
4-Methyl-2-Pentanone	102.4	104.3	102	102.1	100	70-130	60-140	2	0-30	
Styrene	106.5	112.3	105	110.7	104	65-131	54-142	1	0-30	
1,1,2,2-Tetrachloroethane	171.6	179.4	105	176.7	103	63-130	52-141	2	0-30	
Tetrachloroethene	169.6	170.9	101	171.4	101	70-130	60-140	0	0-30	
Toluene	94.21	105.6	112	105.9	112	70-130	60-140	0	0-30	
1,2,4-Trichlorobenzene	185.5	202.3	109	203.5	110	31-151	11-171	1	0-30	
1,1,1-Trichloroethane	136.4	141.1	103	141.2	104	70-130	60-140	0	0-30	
1,1,2-Trichloroethane	136.4	144.4	106	142.3	104	70-130	60-140	1	0-30	
Trichloroethene	134.3	137.9	103	137.7	102	70-130	60-140	0	0-30	
Trichlorofluoromethane	140.5	166.4	119	162.6	116	63-141	50-154	2	0-30	
1,1,2-Trichloro-1,2,2-Trifluoroethane	191.6	224.6	117	222.5	116	70-136	59-147	1	0-30	
1,2,4-Trimethylbenzene	122.9	155.9	127	153.8	125	60-132	48-144	1	0-30	
1,3,5-Trimethylbenzene	122.9	136.4	111	135.0	110	62-130	51-141	1	0-30	
Vinyl Acetate	88.03	72.84	83	73.41	83	58-130	46-142	1	0-30	
Vinyl Chloride	63.91	82.05	128	81.37	127	70-134	59-145	1	0-30	
o-Xylene	108.6	120.2	111	117.2	108	69-130	59-140	3	0-30	
p/m-Xylene	217.1	250.8	116	248.6	114	70-132	60-142	1	0-30	

Total number of LCS compounds: 56
Total number of ME compounds: 0
Total number of ME compounds allowed: 3
LCS ME CL validation result: Pass

RPD: Relative Percent Difference. CL: Control Limits

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Summa Canister Vacuum Summary

Work Order: 15-08-1921 Page 1 of 1

Sample Name	Vacuum Out	Vacuum In	Equipment	Description
SV-1	-29.50 in Hg	-7.20 in Hg	D732	Summa Canister 6L
SV-7	-29.50 in Hg	-9.20 in Hg	D759	Summa Canister 6L

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Sample Analysis Summary Report

Work Order: 15-08-1921 Page 1 of 1

Method	Extraction	Chemist ID	Instrument	Analytical Location
ASTM D-1946	N/A	982	GC 65	2
EPA TO-15	N/A	866	GC/MS II	2
EPA TO-15	N/A	953	GC/MS OOO	2

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Glossary of Terms and Qualifiers

Work Order: 15-08-1921 Page 1 of 1

Qualifiers	Definition
*	See applicable analysis comment.
<	Less than the indicated value.
>	Greater than the indicated value.
1	Surrogate compound recovery was out of control due to a required sample dilution. Therefore, the sample data was reported without further clarification.
2	Surrogate compound recovery was out of control due to matrix interference. The associated method blank surrogate spike compound was in control and, therefore, the sample data was reported without further clarification.
3	Recovery of the Matrix Spike (MS) or Matrix Spike Duplicate (MSD) compound was out of control due to suspected matrix interference. The associated LCS recovery was in control.
4	The MS/MSD RPD was out of control due to suspected matrix interference.
5	The PDS/PDSD or PES/PESD associated with this batch of samples was out of control due to suspected matrix interference.
6	Surrogate recovery below the acceptance limit.
7	Surrogate recovery above the acceptance limit.
B	Analyte was present in the associated method blank.
BU	Sample analyzed after holding time expired.
BV	Sample received after holding time expired.
CI	See case narrative.
E	Concentration exceeds the calibration range.
ET	Sample was extracted past end of recommended max. holding time.
HD	The chromatographic pattern was inconsistent with the profile of the reference fuel standard.
HDH	The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but heavier hydrocarbons were also present (or detected).
HDL	The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but lighter hydrocarbons were also present (or detected).
J	Analyte was detected at a concentration below the reporting limit and above the laboratory method detection limit. Reported value is estimated.
JA	Analyte positively identified but quantitation is an estimate.
ME	LCS Recovery Percentage is within Marginal Exceedance (ME) Control Limit range (+/- 4 SD from the mean).
ND	Parameter not detected at the indicated reporting limit.
Q	Spike recovery and RPD control limits do not apply resulting from the parameter concentration in the sample exceeding the spike concentration by a factor of four or greater.
SG	The sample extract was subjected to Silica Gel treatment prior to analysis.
X	% Recovery and/or RPD out-of-range.
Z	Analyte presence was not confirmed by second column or GC/MS analysis.

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are reported on a wet weight basis.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

A calculated total result (Example: Total Pesticides) is the summation of each component concentration and/or, if "J" flags are reported, estimated concentration. Component concentrations showing not detected (ND) are summed into the calculated total result as zero concentrations.

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7440 Lincoln Way, Garden Grove, CA 92841-1427 • (714) 895-5494
For courier service / sample drop off information, contact us26_sales@eurofinsus.com or call us.

AIR CHAIN-OF-CUSTODY RECORD

WO NO. / LAB USE ONLY: **15-08-1921**

DATE: 8/26/2015
PAGE: 1 OF 1

LABORATORY CLIENT: GEOSYNTEC CONSULTANTS
ADDRESS: 2100 MAIN STREET #150
CITY: HUNTINGTON BEACH STATE: CA ZIP: 92648
TEL: 714-969-0800 E-MAIL: ZAMINI@GEOSYNTEC.COM

CLIENT PROJECT NAME / NO.: PACOIMA
P.O. NO.: HR1507-02
PROJECT CONTACT: ZAHRA AMINI
LAB CONTACT OR QUOTE NO.:
PROJECT ADDRESS: 10450 ARLETA AVE
SAMPLER(S): (PRINT) ERIC SMALSTIG
CITY: PACOIMA STATE: CA ZIP: 91331

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☑ STANDARD

EDD: ☐ COELT EDF ☐ OTHER
UNITS:

SPECIAL INSTRUCTIONS:
*w/ METHANE

REQUESTED ANALYSES: *ASTM D-1946 (GASES), EPA TO-15 FULL LIST

LAB USE ONLY	SAMPLE ID	FIELD ID / POINT OF COLLECTION	MATRIX: Indoor (I) Soil Vap. (SV) Ambient (A)	SAMPLING EQUIPMENT: Media ID	Canister Size 6L or 1L	Flow Controller ID	START SAMPLING INFORMATION: Date	Time (24 hr clock)	Canister Pressure (in Hg)	STOP SAMPLING INFORMATION: Date	Time (24 hr clock)	Canister Pressure (in Hg)	*	
1	SV-1	SOIL VAPOR #1	SV	D732	6L	A403	8/26/15	13:15	29.5	8/26	13:38	7.5	X	X
2	SV-7	SOIL VAPOR #7	SV	D759	6L	A414	8/26	14:25	29.5	8/26	14:45	9.5	X	X

Relinquished by: (Signature)	Received by: (Signature/Affiliation) ECL	Date: 8/27/15	Time: 1342
Relinquished by: (Signature)	Received by: (Signature/Affiliation) ECL	Date: 8/27/15	Time: 15:10
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:

2014-07-01 Revision

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WORK ORDER NUMBER: 15-08- 1924

SAMPLE RECEIPT CHECKLIST

COOLER 00 OF 0

CLIENT: GEOSYNTEC

DATE: 08 / 27 / 2015

TEMPERATURE: (Criteria: 0.0°C – 6.0°C, not frozen except sediment/tissue)

Thermometer ID: SC5 (CF:-0.2°C); Temperature (w/o CF): _____°C (w/ CF): _____°C; ☐ Blank ☐ Sample

☐ Sample(s) outside temperature criteria (PM/APM contacted by: _____)

☐ Sample(s) outside temperature criteria but received on ice/chilled on same day of sampling

☐ Sample(s) received at ambient temperature; placed on ice for transport by courier

Ambient Temperature: ☑ Air ☐ Filter Checked by: 678

CUSTODY SEAL:

Cooler ☐ Present and Intact ☐ Present but Not Intact ☐ Not Present ☑ N/A Checked by: 678

Sample(s) ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 826

SAMPLE CONDITION:	Yes	No	N/A
Chain-of-Custody (COC) document(s) received with samples	☑	☐	☐
COC document(s) received complete	☑	☐	☐
☐ Sampling date ☐ Sampling time ☐ Matrix ☐ Number of containers			
☐ No analysis requested ☐ Not relinquished ☐ No relinquished date ☐ No relinquished time			
Sampler's name indicated on COC	☑	☐	☐
Sample container label(s) consistent with COC	☑	☐	☐
Sample container(s) intact and in good condition	☑	☐	☐
Proper containers for analyses requested	☑	☐	☐
Sufficient volume/mass for analyses requested	☑	☐	☐
Samples received within holding time	☑	☐	☐
Aqueous samples for certain analyses received within 15-minute holding time			
☐ pH ☐ Residual Chlorine ☐ Dissolved Sulfide ☐ Dissolved Oxygen	☐	☐	☑
Proper preservation chemical(s) noted on COC and/or sample container	☐	☐	☑
Unpreserved aqueous sample(s) received for certain analyses			
☐ Volatile Organics ☐ Total Metals ☐ Dissolved Metals			
Container(s) for certain analysis free of headspace	☐	☐	☑
☐ Volatile Organics ☐ Dissolved Gases (RSK-175) ☐ Dissolved Oxygen (SM 4500)			
☐ Carbon Dioxide (SM 4500) ☐ Ferrous Iron (SM 3500) ☐ Hydrogen Sulfide (Hach)			
Tedlar™ bag(s) free of condensation	☐	☐	☑

CONTAINER TYPE: (Trip Blank Lot Number: _____)

Aqueous: ☐ VOA ☐ VOA**h** ☐ VOA**na$_2$** ☐ 100PJ ☐ 100PJ**na$_2$** ☐ 125AGB ☐ 125AGB**h** ☐ 125AGB**p** ☐ 125PB

☐ 125PB**znna** ☐ 250AGB ☐ 250CGB ☐ 250CGB**s** ☐ 250PB ☐ 250PB**n** ☐ 500AGB ☐ 500AGJ ☐ 500AGJ**s**

☐ 500PB ☐ 1AGB ☐ 1AGB**na$_2$** ☐ 1AGB**s** ☐ 1PB ☐ 1PB**na** ☐ _____ ☐ _____ ☐ _____ ☐ _____

Solid: ☐ 4ozCGJ ☑ 8ozCGJ ☐ 16ozCGJ ☐ Sleeve (_____) ☐ EnCores® (_____) ☐ TerraCores® (_____) ☐ _____

Air: ☐ Tedlar™ ☑ Canister ☐ Sorbent Tube ☐ PUF ☐ _____ **Other Matrix** (_____): ☐ _____ ☐ _____

Container: **A** = Amber, **B** = Bottle, **C** = Clear, **E** = Envelope, **G** = Glass, **J** = Jar, **P** = Plastic, and **Z** = Ziploc/Resealable Bag

Preservative: **b** = buffered, **f** = filtered, **h** = HCl, **n** = HNO_3, **na** = NaOH, **na$_2$** = $Na_2S_2O_3$, **p** = H_3PO_4, **s** = H_2SO_4, **u** = ultra-pure, **znna** = $Zn(CH_3CO_2)_2$ + NaOH

Labeled/Checked by: 826

Reviewed by: 689

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Supplemental Report 1

Additional requested analyses are reported as a stand-alone report.

WORK ORDER NUMBER: 15-08-1921

The difference is service

AIR | SOIL | WATER | MARINE CHEMISTRY

Analytical Report For

Client: Geosyntec Consultants

Client Project Name: Pacoima / HR1507-02

Attention: Zahra Amini
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Approved for release on 09/08/2015 by:
Stephen Nowak
Project Manager

ResultLink

Email your PM

Eurofins Calscience, Inc. (Calscience) certifies that the test results provided in this report meet all NELAC requirements for parameters for which accreditation is required or available. Any exceptions to NELAC requirements are noted in the case narrative. The original report of subcontracted analyses, if any, is attached to this report. The results in this report are limited to the sample(s) tested and any reproduction thereof must be made in its entirety. The client or recipient of this report is specifically prohibited from making material changes to said report and, to the extent that such changes are made, Calscience is not responsible, legally or otherwise. The client or recipient agrees to indemnify Calscience for any defense to any litigation which may arise.

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Client Project Name: Pacoima / HR1507-02
Work Order Number: 15-08-1921

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5 Quality Control Sample Data. 7
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9 Chain-of-Custody/Sample Receipt Form. 11

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Work Order Narrative

Work Order: 15-08-1921 Page 1 of 1

Condition Upon Receipt:

Samples were received under Chain-of-Custody (COC) on 08/27/15. They were assigned to Work Order 15-08-1921.

Unless otherwise noted on the Sample Receiving forms all samples were received in good condition and within the recommended EPA temperature criteria for the methods noted on the COC. The COC and Sample Receiving Documents are integral elements of the analytical report and are presented at the back of the report.

Holding Times:

All samples were analyzed within prescribed holding times (HT) and/or in accordance with the Calscience Sample Acceptance Policy unless otherwise noted in the analytical report and/or comprehensive case narrative, if required.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

Quality Control:

All quality control parameters (QC) were within established control limits except where noted in the QC summary forms or described further within this report.

Subcontractor Information:

Unless otherwise noted below (or on the subcontract form), no samples were subcontracted.

Additional Comments:

Air - Sorbent-extracted air methods (EPA TO-4A, EPA TO-10, EPA TO-13A, EPA TO-17): Analytical results are converted from mass/sample basis to mass/volume basis using client-supplied air volumes.

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are always reported on a wet weight basis.

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Sample Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1921
	2100 Main Street, Suite 150	Project Name:	Pacoima / HR1507-02
	Huntington Beach, CA 92648-2460	PO Number:	
		Date/Time Received:	08/27/15 15:10
		Number of Containers:	2
Attn:	Zahra Amini		

Sample Identification	Lab Number	Collection Date and Time	Number of Containers	Matrix
SV-1	15-08-1921-1	08/26/15 13:38	1	Air
SV-7	15-08-1921-2	08/26/15 14:45	1	Air

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Detections Summary

Client:	Geosyntec Consultants	Work Order:	15-08-1921
	2100 Main Street, Suite 150	Project Name:	Pacoima / HR1507-02
	Huntington Beach, CA 92648-2460	Received:	08/27/15
Attn:	Zahra Amini		

Client SampleID / Analyte	Result	Qualifiers	RL	Units	Method	Extraction
SV-1 (15-08-1921-1)						
Helium	3140		100	ppm (v/v)	ASTM D-1946 (M)	N/A
SV-7 (15-08-1921-2)						
Helium	822		100	ppm (v/v)	ASTM D-1946 (M)	N/A

Subcontracted analyses, if any, are not included in this summary.

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* MDL is shown

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Analytical Report

Geosyntec Consultants
2100 Main Street, Suite 150
Huntington Beach, CA 92648-2460

Project: Pacoima / HR1507-02

Date Received: 08/27/15
Work Order: 15-08-1921
Preparation: N/A
Method: ASTM D-1946 (M)
Units: ppm (v/v)

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-1	**15-08-1921-1-A**	**08/26/15 13:38**	**Air**	**GC 55**	**N/A**	**09/04/15 12:11**	**150904L01**

Parameter	Result	RL	DF	Qualifiers
Helium	3140	100	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
SV-7	**15-08-1921-2-A**	**08/26/15 14:45**	**Air**	**GC 55**	**N/A**	**09/04/15 12:57**	**150904L01**

Parameter	Result	RL	DF	Qualifiers
Helium	822	100	1.00	

Client Sample Number	Lab Sample Number	Date/Time Collected	Matrix	Instrument	Date Prepared	Date/Time Analyzed	QC Batch ID
Method Blank	**099-12-872-851**	**N/A**	**Air**	**GC 55**	**N/A**	**09/04/15 10:22**	**150904L01**

Parameter	Result	RL	DF	Qualifiers
Helium	ND	100	1.00	

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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Quality Control - LCS/LCSD

Geosyntec Consultants		Date Received:	08/27/15
2100 Main Street, Suite 150		Work Order:	15-08-1921
Huntington Beach, CA 92648-2460		Preparation:	N/A
		Method:	ASTM D-1946 (M)
Project: Pacoima / HR1507-02			Page 1 of 1

Quality Control Sample ID	Type	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
099-12-872-851	**LCS**	**Air**	**GC 55**	**N/A**	**09/04/15 09:40**	**150904L01**
099-12-872-851	**LCSD**	**Air**	**GC 55**	**N/A**	**09/04/15 10:01**	**150904L01**

Parameter	Spike Added	LCS Conc.	LCS %Rec.	LCSD Conc.	LCSD %Rec.	%Rec. CL	RPD	RPD CL	Qualifiers
Helium	10000	9462	95	9572	96	80-120	1	0-30	

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RPD: Relative Percent Difference. CL: Control Limits

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Summa Canister Vacuum Summary

Work Order: 15-08-1921 Page 1 of 1

Sample Name	Vacuum Out	Vacuum In	Equipment	Description
SV-1	-29.50 in Hg	-7.20 in Hg	D732	Summa Canister 6L
SV-7	-29.50 in Hg	-9.20 in Hg	D759	Summa Canister 6L

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Sample Analysis Summary Report

Work Order: 15-08-1921 Page 1 of 1

Method	Extraction	Chemist ID	Instrument	Analytical Location
ASTM D-1946 (M)	N/A	929	GC 55	2

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Glossary of Terms and Qualifiers

Work Order: 15-08-1921 Page 1 of 1

Qualifiers	Definition
*	See applicable analysis comment.
<	Less than the indicated value.
>	Greater than the indicated value.
1	Surrogate compound recovery was out of control due to a required sample dilution. Therefore, the sample data was reported without further clarification.
2	Surrogate compound recovery was out of control due to matrix interference. The associated method blank surrogate spike compound was in control and, therefore, the sample data was reported without further clarification.
3	Recovery of the Matrix Spike (MS) or Matrix Spike Duplicate (MSD) compound was out of control due to suspected matrix interference. The associated LCS recovery was in control.
4	The MS/MSD RPD was out of control due to suspected matrix interference.
5	The PDS/PDSD or PES/PESD associated with this batch of samples was out of control due to suspected matrix interference.
6	Surrogate recovery below the acceptance limit.
7	Surrogate recovery above the acceptance limit.
B	Analyte was present in the associated method blank.
BU	Sample analyzed after holding time expired.
BV	Sample received after holding time expired.
CI	See case narrative.
E	Concentration exceeds the calibration range.
ET	Sample was extracted past end of recommended max. holding time.
HD	The chromatographic pattern was inconsistent with the profile of the reference fuel standard.
HDH	The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but heavier hydrocarbons were also present (or detected).
HDL	The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but lighter hydrocarbons were also present (or detected).
J	Analyte was detected at a concentration below the reporting limit and above the laboratory method detection limit. Reported value is estimated.
JA	Analyte positively identified but quantitation is an estimate.
ME	LCS Recovery Percentage is within Marginal Exceedance (ME) Control Limit range (+/- 4 SD from the mean).
ND	Parameter not detected at the indicated reporting limit.
Q	Spike recovery and RPD control limits do not apply resulting from the parameter concentration in the sample exceeding the spike concentration by a factor of four or greater.
SG	The sample extract was subjected to Silica Gel treatment prior to analysis.
X	% Recovery and/or RPD out-of-range.
Z	Analyte presence was not confirmed by second column or GC/MS analysis.

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are reported on a wet weight basis.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

A calculated total result (Example: Total Pesticides) is the summation of each component concentration and/or, if "J" flags are reported, estimated concentration. Component concentrations showing not detected (ND) are summed into the calculated total result as zero concentrations.

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7440 Lincoln Way, Garden Grove, CA 92841-1427 • (714) 895-5494
For courier service / sample drop off information, contact us26_sales@eurofinsus.com or call us.

AIR CHAIN-OF-CUSTODY RECORD

WO NO. / LAB USE ONLY: **15-08-1921**

DATE: 8/26/2015
PAGE: 1 OF 1

LABORATORY CLIENT: GEOSYNTEC CONSULTANTS
ADDRESS: 2100 MAIN STREET #150
CITY: HUNTINGTON BEACH STATE: CA ZIP: 92648
TEL: 714-969-0800 E-MAIL: ZAMINI@GEOSYNTEC.COM

CLIENT PROJECT NAME / NO.: PACOIMA
P.O. NO.: HR1507-02
PROJECT CONTACT: ZAHRA AMINI
LAB CONTACT OR QUOTE NO.:
PROJECT ADDRESS: 10450 ARLETA AVE
SAMPLER(S): (PRINT) ERIC SMALSTIG
CITY: PACOIMA STATE: CA ZIP: 91331

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☐ 5 DAYS ☑ STANDARD

EDD: ☐ COELT EDF ☐ OTHER
UNITS:

SPECIAL INSTRUCTIONS:
*w/ METHANE

REQUESTED ANALYSES: *ASTM D-1946 (GASES), EPA TO-15 FULL LIST

LAB USE ONLY	SAMPLE ID	FIELD ID / POINT OF COLLECTION	MATRIX: Indoor (I) Soil Vap. (SV) Ambient (A)	SAMPLING EQUIPMENT: Media ID	Canister Size 6L or 1L	Flow Controller ID	START SAMPLING INFORMATION: Date	Time (24 hr clock)	Canister Pressure (in Hg)	STOP SAMPLING INFORMATION: Date	Time (24 hr clock)	Canister Pressure (in Hg)	*	
1	SV-1	SOIL VAPOR #1	SV	D732	6L	A403	8/26/15	13:15	29.5	8/26	13:38	7.5	X	X
2	SV-7	SOIL VAPOR #7	SV	D759	6L	A414	8/26	14:25	29.5	8/26	14:45	9.5	X	X

Relinquished by: (Signature)	Received by: (Signature/Affiliation) ECL	Date: 8/27/15	Time: 1342
Relinquished by: (Signature)	Received by: (Signature/Affiliation) ECL	Date: 8/27/15	Time: 15:10
Relinquished by: (Signature)	Received by: (Signature/Affiliation)	Date:	Time:

2014-07-01 Revision

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WORK ORDER NUMBER: 15-08- 1924

SAMPLE RECEIPT CHECKLIST

COOLER 00 OF 0

CLIENT: GEOSYNTEC

DATE: 08 / 27 / 2015

TEMPERATURE: (Criteria: 0.0°C – 6.0°C, not frozen except sediment/tissue)

Thermometer ID: SC5 (CF:-0.2°C); Temperature (w/o CF): _____°C (w/ CF): _____°C; ☐ Blank ☐ Sample

☐ Sample(s) outside temperature criteria (PM/APM contacted by: _____)

☐ Sample(s) outside temperature criteria but received on ice/chilled on same day of sampling

☐ Sample(s) received at ambient temperature; placed on ice for transport by courier

Ambient Temperature: ☑ Air ☐ Filter Checked by: 678

CUSTODY SEAL:

Cooler ☐ Present and Intact ☐ Present but Not Intact ☐ Not Present ☑ N/A Checked by: 678

Sample(s) ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: SM6

SAMPLE CONDITION:	Yes	No	N/A
Chain-of-Custody (COC) document(s) received with samples	☑	☐	☐
COC document(s) received complete	☑	☐	☐
☐ Sampling date ☐ Sampling time ☐ Matrix ☐ Number of containers			
☐ No analysis requested ☐ Not relinquished ☐ No relinquished date ☐ No relinquished time			
Sampler's name indicated on COC	☑	☐	☐
Sample container label(s) consistent with COC	☑	☐	☐
Sample container(s) intact and in good condition	☑	☐	☐
Proper containers for analyses requested	☑	☐	☐
Sufficient volume/mass for analyses requested	☑	☐	☐
Samples received within holding time	☑	☐	☐
Aqueous samples for certain analyses received within 15-minute holding time			
☐ pH ☐ Residual Chlorine ☐ Dissolved Sulfide ☐ Dissolved Oxygen	☐	☐	☑
Proper preservation chemical(s) noted on COC and/or sample container	☐	☐	☑
Unpreserved aqueous sample(s) received for certain analyses			
☐ Volatile Organics ☐ Total Metals ☐ Dissolved Metals			
Container(s) for certain analysis free of headspace	☐	☐	☑
☐ Volatile Organics ☐ Dissolved Gases (RSK-175) ☐ Dissolved Oxygen (SM 4500)			
☐ Carbon Dioxide (SM 4500) ☐ Ferrous Iron (SM 3500) ☐ Hydrogen Sulfide (Hach)			
Tedlar™ bag(s) free of condensation	☐	☐	☑

CONTAINER TYPE: (Trip Blank Lot Number: _____)

Aqueous: ☐ VOA ☐ VOA**h** ☐ VOA**na$_2$** ☐ 100PJ ☐ 100PJ**na$_2$** ☐ 125AGB ☐ 125AGB**h** ☐ 125AGB**p** ☐ 125PB

☐ 125PB**znna** ☐ 250AGB ☐ 250CGB ☐ 250CGB**s** ☐ 250PB ☐ 250PB**n** ☐ 500AGB ☐ 500AGJ ☐ 500AGJ**s**

☐ 500PB ☐ 1AGB ☐ 1AGB**na$_2$** ☐ 1AGB**s** ☐ 1PB ☐ 1PB**na** ☐ _____ ☐ _____ ☐ _____ ☐ _____

Solid: ☐ 4ozCGJ ☑ 8ozCGJ ☐ 16ozCGJ ☐ Sleeve (_____) ☐ EnCores® (_____) ☐ TerraCores® (_____) ☐ _____

Air: ☐ Tedlar™ ☑ Canister ☐ Sorbent Tube ☐ PUF ☐ _____ **Other Matrix** (_____): ☐ _____ ☐ _____

Container: **A** = Amber, **B** = Bottle, **C** = Clear, **E** = Envelope, **G** = Glass, **J** = Jar, **P** = Plastic, and **Z** = Ziploc/Resealable Bag

Preservative: **b** = buffered, **f** = filtered, **h** = HCl, **n** = HNO_3, **na** = NaOH, **na$_2$** = $Na_2S_2O_3$, **p** = H_3PO_4, **s** = H_2SO_4, **u** = ultra-pure, **znna** = $Zn(CH_3CO_2)_2$ + NaOH

Labeled/Checked by: SM6

Reviewed by: 689

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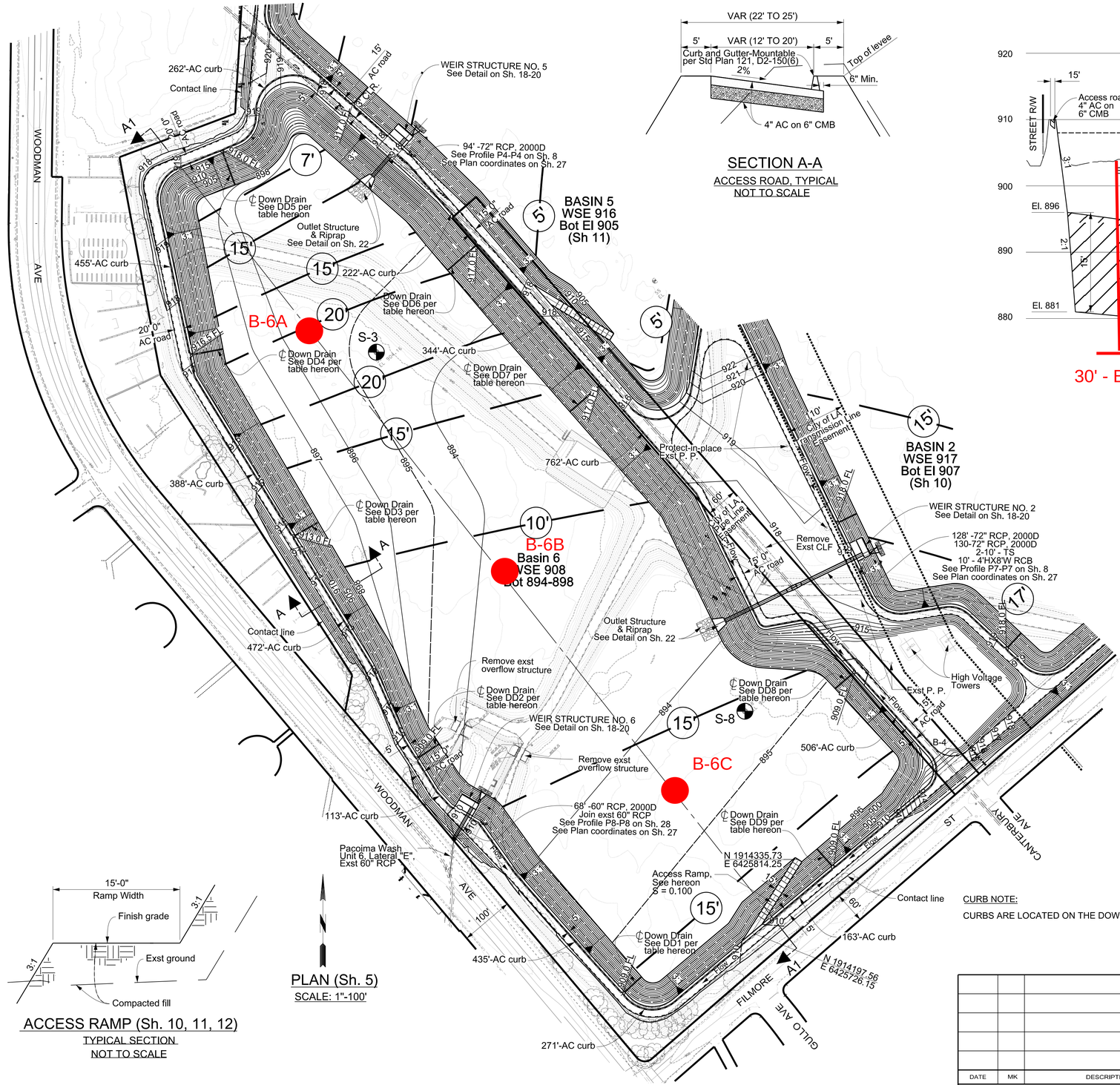
APPENDIX D-3

SPREADING GROUNDS SOIL SAMPLING RESULTS



SECTION A-A

ACCESS ROAD, TYPICAL
NOT TO SCALE

SECTION A1-A1

SCALES: HOR: 1"=200'
VERT: 1"=8'

LEGEND

15' — CLAY REMOVAL CONTOUR DEPTH (APPROXIMATELY LOCATED) BELOW PROPOSED BASIN BOTTOM ELEVATION

NOTES:

1. FOR CLAY REMOVAL DEPTH, EXCAVATION SHALL BE 2:1 SLOPE.
2. EXACT DEPTH OF CLAY REMOVAL SHALL BE DETERMINED IN THE FIELD BY GMED.

DOWN DRAIN TABLE FOR BASIN 6

	Levee top		Levee Toe		Bearing				
ID	Northing(Y)	Easting(X)	Northing(Y)	Easting(X)	Deg	Min	Sec		Length (ft)
DD1	1,914,082.72	6,425,483.19	1,914,114.61	6,425,517.93	47	26	41	E	47
DD2	1,914,525.44	6,425,094.41	1,914,553.60	6,425,137.00	56	31	31	E	51
DD3	1,914,944.05	6,424,861.42	1,914,971.56	6,424,909.17	60	3	22	E	55
DD4	1,915,286.53	6,424,668.07	1,915,298.03	6,424,729.37	79	22	18	E	62
DD5	1,915,672.43	6,424,727.60	1,915,607.04	6,424,752.27	20	39	55	E	70
DD6	1,915,495.72	6,425,209.18	1,915,446.29	6,425,152.72	48	48	13	W	75
DD7	1,915,230.48	6,425,441.24	1,915,179.77	6,425,383.30	48	48	13	W	77
DD8	1,914,690.05	6,425,920.70	1,914,657.98	6,425,883.02	49	35	48	W	49
DD9	1,914,320.37	6,425,880.11	1,914,355.56	6,425,848.93	41	32	40	W	47

NOTE: FOR DOWN DRAIN DETAILS, SEE SH. 27

CURB NOTE:

CURBS ARE LOCATED ON THE DOWN DRAIN SIDES AS SHOWN ON PLAN

ACCESS RAMP (Sh. 10, 11, 12)

TYPICAL SECTION
NOT TO SCALE

PLAN (Sh. 5)

SCALE: 1"=100'

DATE	MK	DESCRIPTION
		REVISIONS

PROJECT ENGINEER — DATE

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

PACOIMA SPREADING GROUNDS
ENHANCEMENT PROJECT

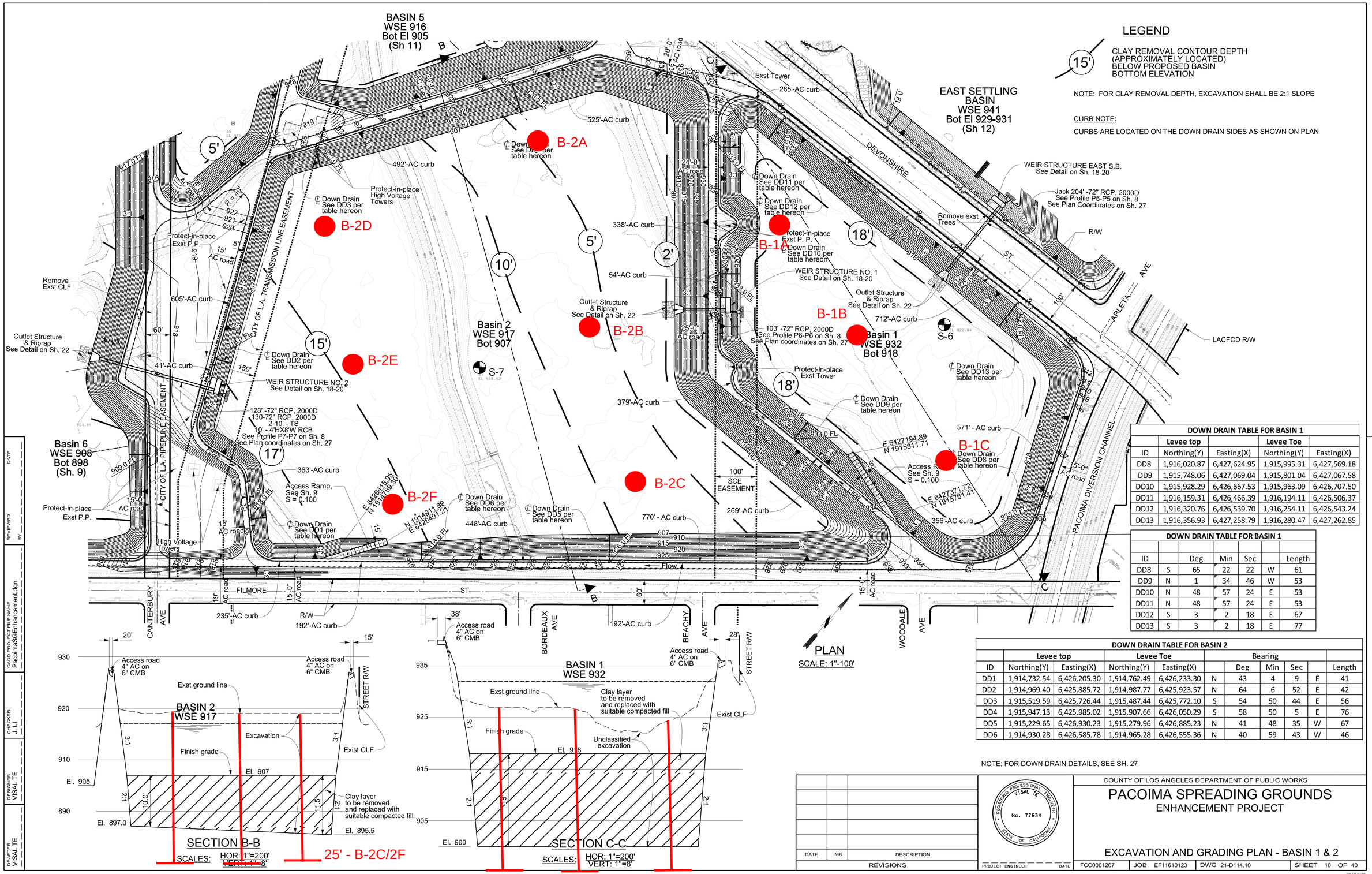
EXCAVATION AND GRADING PLAN - BASIN 6

FCC0001207	JOB EF11610123	DWG 21-D114.9	SHEET 9 OF 40

DESIGNER VISAL TE
DRAFTER VISAL TE
CHECKER J. LI
CADD PROJECT FILE NAME PacoimaSGEnhancement.dgn
REVIEWED BY
DATE

DATE. $DATE$ TIME. FILE. $TIME$ $FILE$

FCC0001207 - PACOIMA SG IMPROVEMENTS.dgn 1/8/2015 7:26:09 AM



DOWN DRAIN TABLE FOR BASIN 1				
	Levee top		Levee Toe	
ID	Northing(Y)	Easting(X)	Northing(Y)	Easting(X)
DD8	1,916,020.87	6,427,624.95	1,915,995.31	6,427,569.18
DD9	1,915,748.06	6,427,069.04	1,915,801.04	6,427,067.58
DD10	1,915,928.29	6,426,667.53	1,915,963.09	6,426,707.50
DD11	1,916,159.31	6,426,466.39	1,916,194.11	6,426,506.37
DD12	1,916,320.76	6,426,539.70	1,916,254.11	6,426,543.24
DD13	1,916,356.93	6,427,258.79	1,916,280.47	6,427,262.85

DOWN DRAIN TABLE FOR BASIN 1						
ID		Deg	Min	Sec		Length
DD8	S	65	22	22	W	61
DD9	N	1	34	46	W	53
DD10	N	48	57	24	E	53
DD11	N	48	57	24	E	53
DD12	S	3	2	18	E	67
DD13	S	3	2	18	E	77

DOWN DRAIN TABLE FOR BASIN 2									
	Levee top		Levee Toe		Bearing				
ID	Northing(Y)	Easting(X)	Northing(Y)	Easting(X)		Deg	Min	Sec		Length
DD1	1,914,732.54	6,426,205.30	1,914,762.49	6,426,233.30	N	43	4	9	E	41
DD2	1,914,969.40	6,425,885.72	1,914,987.77	6,425,923.57	N	64	6	52	E	42
DD3	1,915,519.59	6,425,726.44	1,915,487.44	6,425,772.10	S	54	50	44	E	56
DD4	1,915,947.13	6,425,985.02	1,915,907.66	6,426,050.29	S	58	50	5	E	76
DD5	1,915,229.65	6,426,930.23	1,915,279.96	6,426,885.23	N	41	48	35	W	67
DD6	1,914,930.28	6,426,585.78	1,914,965.28	6,426,555.36	N	40	59	43	W	46

NOTE: FOR DOWN DRAIN DETAILS, SEE SH. 27

DATE	MK	DESCRIPTION
		REVISIONS

REGISTERED PROFESSIONAL ENGINEER — VISAL TE — No. 77634 — STATE OF CALIFORNIA

PROJECT ENGINEER DATE

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

PACOIMA SPREADING GROUNDS
ENHANCEMENT PROJECT

EXCAVATION AND GRADING PLAN - BASIN 1 & 2

FCC0001207 | JOB EF11610123 | DWG 21-D114.10 | SHEET 10 OF 40

P:\S-DF 07/05

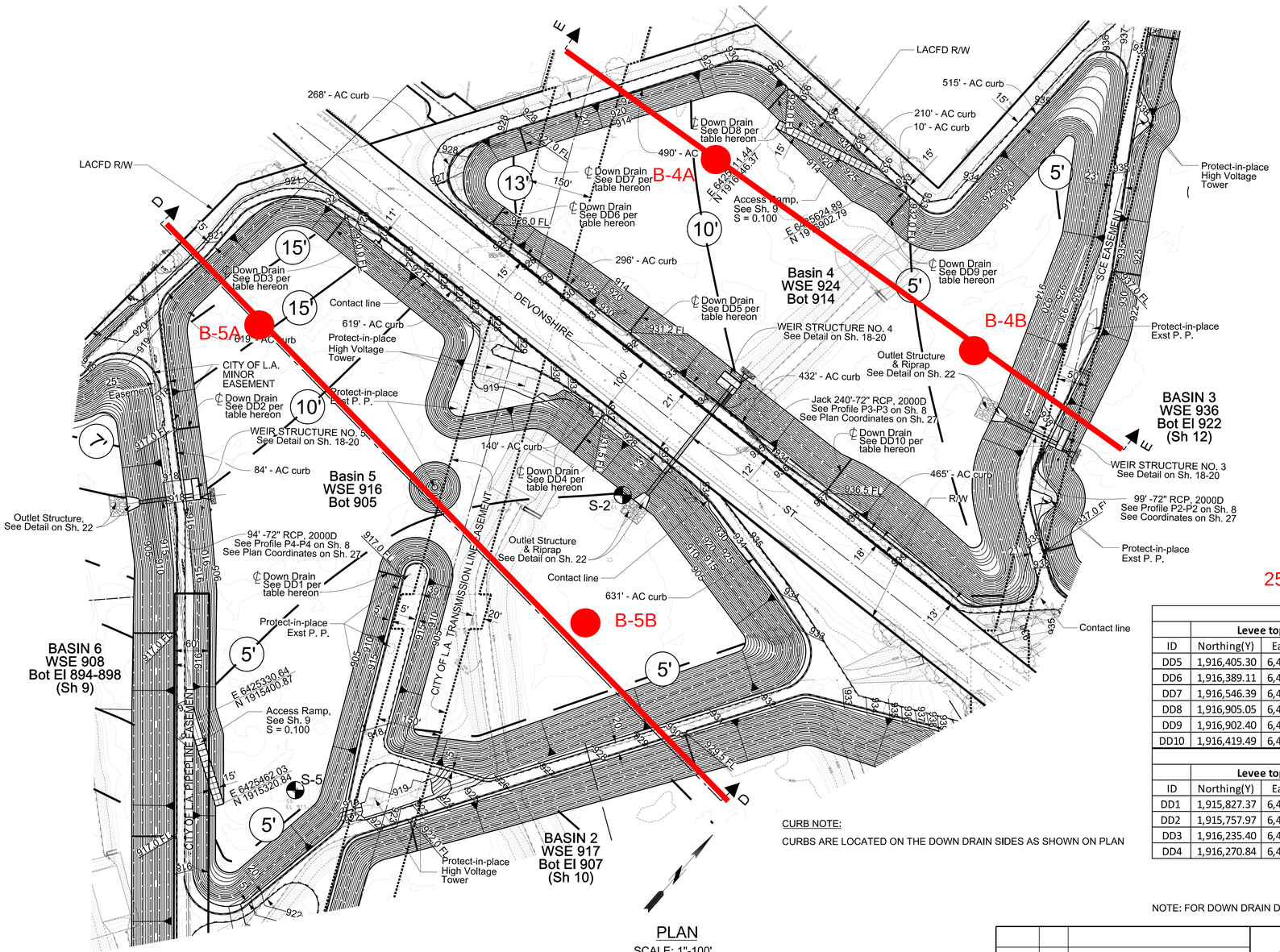
DATE | REVIEWED BY | CADD PROJECT FILE NAME PacoimaSGEnhancement.dgn | CHECKER J. LI | DESIGNER VISAL TE | DRAFTER VISAL TE

DATE. $DATE$ TIME. FILE. $TIME$ $FILE$

FCC0001207 - PACOIMA SG IMPROVEMENTS.dgn 1/8/2015 7:26:39 AM

LEGEND

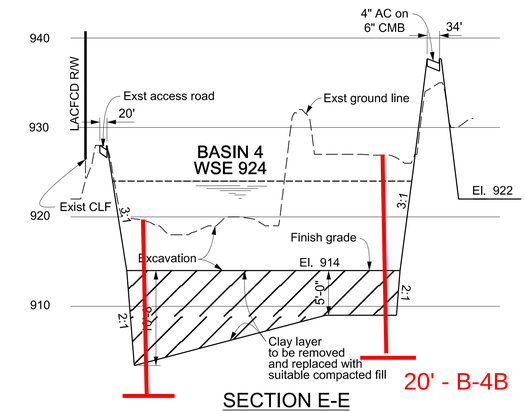
15' — CLAY REMOVAL CONTOUR DEPTH (APPROXIMATELY LOCATED) BELOW PROPOSED BASIN BOTTOM ELEVATION



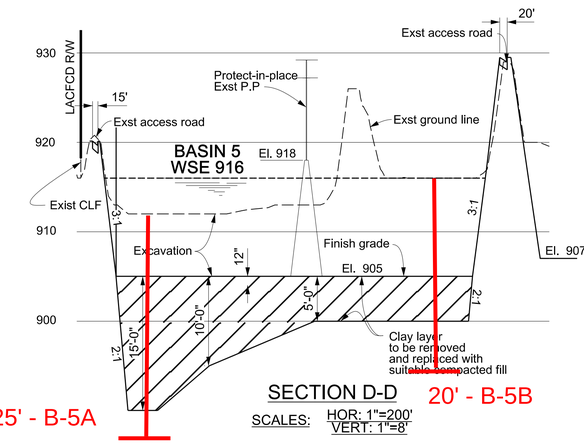
PLAN
SCALE: 1"=100'

CURB NOTE:

CURBS ARE LOCATED ON THE DOWN DRAIN SIDES AS SHOWN ON PLAN



SECTION E-E
SCALES: HOR: 1"=200' VERT: 1"=8'



SECTION D-D
SCALES: HOR: 1"=200' VERT: 1"=8'

DOWN DRAIN TABLE FOR BASIN 4

	Levee top		Levee Toe		Bearing				
ID	Northing(Y)	Easting(X)	Northing(Y)	Easting(X)		Deg	Min	Sec		Length (ft)
DD5	1,916,405.30	6,425,455.53	1,916,461.29	6,425,452.58	N	3	1	7	W	56
DD6	1,916,389.11	6,425,152.34	1,916,425.64	6,425,150.41	N	3	1	7	W	37
DD7	1,916,546.39	6,425,078.28	1,916,524.18	6,425,115.53	S	59	11	50	E	43
DD8	1,916,905.05	6,425,382.74	1,916,854.82	6,425,382.27	S	0	32	7	W	50
DD9	1,916,902.40	6,425,666.67	1,916,841.87	6,425,666.10	S	0	32	7	W	61
DD10	1,916,419.49	6,425,894.12	1,916,494.54	6,425,890.16	N	3	1	7	W	75

DOWN DRAIN TABLE FOR BASIN 5

	Levee top		Levee Toe		Bearing				
ID	Northing(Y)	Easting(X)	Northing(Y)	Easting(X)		Deg	Min	Sec		Length (ft)
DD1	1,915,827.37	6,425,441.18	1,915,807.84	6,425,401.75	S	63	39	11	W	44.00
DD2	1,915,757.97	6,424,973.64	1,915,790.97	6,425,002.74	N	41	24	42	E	44.00
DD3	1,916,235.40	6,424,954.37	1,916,178.94	6,424,956.67	S	2	19	56	E	56.51
DD4	1,916,270.84	6,425,515.88	1,916,185.05	6,425,520.40	S	3	1	7	E	85.91

NOTE: FOR DOWN DRAIN DETAILS, SEE SH. 27

DATE	MK	DESCRIPTION
		REVISIONS

REGISTERED PROFESSIONAL ENGINEER — VISAL TE — No. 77634 — STATE OF CALIFORNIA

PROJECT ENGINEER — DATE

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

PACOIMA SPREADING GROUNDS
ENHANCEMENT PROJECT

EXCAVATION AND GRADING PLAN - BASIN 4 & 5

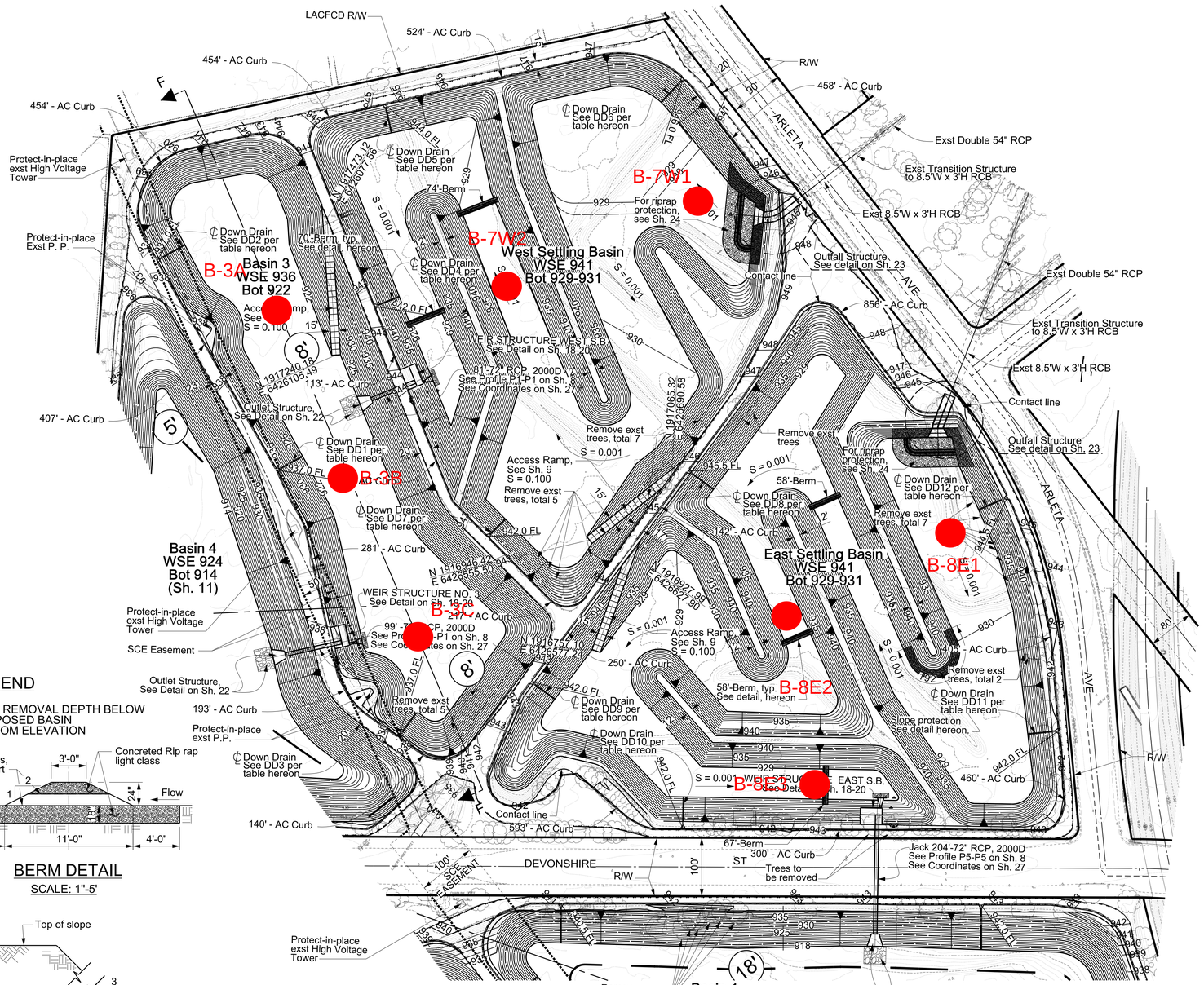
FCC0001207	JOB EF11610123	DWG 21-D114.11	SHEET 11 OF 40

PS-OF 07-05

DRAFTER VISAL TE | DESIGNER VISAL TE | CHECKER J. LI | CADD PROJECT FILE NAME PacoimaSGEnhancement.dgn | REVIEWED BY | DATE

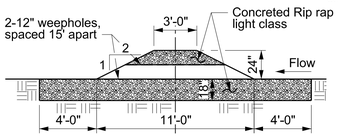
DATE. $DATE$ TIME. FILE. $TIME$ $FILE$

FCC0001207 - PACOIMA SG IMPROVEMENTS.dgn 1/8/2015 3:52:57 PM



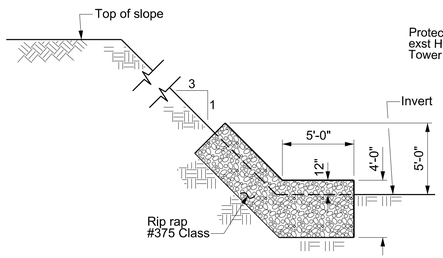
LEGEND

8' — CLAY REMOVAL DEPTH BELOW PROPOSED BASIN BOTTOM ELEVATION



BERM DETAIL

SCALE: 1"-5'

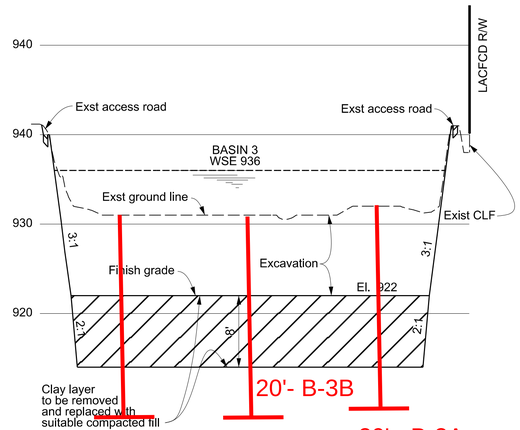


SLOPE PROTECTION DETAIL

NOT TO SCALE

PLAN

SCALE: 1"-100'



SECTION F-F

SCALES: HOR: 1"=200' VERT: 1"=8'

DOWN DRAIN TABLE FOR BASIN 3

	Levee top		Levee Toe		Bearing				
ID	Northing(Y)	Easting(X)	Northing(Y)	Easting(X)		Deg	Min	Sec		Length (ft)
DD1	1,917,037.43	6,426,015.08	1,917,063.93	6,426,057.14	N	57	47	11	E	50
DD2	1,917,386.52	6,425,791.11	1,917,415.20	6,425,836.64	N	57	47	18	E	54
DD3	1,916,592.22	6,426,247.11	1,916,636.63	6,426,276.05	N	33	5	16	E	53

DOWN DRAIN TABLE FOR West Settling Basin

	Levee top		Levee Toe		Bearing				
ID	Northing(Y)	Easting(X)	Northing(Y)	Easting(X)		Deg	Min	Sec		Length (ft)
DD4	1,917,327.01	6,426,167.30	1,917,345.92	6,426,208.13	N	65	8	26	E	45
DD5	1,917,673.21	6,426,166.72	1,917,625.61	6,426,180.26	S	15	52	47	E	49
DD6	1,917,744.68	6,426,674.53	1,917,702.15	6,426,638.87	S	39	58	59	W	56
DD7	1,916,943.46	6,426,381.56	1,916,974.53	6,426,409.82	N	42	17	29	E	42

DOWN DRAIN TABLE FOR East Settling Basin

	Levee top		Levee Toe		Bearing				
ID	Northing(Y)	Easting(X)	Northing(Y)	Easting(X)		Deg	Min	Sec		Length (ft)
DD8	1,917,074.28	6,426,717.60	1,917,046.49	6,426,759.87	S	56	40	24	E	51
DD9	1,916,698.36	6,426,468.71	1,916,670.83	6,426,510.58	S	56	40	24	E	50
DD10	1,916,460.69	6,426,741.42	1,916,517.99	6,426,739.72	N	1	41	32	W	57
DD11	1,916,661.99	6,427,374.84	1,916,653.36	6,427,321.03	S	80	52	52	W	55
DD12	1,917,057.21	6,427,266.67	1,917,033.33	6,427,218.83	S	63	28	34	W	53

NOTE: FOR DOWN DRAIN DETAILS, SEE SH. 27

CURB NOTE:

CURBS ARE LOCATED ON THE DOWN DRAIN SIDES AS SHOWN ON PLAN

DATE	MK	DESCRIPTION
		REVISIONS

REGISTERED PROFESSIONAL ENGINEER — VISAL TE — No. 77634 — STATE OF CALIFORNIA

PROJECT ENGINEER DATE

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

PACOIMA SPREADING GROUNDS
ENHANCEMENT PROJECT

EXCAVATION AND GRADING PLAN - BASIN 3, EAST & WEST SETTLING BASINS

FCC0001207	JOB EF11610123	DWG 21-D114.12	SHEET 12 OF 40

DRAFTER VISAL TE | DESIGNER VISAL TE | CHECKER J. LI | CADD PROJECT FILE NAME PacoimaSGEnhancement.dgn | REVIEWED BY | DATE

DATE, $DATE$TIME, FILE, $TIME$ $FILE$

FCC0001207 - PACOIMA SG IMPROVEMENTS.dgn 1/28/2015 9:20:43 AM

PS-DF 07/05

Table 1
Basin Locations and Corresponding Borings
Pacoima Spreading Grounds Enhancement Project

New Basins	Existing Basins	Boring IDs	Boring Depth	Surface Elevations	Bottom Elevation of Excavation	Bottom Elevation of Borings
1	2	B-1A	30	927	900	897
		B-1B*	30	927	900	897
		B-1C*	30	925	900	895
2	3	B-2A	25	918	896	893
		B-2B	25	918	896	893
		B-2C	25	918	896	893
	4	**B-2D***	25	918	896	893
		B-2E	25	918	896	893
		B-2F	25	918	896	893
3	7	**B-3A***	20	933	914	913
		B-3B*	20	932	914	912
		B-3C	20	932	914	912
4	9	B-4A	20	920	904	900
	8	B-4B	20	927	909	907
5	11	B-5A	25	912	890	887
	10	B-5B	20	916	900	896
6	12	**B-6A***	30	905	877	875
		B-6B	30	905	878	875
	5	B-6C	30	905	880	875
West	6	**B-7W1***	20	932	914	912
		B-7W2*	20	932	914	912
East	1	**B-8E1***	20	932	914	912
		B-8E2	20	932	914	912
		B-8E3*	20	932	914	912

NOTES:

Elevations are based on project Excavation and Grading Plans.

'*' Borings with Polynuclear Aromatic Hydrocarbon or Organic detections, see Table 3 for specific constituent concentrations.

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Table 2
Analytical Test Parameters and Constituents with MDLs/PQLs
Pacoima Spreading Grounds Enhancement Project

Volatile Organic Compounds/BTEX	MDL (µg/kg)	PQL (µg/kg)
Benzene	1.0	10.0
Carbon tetrachloride	5.0	10.0
Chlorobenzene	5.0	10.0
1,2-Dibromo-3-chloropropane (DBCP)	5.0	10.0
1,2-Dibromoethane (EDB)	5.0	10.0
1,2-Dichlorobenzene	5.0	10.0
1,4-Dichlorobenzene	5.0	10.0
1,1-Dichloroethane	5.0	10.0
1,2-Dichloroethane (EDC)	5.0	10.0
1,1-Dichloroethene	5.0	10.0
cis-1,2-Dichloroethene	5.0	10.0
trans-1,2-Dichloroethene	5.0	10.0
1,2-Dichloropropane	5.0	10.0
cis-1,3-Dichloropropene	5.0	10.0
trans-1,3-Dichloropropene	5.0	10.0
Ethylbenzene	1.0	10.0
Methylene chloride (DCM)	25.0	50.0
Styrene	5.0	10.0
1,1,2,2-Tetrachloroethane	5.0	10.0
Tetrachloroethene	2.0	10.0
Toluene (Methyl benzene)	1.0	10.0
1,2,4-Trichlorobenzene	5.0	10.0
1,1,1-Trichloroethane	5.0	10.0
1,1,2-Trichloroethane	5.0	10.0
Trichloroethene	1.5	10.0
Trichlorofluoromethane	5.0	10.0
Trichlorotrifluoroethane (Freon-113)	5.0	10.0
Vinyl chloride (Chloroethene)	5.0	10.0
o-Xylene	1.0	10.0
m,p-Xylenes	1.0	20.0

Organochlorine Pesticides	MDL (µg/kg)	PQL (µg/kg)
Chlordane (alpha)	1.0	2.0
Chlordane (gamma)	1.0	2.0
Chlordane (Total)	1.0	2.0
Endrin	1.0	2.0
Heptachlor	1.0	2.0
Heptachlor epoxide	1.0	2.0
gamma-Hexachlorocyclohexane (Gamma-BHC, Lindane)	1.0	2.0
Methoxychlor	5.0	10.0
Toxaphene	85.0	170.0

Polychlorinated Biphenyls	MDL (µg/kg)	PQL (µg/kg)
Aroclor-1016 (PCB-1016)	25.0	50.0
Aroclor-1221 (PCB-1221)	25.0	50.0
Aroclor-1232 (PCB-1232)	25.0	50.0
Aroclor-1242 (PCB-1242)	25.0	50.0
Aroclor-1248 (PCB-1248)	25.0	50.0
Aroclor-1254 (PCB-1254)	25.0	50.0
Aroclor-1260 (PCB-1260)	25.0	50.0
Aroclor-1262 (PCB-1262)	25.0	50.0

Title 22 Metals	MDL (mg/kg)	PQL (mg/kg)
Antimony	1.0	5.0
Arsenic	1.0	5.0
Barium	2.5	5.0
Beryllium	1.0	2.5
Cadmium	1.3	2.5
Chromium	2.5	5.0
Cobalt	2.5	5.0
Copper	2.5	5.0
Lead	2.5	5.0
Mercury (By EPA 7471)	0.1	0.2
Molybdenum	2.5	5.0
Nickel	2.5	5.0
Selenium	1.0	5.0
Silver	2.5	5.0
Thallium	1.0	5.0
Vanadium	2.5	5.0
Zinc	2.5	5.0

Chlorinated Herbicides	MDL (µg/kg)	PQL (µg/kg)
2,4-D	10	10
Dalapon	20	20
Dinoseb (DNBP, 2-sec-Butyl-4, 6-dinitrophenol)	20	20
Pentachlorophenol (PCP)	10	10
Picloram	10	10
2,4,5-TP	10	10

Carbamates	MDL (µg/kg)	PQL (µg/kg)
Carbofuran (Furadan)	5.4	25.0
Oxamyl	16	50

Polynuclear Aromatic Hydrocarbons	MDL (mg/kg)	PQL (mg/kg)
Benzo(a)anthracene	0.010	0.020
Benzo(a)pyrene	0.010	0.020
Benzo(b)fluoranthene	0.010	0.020
Benzo(k)fluoranthene	0.010	0.020
Chrysene	0.010	0.020
Dibenzo(a,h)anthracene	0.010	0.020
Indeno(1,2,3-cd)pyrene	0.010	0.020
Acenaphthene	0.010	0.020
Anthracene	0.010	0.020
Fluoranthene	0.010	0.020
Fluorene	0.010	0.020
Naphthalene	0.010	0.020
Pyrene	0.010	0.020

Semi-Volatile Organic Compounds	MDL (mg/kg)	PQL (mg/kg)
Bis(2-ethylhexyl) phthalate	0.25	0.50
Hexachlorobenzene	0.25	0.50
Hexachlorocyclopentadiene	0.25	0.50

Dioxin	MDL (ηg/kg)	PQL (ηg/kg)
2,3,7,8-TCDD	0.077-0.15	2.000

Notes:

Millgrams per kilogram (mg/kg), parts per million.
Micrograms per kilogram (µg/kg), parts per billion.
Nanograms per kilogram (ηg/kg), parts per trillion.
Method Detection Limit (MDL) and Practical Quantitation Limit (PQL).
Parameters tested in accordance with Table 1. Soil Sampling Parameters, Vulcan Developed Soil Concentration Levels. Some parameters omitted (approved in advance by Vulcan).

DRAFT

Table 3
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-8E1				
Sample Identification			B-8E1-1	B-81E-2	B-8E1-3	B-8E1-4	B-8E1-5
Sample Depth in Feet			0	5	10	15	20
Analytical Method	**Analyte**	**Date Sampled**	**11/02/15**	**11/02/15**	**11/02/15**	**11/02/15**	**11/02/15**
Polynuclear Aromatic Hydrocarbons (PAHs)							
8310		mg/kg	–	ND	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)							
8260B		µg/kg	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)							
8270C		mg/kg	–	ND	–	ND	–
Organochlorine Pesticides							
8081A	**Chlordane (Total)**	µg/kg	–	ND	–	**1.54J**	–
Chlorinated Herbicides							
8151A		µg/kg	–	ND	–	ND	–
Carbamates							
8318		µg/kg	–	ND	–	ND	–
2,3,7,8-TCDD (Dioxin)							
8290		ŋg/kg	–	ND	–	ND	–
Polychlorinated Biphenyls (PCBs)							
8082		µg/kg	–	ND	–	ND	–
Title 22 Metals							
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**134**	**166**	**93.6**	**97.0**	**185**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**15.7**	**16.9**	**7.18**	**13.5**	**17.7**
6010B	**Cobalt**	mg/kg	**9.55**	**10.0**	**5.09**	**7.27**	**12.5**
6010B	**Copper**	mg/kg	**22.4**	**17.9**	**13.1**	**17.0**	**21.8**
6010B	**Lead**	mg/kg	**18.6**	**2.87J**	ND	**7.57**	**2.90J**
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**10.5**	**9.53**	**3.88J**	**6.87**	**11.1**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**33.4**	**34.3**	**19.5**	**24.9**	**37.9**
6010B	**Zinc**	mg/kg	**85.0**	**49.7**	**29.6**	**49.9**	**60.7**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

DRAFT

Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-8E2				
Sample Identification			B-8E2-1	B-8E2-2	B-8E2-3	B-8E2-4	B-8E2-5
Sample Depth in Feet			0	5	10	15	20
Analytical Method	**Analyte**	**Date Sampled**	**11/02/15**	**11/02/15**	**11/02/15**	**11/02/15**	**11/02/15**
Polynuclear Aromatic Hydrocarbons (PAHs)							
8310		mg/kg	–	ND	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)							
8260B		µg/kg	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)							
8270C		mg/kg	–	ND	–	ND	–
Organochlorine Pesticides							
8081A		µg/kg	–	ND	–	ND	–
Chlorinated Herbicides							
8151A		µg/kg	–	ND	–	ND	–
Carbamates							
8318		µg/kg	–	ND	–	ND	–
2,3,7,8-TCDD (Dioxin)							
8290		ŋg/kg	–	ND	–	ND	–
Polychlorinated Biphenyls (PCBs)							
8082		µg/kg	–	ND	–	ND	–
Title 22 Metals							
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**122**	**78.0**	**67.9**	**104**	**166**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**14.6**	**6.23**	**5.97**	**13.0**	**18.2**
6010B	**Cobalt**	mg/kg	**9.14**	**5.74**	**4.92J**	**7.41**	**12.5**
6010B	**Copper**	mg/kg	**26.0**	**13.2**	**9.43**	**16.3**	**21.1**
6010B	**Lead**	mg/kg	**21.6**	**3.31J**	ND	**6.37**	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**10.3**	**3.90J**	**3.38J**	**6.50**	**9.99**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**33.4**	**18.5**	**16.6**	**24.6**	**40.5**
6010B	**Zinc**	mg/kg	**103**	**35.6**	**25.8**	**48.7**	**48.3**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

DRAFT

Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-8E3				
Sample Identification			B-8E3-1	B-8E3-2	B-8E3-3	B-8E3-4	B-8E3-5
Sample Depth in Feet			0	5	10	15	20
Analytical Method	Analyte	Date Sampled	11/02/15	11/02/15	11/02/15	11/02/15	11/02/15
Polynuclear Aromatic Hydrocarbons (PAHs)							
8310		mg/kg	–	ND	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)							
8260B		µg/kg	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)							
8270C		mg/kg	–	ND	–	ND	–
Organochlorine Pesticides							
8081A	**Chlordane (total)**	µg/kg	–	**2.65**	–	ND	–
Chlorinated Herbicides							
8151A		µg/kg	–	ND	–	ND	–
Carbamates							
8318		µg/kg	–	ND	–	ND	–
2,3,7,8-TCDD (Dioxin)							
8290		ŋg/kg	–	**0.145J**	–	ND	–
Polychlorinated Biphenyls (PCBs)							
8082	Arolor-1260	µg/kg	–	**49.0J**	–	ND	–
Title 22 Metals							
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**172**	**152**	**51.6**	**104**	**109**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**19.0**	**17.5**	**4.19J**	**6.72**	**7.41**
6010B	**Cobalt**	mg/kg	**13.1**	**11.2**	**3.52J**	**5.27**	**6.68**
6010B	**Copper**	mg/kg	**33.0**	**26.5**	**8.77**	**11.4**	**17.8**
6010B	**Lead**	mg/kg	**34.2**	**33.1**	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**14.5**	**13.5**	ND	**3.88J**	**5.00**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**45.8**	**41.1**	**15.6**	**19.6**	**24.5**
6010B	**Zinc**	mg/kg	**114**	**76.7**	**20.9**	**24.6**	**30.2**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-3A				
Sample Identification			B-3A-1	B-3A-2	B-3A-3	B-3A-4	B-3A-5
Sample Depth in Feet			0	5	10	15	20
Analytical Method	Analyte	Date Sampled	11/02/15	11/02/15	11/02/15	11/02/15	11/02/15
Polynuclear Aromatic Hydrocarbons (PAHs)							
8310		mg/kg	–	ND	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)							
8260B		µg/kg	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)							
8270C		mg/kg	–	ND	–	ND	–
Organochlorine Pesticides							
8081A	**Chlordane (total)**	µg/kg	–	**6.89J**	–	ND	–
Chlorinated Herbicides							
8151A		µg/kg	–	ND	–	ND	–
Carbamates							
8318		µg/kg	–	ND	–	ND	–
2,3,7,8-TCDD (Dioxin)							
8290		ŋg/kg	–	**0.111J**	–	ND	–
Polychlorinated Biphenyls (PCBs)							
8082		µg/kg	–	ND	–	ND	–
Title 22 Metals							
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**144**	**157**	**103**	**178**	**91.0**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**15.4**	**16.0**	**11.0**	**19.1**	**4.58J**
6010B	**Cobalt**	mg/kg	**11.2**	**12.0**	**7.76**	**12.6**	**5.64**
6010B	**Copper**	mg/kg	**26.0**	**27.1**	**13.2**	**22.3**	**12.9**
6010B	**Lead**	mg/kg	**17.8**	**13.8**	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**11.1**	**11.2**	**5.86**	**11.9**	**2.64J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**34.2**	**35.2**	**26.9**	**41.3**	**17.6**
6010B	**Zinc**	mg/kg	**84.6**	**75.9**	**32.3**	**53.9**	**26.2**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-3B				
Sample Identification			B-3B-1	B-3B-2	B-3B-3	B-3B-4	B-3B-5
Sample Depth in Feet			0	5	10	15	20
Analytical Method	Analyte	Date Sampled	11/02/15	11/02/15	11/02/15	11/02/15	11/02/15
Polynuclear Aromatic Hydrocarbons (PAHs)							
8310		mg/kg	–	ND	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)							
8260B		µg/kg	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)							
8270C		mg/kg	–	ND	–	ND	–
Organochlorine Pesticides							
8081A	**Chlordane (total)**	µg/kg	–	**2.39**	–	ND	–
Chlorinated Herbicides							
8151A		µg/kg	–	ND	–	ND	–
Carbamates							
8318		µg/kg	–	ND	–	ND	–
2,3,7,8-TCDD (Dioxin)							
8290		ŋg/kg	–	**0.133J**	–	ND	–
Polychlorinated Biphenyls (PCBs)							
8082		µg/kg	–	ND	–	ND	–
Title 22 Metals							
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**155**	**113**	**63.4**	**182**	**88.0**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**16.3**	**11.6**	**4.85J**	**20.3**	**5.79**
6010B	**Cobalt**	mg/kg	**11.5**	**8.12**	**5.15**	**12.8**	**5.53**
6010B	**Copper**	mg/kg	**28.1**	**19.6**	**8.42**	**17.0**	**10.3**
6010B	**Lead**	mg/kg	**16.1**	**11.6**	ND	**2.57J**	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**11.6**	**7.82**	**2.92J**	**12.4**	**3.13J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**35.3**	**26.3**	**15.3**	**45.2**	**20.1**
6010B	**Zinc**	mg/kg	**89.6**	**62.9**	**21.1**	**52.7**	**27.1**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-3C				
Sample Identification			B-3C-1	B-3C-2	B-3C-3	B-3C-4	B-3C-5
Sample Depth in Feet			0	5	10	15	20
Analytical Method	Analyte	Date Sampled	11/02/15	11/02/15	11/02/15	11/02/15	11/02/15
Polynuclear Aromatic Hydrocarbons (PAHs)							
8310		mg/kg	–	ND	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)							
8260B		µg/kg	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)							
8270C		mg/kg	–	ND	–	ND	–
Organochlorine Pesticides							
8081A		µg/kg	–	ND	–	ND	–
Chlorinated Herbicides							
8151A		µg/kg	–	ND	–	ND	–
Carbamates							
8318		µg/kg	–	ND	–	ND	–
2,3,7,8-TCDD (Dioxin)							
8290		ŋg/kg	–	ND	–	ND	–
Polychlorinated Biphenyls (PCBs)							
8082		µg/kg	–	ND	–	ND	–
Title 22 Metals							
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**95.2**	**65.4**	**77.0**	**186**	**93.2**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**9.78**	**6.77**	**5.36**	**19.7**	**6.42**
6010B	**Cobalt**	mg/kg	**7.87**	**5.15**	**5.01**	**12.9**	**4.81J**
6010B	**Copper**	mg/kg	**18.7**	**10.1**	**7.89**	**19.5**	**10.2**
6010B	**Lead**	mg/kg	**15.5**	ND	ND	**2.78J**	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**7.09**	**3.36J**	**2.63J**	**11.9**	**4.01J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**25.0**	**24.3**	**15.3**	**41.1**	**17.6**
6010B	**Zinc**	mg/kg	**64.5**	**24.2**	**20.6**	**53.2**	**24.5**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-4A				
Sample Identification			B-4A-1	B-4A-2	B-4A-3	B-4A-4	B-4A-5
Sample Depth in Feet			0	5	10	15	20
Analytical Method	Analyte	Date Sampled	11/03/15	11/03/15	11/03/15	11/03/15	11/03/15
Polynuclear Aromatic Hydrocarbons (PAHs)							
8310		mg/kg	–	ND	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)							
8260B		µg/kg	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)							
8270C		mg/kg	–	ND	–	ND	–
Organochlorine Pesticides							
8081A		µg/kg	–	ND	–	ND	–
Chlorinated Herbicides							
8151A		µg/kg	–	ND	–	ND	–
Carbamates							
8318		µg/kg	–	ND	–	ND	–
2,3,7,8-TCDD (Dioxin)							
8290		ŋg/kg	–	ND	–	ND	–
Polychlorinated Biphenyls (PCBs)							
8082		µg/kg	–	ND	–	ND	–
Title 22 Metals							
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**100**	**83.0**	**77.4**	**91.3**	**61.9**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**10.5**	**7.65**	**5.44**	**6.88**	**8.82**
6010B	**Cobalt**	mg/kg	**8.12**	**6.74**	**5.44**	**5.94**	**5.74**
6010B	**Copper**	mg/kg	**17.6**	**13.4**	**11.0**	**13.4**	**10.7**
6010B	**Lead**	mg/kg	**7.74**	**3.51J**	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**8.11**	**5.23**	**3.52J**	**4.73J**	**3.80J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**23.7**	**18.6**	**14.5**	**18.7**	**25.5**
6010B	**Zinc**	mg/kg	**48.1**	**30.7**	**23.5**	**26.3**	**20.3**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-4B				
Sample Identification			B-4B-1	B-4B-2	B-4B-3	B-4B-4	B-4B-5
Sample Depth in Feet			0	5	10	15	20
Analytical Method	Analyte	Date Sampled	11/03/15	11/03/15	11/03/15	11/03/15	11/03/15
Polynuclear Aromatic Hydrocarbons (PAHs)							
8310		mg/kg	–	ND	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)							
8260B		µg/kg	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)							
8270C		mg/kg	–	ND	–	ND	–
Organochlorine Pesticides							
8081A		µg/kg	–	ND	–	ND	–
Chlorinated Herbicides							
8151A		µg/kg	–	ND	–	ND	–
Carbamates							
8318		µg/kg	–	ND	–	ND	–
2,3,7,8-TCDD (Dioxin)							
8290		ŋg/kg	–	ND	–	ND	–
Polychlorinated Biphenyls (PCBs)							
8082		µg/kg	–	ND	–	ND	–
Title 22 Metals							
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**129**	**124**	**74.8**	**167**	**89.3**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**14.2**	**11.9**	**4.19J**	**17.6**	**5.32**
6010B	**Cobalt**	mg/kg	**10.3**	**10.1**	**5.47**	**11.9**	**5.15**
6010B	**Copper**	mg/kg	**22.6**	**19.5**	**11.4**	**17.8**	**9.93**
6010B	**Lead**	mg/kg	**11.5**	**4.12J**	ND	**2.51J**	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**9.40**	**7.73**	**2.72J**	**11.2**	**3.29J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**29.1**	**25.9**	**13.2**	**38.7**	**18.5**
6010B	**Zinc**	mg/kg	**68.4**	**44.4**	**22.1**	**48.6**	**24.6**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-5B				
Sample Identification			B-5B-1	B-5B-2	B-5B-3	B-5B-4	B-5B-5
Sample Depth in Feet			0	5	10	15	20
Analytical Method	Analyte	Date Sampled	11/03/15	11/03/15	11/03/15	11/03/15	11/03/15
Polynuclear Aromatic Hydrocarbons (PAHs)							
8310		mg/kg	–	ND	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)							
8260B		µg/kg	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)							
8270C		mg/kg	–	ND	–	ND	–
Organochlorine Pesticides							
8081A		µg/kg	–	ND	–	ND	–
Chlorinated Herbicides							
8151A		µg/kg	–	ND	–	ND	–
Carbamates							
8318		µg/kg	–	ND	–	ND	–
2,3,7,8-TCDD (Dioxin)							
8290		ŋg/kg	–	ND	–	ND	–
Polychlorinated Biphenyls (PCBs)							
8082		µg/kg	–	ND	–	ND	–
Title 22 Metals							
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**94.2**	**144**	**216**	**83.5**	**95.2**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**9.76**	**12.8**	**20.5**	**6.24**	**7.89**
6010B	**Cobalt**	mg/kg	**7.41**	**9.34**	**14.5**	**6.54**	**6.06**
6010B	**Copper**	mg/kg	**15.6**	**16.8**	**24.7**	**8.25**	**12.2**
6010B	**Lead**	mg/kg	**8.39**	**2.99J**	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**6.60**	**7.82**	**12.6**	**4.33J**	**3.87J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**23.1**	**27.7**	**38.9**	**19.4**	**19.1**
6010B	**Zinc**	mg/kg	**47.1**	**42.5**	**61.4**	**29.8**	**28.8**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-5A					
Sample Identification			B-5A-1	B-5A-2	B-5A-3	B-5A-4	B-5A-5	B-5A-6
Sample Depth in Feet			0	5	10	15	20	25
Analytical Method	Analyte	Date Sampled	11/03/15	11/03/15	11/03/15	11/03/15	11/04/15	11/03/15
Polynuclear Aromatic Hydrocarbons (PAHs)								
8310		mg/kg	--	ND	--	--	ND	--
BTEX and Volatile Organic Compounds (VOCs)								
8260B		µg/kg	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)								
8270C		mg/kg	--	ND	--	--	ND	--
Organochlorine Pesticides								
8081A		µg/kg	--	ND	--	--	ND	--
Chlorinated Herbicides								
8151A		µg/kg	--	ND	--	--	ND	--
Carbamates								
8318		µg/kg	--	ND	--	--	ND	--
2,3,7,8-TCDD (Dioxin)								
8290		ŋg/kg	--	ND	--	--	ND	--
Polychlorinated Biphenyls (PCBs)								
8082		µg/kg	--	ND	--	--	ND	--
Title 22 Metals								
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**104**	**236**	**213**	**92.3**	**62.5**	**65.6**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**9.60**	**24.3**	**24.6**	**7.31**	**5.15**	**11.5**
6010B	**Cobalt**	mg/kg	**7.40**	**15.3**	**14.2**	**5.45**	**3.35J**	**3.58J**
6010B	**Copper**	mg/kg	**17.8**	**27.1**	**23.6**	**10.5**	**10.7**	**9.17**
6010B	**Lead**	mg/kg	**4.32J**	**2.64J**	**2.85J**	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**5.62**	**15.0**	**14.7**	**3.90J**	ND	**2.68J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**22.8**	**51.3**	**52.6**	**23.0**	**15.6**	**19.5**
6010B	**Zinc**	mg/kg	**34.9**	**70.8**	**62.8**	**62.8**	**16.8**	**19.6**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-6A						
Sample Identification			B-6A-1	B-6A-2	B-6A-3	B-6A-4	B-6A-5	B-6A-6	B-6A-7
Sample Depth in Feet			0	5	10	15	20	25	30
Analytical Method	Analyte	Date Sampled	11/04/15	11/04/15	11/04/15	11/04/15	11/04/15	11/04/15	11/04/15
Polynuclear Aromatic Hydrocarbons (PAHs)									
8310		mg/kg	–	ND	–	–	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)									
8260B	**Toluene**	µg/kg	ND	ND	ND	**1.22J**	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)									
8270C		mg/kg	–	ND	–	–	–	ND	–
Organochlorine Pesticides									
8081A		µg/kg	–	ND	–	–	–	ND	–
Chlorinated Herbicides									
8151A		µg/kg	–	ND	–	–	–	ND	–
Carbamates									
8318		µg/kg	–	ND	–	–	–	ND	–
2,3,7,8-TCDD (Dioxin)									
8290		ŋg/kg	–	ND	–	–	–	ND	–
Polychlorinated Biphenyls (PCBs)									
8082		µg/kg	–	ND	–	–	–	ND	–
Title 22 Metals									
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**92.4**	**93.0**	**101**	**115**	**106**	**119**	**112**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**10.4**	**10.3**	**8.05**	**16.9**	**8.40**	**5.27**	**6.15**
6010B	**Cobalt**	mg/kg	**7.33**	**7.21**	**6.36**	**7.00**	**6.56**	**6.11**	**5.80**
6010B	**Copper**	mg/kg	**13.8**	**15.9**	**11.9**	**13.2**	**12.2**	**12.9**	**12.9**
6010B	**Lead**	mg/kg	**5.36**	**3.17J**	ND	**2.65J**	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**5.69**	**4.93J**	**4.09J**	**5.13**	**4.30J**	**3.88J**	**3.28J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**24.7**	**21.9**	**24.8**	**22.7**	**24.5**	**17.0**	**20.9**
6010B	**Zinc**	mg/kg	**37.2**	**32.1**	**28.3**	**31.0**	**28.3**	**30.4**	**25.8**

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Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

		Boring Number	B-6B						
		Sample Identification	B-6B-1	B-6B-2	B-6B-3	B-6B-4	B-6B-5	B-6B-6	B-6B-7
		Sample Depth in Feet	0	5	10	15	20	25	30
Analytical Method	Analyte	Date Sampled	11/04/15	11/04/15	11/04/15	11/04/15	11/04/15	11/04/15	11/04/15
Polynuclear Aromatic Hydrocarbons (PAHs)									
8310		mg/kg	–	ND	–	–	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)									
8260B		µg/kg	ND	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)									
8270C		mg/kg	–	ND	–	–	–	ND	–
Organochlorine Pesticides									
8081A		µg/kg	–	ND	–	–	–	ND	–
Chlorinated Herbicides									
8151A		µg/kg	–	ND	–	–	–	ND	–
Carbamates									
8318		µg/kg	–	ND	–	–	–	ND	–
2,3,7,8-TCDD (Dioxin)									
8290		ŋg/kg	–	ND	–	–	–	ND	–
Polychlorinated Biphenyls (PCBs)									
8082		µg/kg	–	ND	–	–	–	ND	–
Title 22 Metals									
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**81.6**	**150**	**174**	**91.8**	**85.5**	**106**	**128**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**8.54**	**14.6**	**22.0**	**9.07**	**6.44**	**7.86**	**8.60**
6010B	**Cobalt**	mg/kg	**6.56**	**10.2**	**13.1**	**5.52**	**6.08**	**6.71**	**7.06**
6010B	**Copper**	mg/kg	**12.5**	**19.3**	**24.6**	**11.1**	**10.6**	**12.6**	**14.9**
6010B	**Lead**	mg/kg	**3.31J**	ND	**3.01J**	ND	ND	**2.93J**	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**4.00J**	**7.78**	**12.1**	**3.44J**	**4.29J**	**2.91J**	**4.88J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**25.4**	**29.7**	**44.4**	**23.5**	**21.6**	**32.4**	**22.4**
6010B	**Zinc**	mg/kg	**30.3**	**42.0**	**56.8**	**26.0**	**29.5**	**27.6**	**31.5**

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Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-6C						
Sample Identification			B-6C-1	B-6C-2	B-6C-3	B-6C-4	B-6C-5	B-6C-6	B-6C-7
Sample Depth in Feet			0	5	10	15	20	25	30
Analytical Method	Analyte	Date Sampled	11/04/15	11/05/15	11/05/15	11/05/15	11/05/15	11/05/15	11/05/15
Polynuclear Aromatic Hydrocarbons (PAHs)									
8310		mg/kg	–	ND	–	–	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)									
8260B		µg/kg	ND	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)									
8270C		mg/kg	–	ND	–	–	–	ND	–
Organochlorine Pesticides									
8081A		µg/kg	–	ND	–	–	–	ND	–
Chlorinated Herbicides									
8151A		µg/kg	–	ND	–	–	–	ND	–
Carbamates									
8318		µg/kg	–	ND	–	–	–	ND	–
2,3,7,8-TCDD (Dioxin)									
8290		ŋg/kg	–	ND	–	–	–	ND	–
Polychlorinated Biphenyls (PCBs)									
8082		µg/kg	–	ND	–	–	–	ND	–
Title 22 Metals									
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**91.4**	**73.6**	**80.1**	**63.1**	**68.4**	**88.8**	**83.5**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**8.70**	**5.45**	**5.64**	**2.89J**	**8.09**	**4.28J**	**4.52J**
6010B	**Cobalt**	mg/kg	**6.37**	**6.62**	**5.61**	**4.45J**	**4.76J**	**5.06**	**5.57**
6010B	**Copper**	mg/kg	**13.2**	**9.55**	**8.81**	**6.55**	**7.52**	**9.45**	**10.1**
6010B	**Lead**	mg/kg	**2.96J**	ND	ND	ND	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**3.22J**	**3.90J**	**4.06J**	**2.64J**	**3.61J**	**3.04J**	**4.26J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**35.0**	**26.0**	**22.0**	**14.8**	**24.8**	**22.8**	**24.3**
6010B	**Zinc**	mg/kg	**27.6**	**25.5**	**24.0**	**19.6**	**21.0**	**24.5**	**25.8**

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Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-1A						
Sample Identification			B-1A-1	B-1A-2	B-1A-3	B-1A-4	B-1A-5	B-1A-6	B-1A-7
Sample Depth in Feet			0	5	10	15	20	25	30
Analytical Method	Analyte	Date Sampled	11/05/15	11/05/15	11/05/15	11/05/15	11/05/15	11/05/15	11/05/15
Polynuclear Aromatic Hydrocarbons (PAHs)									
8310		mg/kg	–	ND	–	–	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)									
8260B		µg/kg	ND	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)									
8270C		mg/kg	–	ND	–	–	–	ND	–
Organochlorine Pesticides									
8081A		µg/kg	–	ND	–	–	–	ND	–
Chlorinated Herbicides									
8151A		µg/kg	–	ND	–	–	–	ND	–
Carbamates									
8318		µg/kg	–	ND	–	–	–	ND	–
2,3,7,8-TCDD (Dioxin)									
8290		ŋg/kg	–	ND	–	–	–	ND	–
Polychlorinated Biphenyls (PCBs)									
8082		µg/kg	–	ND	–	–	–	ND	–
Title 22 Metals									
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**121**	**134**	**164**	**108**	**101**	**138**	**124**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**10.7**	**11.2**	**14.9**	**7.62**	**5.67**	**8.21**	**11.2**
6010B	**Cobalt**	mg/kg	**9.40**	**9.88**	**11.6**	**6.62**	**6.56**	**7.92**	**9.80**
6010B	**Copper**	mg/kg	**23.2**	**17.4**	**19.3**	**12.0**	**10.9**	**12.7**	**16.3**
6010B	**Lead**	mg/kg	**24.5**	ND	ND	ND	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**9.65**	**8.30**	**10.6**	**5.22**	**4.33J**	**6.03**	**7.12**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**35.6**	**32.7**	**37.1**	**29.0**	**26.9**	**28.0**	**33.8**
6010B	**Zinc**	mg/kg	**78.6**	**41.4**	**50.3**	**27.9**	**28.0**	**34.6**	**40.6**

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Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

		Boring Number	B-1B						
		Sample Identification	B-1B-1	B-1B-2	B-1B-3	B-1B-4	B-1B-5	B-1B-6	B-1B-7
		Sample Depth in Feet	0	5	10	15	20	25	30
Analytical Method	Analyte	Date Sampled	11/05/15	11/05/15	11/05/15	11/05/15	11/05/15	11/05/15	11/05/15
Polynuclear Aromatic Hydrocarbons (PAHs)									
8310		mg/kg	–	ND	–	–	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)									
8260B		µg/kg	ND	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)									
8270C		mg/kg	–	ND	–	–	–	ND	–
Organochlorine Pesticides									
8081A	**Chlordane (Total)**	µg/kg	–	**2.20**	–	–	–	ND	–
Chlorinated Herbicides									
8151A		µg/kg	–	ND	–	–	–	ND	–
Carbamates									
8318		µg/kg	–	ND	–	–	–	ND	–
2,3,7,8-TCDD (Dioxin)									
8290		ŋg/kg	–	ND	–	–	–	ND	–
Polychlorinated Biphenyls (PCBs)									
8082		µg/kg	–	ND	–	–	–	ND	–
Title 22 Metals									
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**108**	**122**	**101**	**97.5**	**103**	**97.5**	**154**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**9.07**	**10.3**	**6.02**	**6.07**	**5.43**	**8.53**	**5.61**
6010B	**Cobalt**	mg/kg	**8.54**	**9.10**	**5.65**	**5.68**	**6.78**	**6.19**	**8.76**
6010B	**Copper**	mg/kg	**17.8**	**19.3**	**13.2**	**12.6**	**13.9**	**12.3**	**17.8**
6010B	**Lead**	mg/kg	**8.98**	**9.96**	ND	ND	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**7.49**	**8.43**	**4.44J**	**3.44J**	**4.11J**	**6.25**	**4.76J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**34.4**	**32.6**	**24.0**	**24.5**	**29.6**	**26.6**	**26.7**
6010B	**Zinc**	mg/kg	**62.7**	**62.6**	**24.7**	**26.9**	**26.8**	**23.7**	**34.4**

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Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

		Boring Number	B-1C						
		Sample Identification	B-1C-1	B-1C-2	B-1C-3	B-1C-4	B-1C-5	B-1C-6	B-1C-7
		Sample Depth in Feet	0	5	10	15	20	25	30
Analytical Method	Analyte	Date Sampled	11/05/15	11/05/15	11/05/15	11/05/15	11/05/15	11/05/15	11/05/15
Polynuclear Aromatic Hydrocarbons (PAHs)									
8310		mg/kg	–	ND	–	–	–	ND	–
BTEX and Volatile Organic Compounds (VOCs)									
8260B		µg/kg	ND	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)									
8270C		mg/kg	–	ND	–	–	–	ND	–
Organochlorine Pesticides									
8081A	**Chlordane (Total)**	µg/kg	–	**1.73J**	–	–	–	ND	–
Chlorinated Herbicides									
8151A		µg/kg	–	ND	–	–	–	ND	–
Carbamates									
8318		µg/kg	–	ND	–	–	–	ND	–
2,3,7,8-TCDD (Dioxin)									
8290		ŋg/kg	–	ND	–	–	–	ND	–
Polychlorinated Biphenyls (PCBs)									
8082		µg/kg	–	ND	–	–	–	ND	–
Title 22 Metals									
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**147**	**172**	**121**	**153**	**88.1**	**107**	**111**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**16.9**	**10.5**	**10.1**	**13.0**	**5.81**	**3.20J**	**4.01J**
6010B	**Cobalt**	mg/kg	**11.3**	**10.5**	**6.83**	**8.69**	**5.88**	**6.66**	**6.69**
6010B	**Copper**	mg/kg	**26.3**	**22.6**	**15.8**	**18.3**	**9.94**	**12.4**	**9.03**
6010B	**Lead**	mg/kg	**11.5**	**7.77**	ND	ND	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**11.5**	**10.0**	**8.51**	**8.49**	**4.41J**	**3.81J**	**3.18J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**44.0**	**37.9**	**27.7**	**30.6**	**19.6**	**24.4**	**27.5**
6010B	**Zinc**	mg/kg	**92.6**	**75.9**	**26.3**	**36.9**	**25.8**	**28.6**	**27.5**

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Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-2A					
Sample Identification			B-2A-1	B-2A-2	B-2A-3	B-2A-4	B-2A-5	B-2A-6
Sample Depth in Feet			0	5	10	15	20	25
Analytical Method	Analyte	Date Sampled	11/06/15	11/06/15	11/06/15	11/06/15	11/06/15	11/06/15
Polynuclear Aromatic Hydrocarbons (PAHs)								
8310		mg/kg	--	ND	--	--	ND	--
BTEX and Volatile Organic Compounds (VOCs)								
8260B		µg/kg	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)								
8270C		mg/kg	--	ND	--	--	ND	--
Organochlorine Pesticides								
8081A		µg/kg	--	ND	--	--	ND	--
Chlorinated Herbicides								
8151A		µg/kg	--	ND	--	--	ND	--
Carbamates								
8318		µg/kg	--	ND	--	--	ND	--
2,3,7,8-TCDD (Dioxin)								
8290		ŋg/kg	--	ND	--	--	ND	--
Polychlorinated Biphenyls (PCBs)								
8082		µg/kg	--	ND	--	--	ND	--
Title 22 Metals								
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**97.9**	**54.9**	**140**	**92.1**	**97.0**	**94.6**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**6.70**	ND	**10.3**	**7.05**	**5.77**	**5.82**
6010B	**Cobalt**	mg/kg	**7.04**	**4.22J**	**8.14**	**6.38**	**6.02**	**6.67**
6010B	**Copper**	mg/kg	**14.6**	**8.68**	**12.1**	**13.2**	**11.1**	**11.1**
6010B	**Lead**	mg/kg	**5.39**	ND	ND	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**5.82**	ND	**7.34**	**5.05**	**3.84J**	**4.93J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**26.8**	**16.7**	**30.7**	**26.8**	**22.1**	**21.6**
6010B	**Zinc**	mg/kg	**44.2**	**19.4**	**38.2**	**24.8**	**26.9**	**27.4**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-2B					
Sample Identification			B-2B-1	B-2B-2	B-2B-3	B-2B-4	B-2B-5	B-2B-6
Sample Depth in Feet			0	5	10	15	20	25
Analytical Method	Analyte	Date Sampled	11/06/15	11/06/15	11/06/15	11/06/15	11/06/15	11/06/15
Polynuclear Aromatic Hydrocarbons (PAHs)								
8310		mg/kg	--	ND	--	--	ND	--
BTEX and Volatile Organic Compounds (VOCs)								
8260B		µg/kg	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)								
8270C		mg/kg	--	ND	--	--	ND	--
Organochlorine Pesticides								
8081A		µg/kg	--	ND	--	--	ND	--
Chlorinated Herbicides								
8151A		µg/kg	--	ND	--	--	ND	--
Carbamates								
8318		µg/kg	--	ND	--	--	ND	--
2,3,7,8-TCDD (Dioxin)								
8290		ŋg/kg	--	ND	--	--	ND	--
Polychlorinated Biphenyls (PCBs)								
8082		µg/kg	--	ND	--	--	ND	--
Title 22 Metals								
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**83.8**	**60.8**	**58.7**	**127**	**137**	**116**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**5.39**	**3.47J**	**4.71J**	**12.5**	**9.18**	**11.2**
6010B	**Cobalt**	mg/kg	**6.37**	**5.18**	**4.41J**	**8.98**	**8.24**	**10.3**
6010B	**Copper**	mg/kg	**11.3**	**7.28**	**6.32**	**15.4**	**12.2**	**18.0**
6010B	**Lead**	mg/kg	**3.56J**	ND	ND	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**4.66J**	**2.69J**	ND	**8.32**	**6.37**	**7.52**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**26.3**	**22.5**	**19.1**	**35.3**	**28.6**	**31.0**
6010B	**Zinc**	mg/kg	**35.5**	**20.6**	**19.7**	**39.9**	**34.7**	**39.6**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-2C					
Sample Identification			B-2C-1	B-2C-2	B-2C-3	B-2C-4	B-2C-5	B-2C-6
Sample Depth in Feet			0	5	10	15	20	25
Analytical Method	Analyte	Date Sampled	11/06/15	11/06/15	11/06/15	11/06/15	11/06/15	11/06/15
Polynuclear Aromatic Hydrocarbons (PAHs)								
8310		mg/kg	--	ND	--	--	ND	--
BTEX and Volatile Organic Compounds (VOCs)								
8260B		µg/kg	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)								
8270C		mg/kg	--	ND	--	--	ND	--
Organochlorine Pesticides								
8081A		µg/kg	--	ND	--	--	ND	--
Chlorinated Herbicides								
8151A		µg/kg	--	ND	--	--	ND	--
Carbamates								
8318		µg/kg	--	ND	--	--	ND	--
2,3,7,8-TCDD (Dioxin)								
8290		ŋg/kg	--	ND	--	--	ND	--
Polychlorinated Biphenyls (PCBs)								
8082		µg/kg	--	ND	--	--	ND	--
Title 22 Metals								
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**165**	**173**	**98.3**	**97.0**	**438**	**69.8**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**14.0**	**14.2**	**6.76**	**3.33J**	ND	**11.0**
6010B	**Cobalt**	mg/kg	**11.6**	**9.92**	**6.14**	**5.72**	**6.53**	**6.47**
6010B	**Copper**	mg/kg	**21.2**	**14.9**	**11.7**	**10.3**	**10.8**	**10.8**
6010B	Lead	mg/kg	ND	ND	ND	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**10.1**	**9.71**	**4.89J**	**3.40J**	ND	**5.10**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**37.6**	**39.1**	**28.9**	**26.9**	**13.0**	**47.6**
6010B	**Zinc**	mg/kg	**55.9**	**46.4**	**24.4**	**24.8**	**60.5**	**22.0**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-2D					
Sample Identification			B-2D-1	B-2D-2	B-2D-3	B-2D-4	B-2D-5	B-2D-6
Sample Depth in Feet			0	5	10	15	20	25
Analytical Method	Analyte	Date Sampled	11/09/15	11/09/15	11/09/15	11/09/15	11/09/15	11/09/15
Polynuclear Aromatic Hydrocarbons (PAHs)								
8310	**Fluoranthene**	mg/kg	--	**0.0274**	--	--	ND	--
8310	**Pyrene**	mg/kg	--	**0.0185J**	--	--	ND	--
BTEX and Volatile Organic Compounds (VOCs)								
8260B		µg/kg	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)								
8270C		mg/kg	--	ND	--	--	ND	--
Organochlorine Pesticides								
8081A		µg/kg	--	ND	--	--	ND	--
Chlorinated Herbicides								
8151A		µg/kg	--	ND	--	--	ND	--
Carbamates								
8318		µg/kg	--	ND	--	--	ND	--
2,3,7,8-TCDD (Dioxin)								
8290		ηg/kg	--	ND	--	--	ND	--
Polychlorinated Biphenyls (PCBs)								
8082		µg/kg	--	ND	--	--	ND	--
Title 22 Metals								
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**117**	**122**	**70.9**	**115**	**54.0**	**87.2**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**8.65**	**9.84**	**3.96J**	**12.2**	**7.31**	**5.44**
6010B	**Cobalt**	mg/kg	**9.29**	**9.78**	**5.58**	**10.5**	**6.08**	**7.25**
6010B	**Copper**	mg/kg	**17.7**	**17.6**	**9.81**	**17.6**	**12.5**	**13.6**
6010B	**Lead**	mg/kg	**3.99J**	**3.73J**	ND	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**7.60**	**8.05**	**3.86J**	**7.97**	**4.62J**	**4.86J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**28.9**	**30.5**	**17.5**	**33.2**	**23.3**	**22.6**
6010B	**Zinc**	mg/kg	**49.5**	**48.5**	**23.7**	**40.3**	**24.5**	**28.7**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ηg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-2E					
Sample Identification			B-2E-1	B-2E-2	B-2E-3	B-2E-4	B-2E-5	B-2E-6
Sample Depth in Feet			0	5	10	15	20	25
Analytical Method	Analyte	Date Sampled	11/09/15	11/09/15	11/09/15	11/09/15	11/09/15	11/09/15
Polynuclear Aromatic Hydrocarbons (PAHs)								
8310		mg/kg	--	ND	--	--	ND	--
BTEX and Volatile Organic Compounds (VOCs)								
8260B		µg/kg	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)								
8270C		mg/kg	--	ND	--	--	ND	--
Organochlorine Pesticides								
8081A		µg/kg	--	ND	--	--	ND	--
Chlorinated Herbicides								
8151A		µg/kg	--	ND	--	--	ND	--
Carbamates								
8318		µg/kg	--	ND	--	--	ND	--
2,3,7,8-TCDD (Dioxin)								
8290		ŋg/kg	--	ND	--	--	ND	--
Polychlorinated Biphenyls (PCBs)								
8082		µg/kg	--	ND	--	--	ND	--
Title 22 Metals								
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**103**	**131**	**120**	**135**	**146**	**92.9**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**9.94**	**12.3**	**7.10**	**35.4**	**7.57**	**2.71J**
6010B	**Cobalt**	mg/kg	**8.43**	**8.90**	**7.67**	**8.00**	**7.40**	**6.07**
6010B	**Copper**	mg/kg	**17.3**	**14.3**	**13.2**	**11.5**	**14.0**	**8.84**
6010B	Lead	mg/kg	**5.52**	ND	ND	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	**4.98J**	ND	ND
6010B	**Nickel**	mg/kg	**6.91**	**8.36**	**5.70**	**6.22**	**6.53**	**3.55J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**27.5**	**30.4**	**27.8**	**25.2**	**24.7**	**16.8**
6010B	**Zinc**	mg/kg	**42.6**	**38.9**	**30.6**	**33.0**	**34.6**	**26.1**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

Boring Number			B-2F					
Sample Identification			B-2F-1	B-2F-2	B-2F-3	B-2F-4	B-2F-5	B-2F-6
Sample Depth in Feet			0	5	10	15	20	25
Analytical Method	**Analyte**	**Date Sampled**	**11/09/15**	**11/09/15**	**11/09/15**	**11/09/15**	**11/09/15**	**11/09/15**
Polynuclear Aromatic Hydrocarbons (PAHs)								
8310		mg/kg	--	ND	--	--	ND	--
BTEX and Volatile Organic Compounds (VOCs)								
8260B		µg/kg	ND	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)								
8270C		mg/kg	--	ND	--	--	ND	--
Organochlorine Pesticides								
8081A		µg/kg	--	ND	--	--	ND	--
Chlorinated Herbicides								
8151A		µg/kg	--	ND	--	--	ND	--
Carbamates								
8318		µg/kg	--	ND	--	--	ND	--
2,3,7,8-TCDD (Dioxin)								
8290		ŋg/kg	--	ND	--	--	ND	--
Polychlorinated Biphenyls (PCBs)								
8082		µg/kg	--	ND	--	--	ND	--
Title 22 Metals								
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**92.2**	**106**	**99.5**	**117**	**193**	**84.2**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**6.69**	**7.73**	**6.66**	**13.5**	**16.5**	**4.51J**
6010B	**Cobalt**	mg/kg	**7.65**	**7.58**	**6.31**	**8.19**	**13.5**	**6.47**
6010B	**Copper**	mg/kg	**21.3**	**13.7**	**14.6**	**16.4**	**23.8**	**11.0**
6010B	**Lead**	mg/kg	**5.11**	ND	ND	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**6.45**	**6.48**	**4.92J**	**9.52**	**11.6**	**4.93J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**22.6**	**26.7**	**21.6**	**26.2**	**39.1**	**18.2**
6010B	**Zinc**	mg/kg	**46.3**	**32.3**	**28.0**	**32.7**	**57.2**	**29.1**

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Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

		Boring Number	B-7W1				
		Sample Identification	B-7W1-1	B-7W1-2	B-7W1-3	B-7W1-4	B-7W1-5
		Sample Depth in Feet	0	5	10	15	20
Analytical Method	Analyte	Date Sampled	12/09/15	12/09/15	12/09/15	12/09/15	12/09/15
Polynuclear Aromatic Hydrocarbons (PAHs)							
8310	**Fluoranthene**	mg/kg	–	**0.0154J**	–	ND	–
8310	**Pyrene**	mg/kg	–	**0.0163J**	--	ND	--
BTEX and Volatile Organic Compounds (VOCs)							
8260B		µg/kg	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)							
8270C		mg/kg	–	ND	--	ND	--
Organochlorine Pesticides							
8081A	**Chlordane (Total)**	µg/kg	–	**4.16**	--	ND	--
Chlorinated Herbicides							
8151A		µg/kg	–	ND	--	ND	--
Carbamates							
8318		µg/kg	–	ND	--	ND	--
2,3,7,8-TCDD (Dioxin)							
8290	2,3,7,8-TCDD	ŋg/kg	–	ND	--	ND	--
Polychlorinated Biphenyls (PCBs)							
8082		µg/kg	–	ND	--	ND	--
Title 22 Metals							
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**128**	**63.9**	**64.0**	**55.3**	**105**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**14.8**	**5.50**	**6.12**	**6.56**	**5.82**
6010B	**Cobalt**	mg/kg	**9.42**	**6.13**	**6.65**	**5.03**	**6.78**
6010B	**Copper**	mg/kg	**25.3**	**7.54**	**8.00**	**8.75**	**10.3**
6010B	**Lead**	mg/kg	**17.1**	**2.73J**	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**11.0**	**3.13J**	**3.44J**	**3.75J**	**4.77J**
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**35.3**	**23.2**	**23.1**	**18.6**	**19.3**
6010B	**Zinc**	mg/kg	**122.0**	**27.7**	**24.6**	**23.7**	**31.3**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

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Table 3 (cont.)
Sediment Sample Results
Pacoima Spreading Grounds Enhancement Project

		Boring Number	B-7W2				
		Sample Identification	B-7W2-1	B-7W2-2	B-7W2-3	B-7W2-4	B-7W2-5
		Sample Depth in Feet	0	5	10	15	20
Analytical Method	Analyte	Date Sampled	12/09/15	12/09/15	12/09/15	12/09/15	12/09/15
Polynuclear Aromatic Hydrocarbons (PAHs)							
8310	**Benzo(a)pyrene**	mg/kg	--	**0.0121J**	--	ND	--
8310	**Benzo(a)fluoranthene**	mg/kg	--	**0.0127J**	--	ND	--
8310	**Chrysene**	mg/kg	--	**0.0131J**	--	ND	--
8310	**Indeno(1,2,3-cd)pyrene**	mg/kg	--	**0.0115J**	--	ND	--
8310	**Fluoranthene**	mg/kg	--	**0.0241**	--	ND	--
8310	**Pyrene**	mg/kg	--	**0.0240**	--	ND	--
BTEX and Volatile Organic Compounds (VOCs)							
8260B		µg/kg	ND	ND	ND	ND	ND
Semi-Volatile Organic Compounds (SVOCs)							
8270C		mg/kg	--	ND	--	ND	--
Organochlorine Pesticides							
8081A	**Chlordane (Total)**	µg/kg	--	**6.40**	--	ND	--
Chlorinated Herbicides							
8151A		µg/kg	--	ND	--	ND	--
Carbamates							
8318		µg/kg	--	ND	--	ND	--
2,3,7,8-TCDD (Dioxin)							
8290	2,3,7,8-TCDD	ŋg/kg	--	ND	--	ND	--
Polychlorinated Biphenyls (PCBs)							
8082		µg/kg	--	ND	--	ND	--
Title 22 Metals							
6010B	Antimony	mg/kg	ND	ND	ND	ND	ND
6010B	Arsenic	mg/kg	ND	ND	ND	ND	ND
6010B	**Barium**	mg/kg	**59.9**	**70.4**	**67.3**	**64.0**	**52.6**
6010B	Beryllium	mg/kg	ND	ND	ND	ND	ND
6010B	Cadmium	mg/kg	ND	ND	ND	ND	ND
6010B	**Chromium**	mg/kg	**4.68J**	**6.44**	**5.57**	**4.75J**	**3.79J**
6010B	**Cobalt**	mg/kg	**5.59**	**5.69**	**5.50**	**5.29**	**3.56J**
6010B	**Copper**	mg/kg	**8.61**	**9.78**	**6.03**	**8.13**	**6.14**
6010B	**Lead**	mg/kg	**3.12J**	ND	ND	ND	ND
7471A	Mercury	mg/kg	ND	ND	ND	ND	ND
6010B	Molybdenum	mg/kg	ND	ND	ND	ND	ND
6010B	**Nickel**	mg/kg	**3.99J**	**3.89J**	**3.19J**	**3.33J**	ND
6010B	Selenium	mg/kg	ND	ND	ND	ND	ND
6010B	Silver	mg/kg	ND	ND	ND	ND	ND
6010B	Thallium	mg/kg	ND	ND	ND	ND	ND
6010B	**Vanadium**	mg/kg	**18.0**	**18.3**	**17.8**	**14.9**	**12.3**
6010B	**Zinc**	mg/kg	**35.1**	**28.2**	**31.3**	**20.9**	**16.3**

Notes:

Not detected (ND) above the indicated laboratory method detection limit (MDL).

'J' indicates detected above the laboratory MDL and below the laboratory practical quantitation limit (PQL).

Milligrams per kilogram (mg/kg), micrograms per kilogram (µg/kg), nanograms per kilogram (ŋg/kg).

Unless identified, all other constituents were not detected above the MDL.

DRAFT

APPENDIX E

REVISED NOISE IMPACT ANALYSIS

REVISED NOISE IMPACT ANALYSIS

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

CITY OF LOS ANGELES

LEAD AGENCY:
LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

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PROJECT NO. 13001

JULY 20, 2017

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ACRONYMS AND ABBREVIATIONS

ANSI	American National Standards Institute
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
cfs	Cubic feet per second
CNEL	Community Noise Equivalent Level
dB	Decibel
dBA	A-weighted decibels
DOT	Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
EPA	Environmental Protection Agency
Hz	Hertz
LACDPW	Los Angeles County Department of Public Works
LACFCD	Los Angeles County Flood Control District
Ldn	Day-night average noise level
Leq	Equivalent sound level
Lmax	Maximum noise level
ONAC	Federal Office of Noise Abatement and Control
OSB	Oriented Strand Board
OSHA	Occupational Safety and Health Administration
PPV	Peak particle velocity
RMS	Root mean square
SEL	Single Event Level or Sound Exposure Level
STC	Sound Transmission Class
UMTA	Federal Urban Mass Transit Administration
VdB	Vibration decibels

1.0 INTRODUCTION

1.1 Purpose of Analysis and Study Objectives

This Noise Impact Analysis has been prepared to determine the noise impacts associated with the proposed Pacoima Spreading Grounds Improvement Project (proposed project). The following is provided in this report:

- A description of the study area and the proposed project;
- Information regarding the fundamentals of noise;
- Information regarding the fundamentals of vibration;
- A description of the local noise guidelines and standards;
- An evaluation of the current noise environment;
- An analysis of the potential short-term construction-related noise impacts from the proposed project; and,
- An analysis of long-term operations-related noise impacts from the proposed project.

1.2 Site Location and Study Area

The project site is on County of Los Angeles (County) owned property that is located within the northern portion of the City of Los Angeles (City) and is located on the west side of the Pacoima Diversion Channel. The project site is approximately 169 acre in area, bisected by Arleta Avenue and Devonshire Street and is hydraulically connected by pipes underneath these roads. The project site is bordered by Filmore Street to the southeast, Woodman Avenue to the west, San Jose Street to the north, and Arleta Avenue to the northeast and is bisected by Devonshire Street. The Project Location Map is shown in Figure 1 on page 11.

1.3 Proposed Project Description

The principle objective of the proposed project is to increase groundwater recharge of the San Fernando Groundwater Basin by increasing the facility's storage capacity and restoring its percolation rate through excavation and reconfiguration of the spreading basins. The proposed project would include improvements to the intake structure as well as sediment removal and reconfiguration of the spreading basins. The proposed site plan is shown in Figure 2 on page 12.

Intake Structure Improvements

The existing intake structure will be improved by replacing the current intake canal with four 54-inch diameter Reinforced concrete pipes (RCPs). The pipes will extend from the headworks to the culverts that convey water to the spreading basins. After the pipes are installed, the intake channel will be backfilled with approximately 27,850 cubic yards of sediment removed from the spreading basins. Due to the variability of uncontrolled flows in Pacoima Diversion Channel, careful operation of the radial gate is currently required to regulate flows into the intake canal. When flows in excess of 600 cubic feet per second (cfs) enter the intake canal, water can potentially overtop the intake canal, resulting in localized flooding. Replacing the intake canal with pipes will restrict the intake to the design flow rate of 600 cfs and eliminate the potential for overtopping the intake canal.

Recharge Basin Reconfiguration and Sediment Removal

The recharge basins will be reconfigured and deepened to allow for greater percolation and capacity. Approximately 1.6 million cubic yards of sediment will be excavated in order to completely remove the underlying clay layers; however, only 1.37 million cubic yards of sediment will be exported from the site. The remainder of the sediment will be used to backfill the existing intake channel or be returned to the spreading basins to bring the basin inverts up to their finished elevation.

The proposed project includes transportation and placement of excavated material at facilities prepared and designated to accept such material. A total of up to 2,800 tons per day will be exported to three sediment disposal sites have been identified for consideration, either individually or in combination: Boulevard Pit, Sheldon Pit, and the Cal-Mat Pit. All three of these sites are located in the Sun Valley area of Los Angeles. In addition up to 2,200 tons per day, consisting of all organic material, concrete demolition, and some sediment will be transported Sunshine Canyon Landfill that is located northwest of the Pacoima Spreading Grounds.

The haul routes from the Pacoima Spreading Grounds site to the sediment disposal sites and to Sunshine Canyon Landfill have been identified and are detailed below:

- **Modified Haul Route A to Boulevard Pit.** Loaded trucks would travel northeast on Paxton Street to access the I-5 Southbound Freeway, taking the Sheldon Street exit and turning (right) onto Laurel Canyon Boulevard and then turn east (right) on Branford Street to access the Boulevard Pit (5.4 miles). The trucks would return from Boulevard Pit by traveling east on Branford Street and turning (left) on to Glen Oaks Boulevard to north on Osborne Street, to east on Foothill Boulevard, to I-210 westbound, to SR-118 westbound, and finally exiting at San Fernando Boulevard to return to the Pacoima Spreading Grounds on Paxton Avenue (8.4 miles). The round trip would be 13.8 miles.

- **Modified Haul Route A to Sheldon and Cal-Mat Pits**. Loaded trucks would travel northeast on Paxton Street to access the I-5 Southbound Freeway, taking the Penrose Street exit and turning (right) onto San Fernando Road and then turn east (right) on Tuxford Street and then turn west (left) onto Glenoaks Boulevard to access both the Sheldon Pit and Cal-Mat Pit (average of 7.5 miles). The trucks would return by traveling west on Glen Oaks Boulevard to north on Osborne Street, to east on Foothill Boulevard, to I-210 westbound, to SR-118 westbound, and finally exiting at San Fernando Boulevard to return to the Pacoima Spreading Grounds on Paxton Avenue (average of 8.4 miles). The average round trip would be 15.9 miles.

- **Haul Route B to Boulevard, Sheldon and Cal-Mat Pits**. Loaded trucks would travel northeast on Paxton Street to access San Fernando Road. Heading south on San Fernando Road, the trucks either turn northeast (left) on Branford Street and then turn right on Glenoaks Boulevard to access the Sheldon Pit or Cal-Mat Pit (5.3 miles), or turn southwest (right) on Branford Street to access the Boulevard Pit (3.8 miles). The trucks would return be retracing the same route. The average round trip would be 9.6 miles if all three Pits are used or 10.6 miles if only Sheldon and Cal-mat pits are used.

- **Haul Route C to Sunshine Canyon Landfill.** Loaded trucks would travel west on Devnoshire Street to access the I-405 Northbound Freeway and I-5 Northbound Freeway, exiting the I-5 Freeway at Roxford Street, then head southwest on Roxford Street, northwest on Sepulveda Boulevard, northwest on San Fernando Road, and then turn left onto Sunshine Canyon Road to access the Sunshine Canyon Landfill (6.9 miles). The trucks would return retracing the same route. The average round trip would be 13.8 miles.

As detailed in Table 10-1 of the *Revised Traffic Impact Study Pacoima Spreading Grounds Improvement Project* (Traffic Study), prepared by Linscott Law & Greenspan, July 13, 2017, 35 percent of the haul trucks would use Route A, 26 percent of the haul trucks would use Route B and 39 percent of the haul trucks would use Route C.

Project Schedule

The proposed project is expected to occur over an approximately 20-month period, starting in 2018 and would be completed in 2020. Excavation activities will take place year-round, and the spreading grounds will not be operated for the duration of the proposed project's construction. Activities will take place five days a week between the hours of 9:00 a.m. and 5:30 p.m. on Monday through Friday, with a 30 minute lunch break, for a total workday of 8 hours.

1.4 Sensitive Receptors in Project Vicinity

The project site is located in a residential community and is surrounded on all sides by residential and park uses. As detailed in the site plan shown in Figure 2 on page 12, the proposed improvements would disturb most but not all of the spreading basin property as there are areas around the perimeter of project site that would not be disturbed. The nearby off-site sensitive receptors to each portion of the proposed project are detailed below and the distances are based on the distance from the proposed disturbed areas on the project site to the nearest structure for homes and the church or use area for parks.

West Settling Basin

The proposed West Settling Basin is located on the northern side of the project site and is bounded by Arleta Avenue to the northeast. The nearby sensitive receptors consist of: single-family homes located on the south side of San Jose Street and as near as 40 feet north of the proposed improvements; and single-family homes located on the northeast side of Arleta Avenue and as near as 130 feet northeast of the proposed improvements to the West Settling Basin.

East Settling Basin

The proposed East Settling Basin is located on the eastern side of the project site and is bounded by Arleta Avenue to the northeast and Devonshire Street to the south. The nearby sensitive receptors consist of: Devonshire Arleta Park that is located as near as 220 feet east of the proposed improvements; and single-family homes located on the east side of Pacoima Diversion Channel and as near as 280 feet east of the proposed improvements to the East Settling Basin.

Basin 1

The proposed Basin 1 is located on the eastern corner of the project site and is bounded by Devonshire Street to the north, Pacoima Diversion Channel to the east and Filmore Street to the southeast. The nearby sensitive receptors consist of: Devonshire Arleta Park that is located as near as 220 feet northeast of the proposed improvements; single-family homes located on the east side of Pacoima Diversion Channel and as near as 170 feet east of the proposed improvements; and single- and multi-family homes located on the southeast side of Filmore Street and as near as 125 feet southeast of the proposed improvements to Basin 1.

Basin 2

The proposed Basin 2 is located on the southeastern side of the project site and is bounded by Devonshire Street to the north and Filmore Street to the southeast. The nearby sensitive receptors consist of single-family homes located on the southeast side of Filmore Street and as near as 120 feet southeast of the proposed improvements to Basin 2.

Basin 3

The proposed Basin 3 is located on the northern side of the project site and is bounded by West Settling Basin to the east and the SCE Easement to the west. The nearby sensitive receptors consist of: single-family homes located on the south side of San Jose Street and as near as 70 feet north of the proposed improvements; and single-family homes on the east side of Hiawatha Street and as near as 70 feet west of the proposed improvements to Basin 3.

Basin 4

The proposed Basin 4 is located on the northwestern corner of the project site and is bounded by the SCE Easement to the east and Devonshire Street to the south. The nearby sensitive receptors consist of: single-family homes located on the south side of Hiawatha Street and as near as 50 feet north of the proposed improvements; and single-family homes on the east side of Blackhawk Street and as near as 60 feet west of the proposed improvements to Basin 4.

Basin 5

The proposed Basin 5 is located on the western side of the project site and is bounded by Devonshire Street to the north and Devonwood Park to the west. The nearby sensitive receptors consist of: Devonwood Park located as near as 30 feet west of the proposed improvements; and single-family homes located on the north side of Devonshire Street and as near as 135 feet north of the proposed improvements to Basin 5.

Basin 6

The proposed Basin 6 is located on the southwest corner of the project site and is bounded by and Devonwood Park to the north, Woodman Avenue to the southwest and Filmore Street to the southeast. The nearby sensitive receptors consist of: Devonwood Park located as near as 40 feet north of the proposed improvements; the New Apostolic Church located on the east side of Woodman Avenue and as near as 30 feet west of the proposed improvements; and single-family homes located on the east side of Woodman Avenue and as near as 30 feet west of the proposed improvements to Basin 6.

Diversion Channel Intake

The proposed diversion channel intake improvements is located in the northeast corner of the project site and is bounded by the Pacoima Diversion Channel to the east and Arleta Avenue to the southwest. The nearby sensitive receptors consist of single-family homes located on the east side of Minnehaha Street and as near as 40 feet west of the proposed improvements to the diversion channel intake.

Haul Routes

The roadways with nearby sensitive receptors to each of the four proposed Haul Routes described above are detailed below.

- **Modified Haul Route A to Boulevard Pit.** There are sensitive receptors located on the roadways of Arleta Avenue, Paxton Street, Laurel Canyon Road, Branford Street, Glenoaks Boulevard, Osborne Street, and Foothill Boulevard. Modified Haul Route A to Boulevard Pit would also travel on Devonshire Street, San Fernando Road, however there are no sensitive receptors located along the affected road segments.

- **Modified Haul Route A to Sheldon Pit and Cal-Mat Pit.** There are sensitive receptors located on the roadways of Arleta Avenue, Paxton Street, Glenoaks Boulevard, Osborne Street, and Foothill Boulevard. Modified Haul Route A to Sheldon and Cal-Mat Pits would also travel on

Devonshire Street, Penrose Street, Tuxford Street, Wentworth Street, and San Fernando Road, however there are no sensitive receptors located along the affected road segments.

- **Haul Route B.** There are sensitive receptors located on the roadways of Arleta Avenue, Paxton Street and San Fernando Road. Haul Route B would also travel on Devonshire Street, Branford Street, Wentworth Street, and San Fernando Road, however there are no sensitive receptors located along the affected road segments.

- **Haul Route C.** There are sensitive receptors located on the roadways of Devonshire Street, Roxford Street, and San Fernando Road. Haul Route C would also travel on Sepulveda Boulevard, however there are no sensitive receptors located along the affected road segments.

The nearby sensitive receptors on Paxton Street consist of: single- and multi-family homes that are located as near as 20 feet from the travel lanes; Ritchie Valens Park that is located as near as 15 feet from the travel lanes; and Telfair Elementary School that is located as near as 25 feet from the travel lanes of Paxton Street.

The nearby sensitive receptors on Laurel Canyon Boulevard consist of: multi-family and mobile homes as near as 25 feet from the travel lanes; and Fernangeles Recreation Center located as near as 15 feet from the travel lanes of Laurel Canyon Boulevard.

The nearby sensitive receptors on Branford Street consist of single- and multi-family homes as near as 25 feet from the travel lanes of Branford Street.

The nearby sensitive receptors on Glenoaks Boulevard consist of mobile homes as near as 20 feet from the travel lanes of Glen Oaks Boulevard.

The nearby sensitive receptors to Osborne Street consist of multi-family homes as near as 15 feet from the travel lanes of Osborne Street.

The nearby sensitive receptors to Foothill Boulevard consist of multi-family homes as near as 25 feet from the travel lanes of Foothill Boulevard.

The nearby sensitive receptors on San Fernando Road consist of: single- and multi-family homes as near as 110 feet from the travel lanes; and Pacifica Hospital of the Valley that is located as near as 180 feet from the travel lanes of San Fernando Road. For the portion of San Fernando Road near Sunshine Canyon Landfill the nearby sensitive receptors consist of single-family homes as near as 90 feet from the travel lanes.

1.5 Standard Noise Regulatory Conditions

The proposed project will be required to comply with the following regulatory conditions from the City of Los Angeles and State of California.

City of Los Angeles Municipal Code

The following lists the City of Los Angeles Municipal Code regulations that are applicable to all development projects in the City.

Section 41.40(a) Construction Noise

Section 41.40(a) of the City's Municipal Code limits construction activities, including excavation works to between the hours of 9:00 p.m. and 7:00 a.m., any day of the week.

State of California Rules

The following lists the State of California rules that are applicable to the project.

California Vehicle Code Section 27200-27207 – On-Road Vehicle Noise

California Vehicle Code Section 27200-27207 provides noise limits for vehicles operated in California. For vehicles over 10,000 pounds noise is limited to 88 dB for vehicles manufactured before 1973, 86 dB for vehicles manufactured before 1975, 83 dB for vehicles manufactured before 1988, and 80 dB for vehicles manufactured after 1987. All measurements are based at 50 feet from the vehicle. For the project, "on-road" vehicles over 10,000 pounds would include haul trucks and construction equipment delivery trucks/tractor trailers.

California Vehicle Section 38365-38380 – Off-Road Vehicle Noise

California Vehicle Code Section 38365-38380 provides noise limits for off-highway motor vehicles operated in California. 92 dBA for vehicles manufactured before 1973, 88 dBA for vehicles manufactured before 1975, 86 dBA for vehicles manufactured before December 31, 1985, and 82 dBA for vehicles manufactured after December 31, 1985. All measurements are based at 50 feet from the vehicle.

1.6 Summary of Analysis Results

The following is a summary of the proposed project's impacts with regard to the State CEQA Guidelines noise checklist questions.

Expose persons to noise levels in excess of standards?

Less than significant impact.

Expose persons to excessive groundborne vibration?

Less than significant impact.

Result in a substantial permanent increase in ambient noise levels above existing levels without the proposed project?

No impact.

Result in a substantial temporary increase in ambient noise levels above existing levels without the proposed project?

Potentially significant impact. Implementation of Mitigation Measure 1 would reduce the impact to less than significant levels.

Expose persons to excessive noise levels from aircraft?

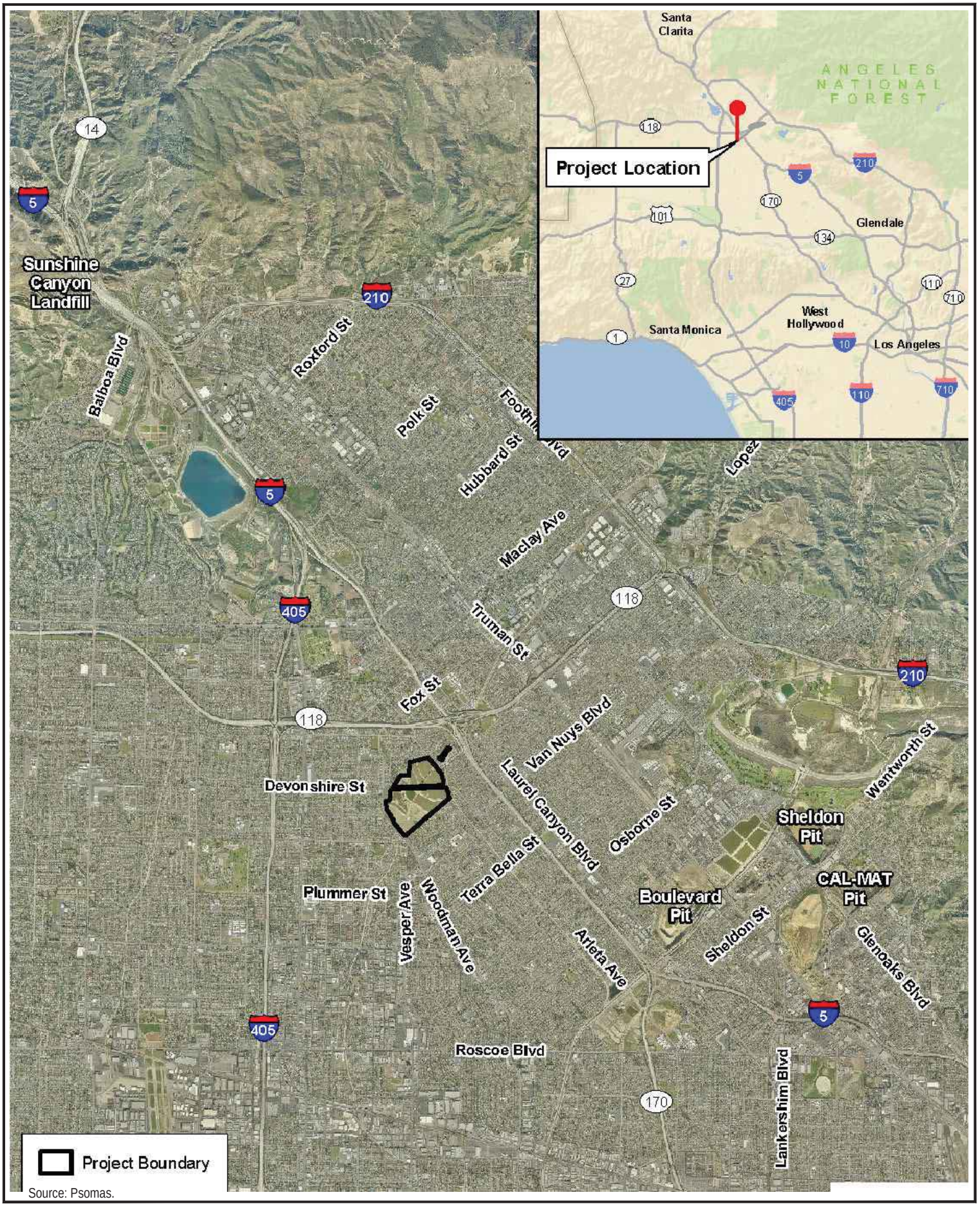
No impact.

1.6 Mitigation Measures Required for the Proposed Project

This analysis found that adherence to the State and City noise and vibration regulations detailed in Section 1.5 above and through implementation of the following mitigation, all noise and vibration impacts would be reduced to less than significant levels.

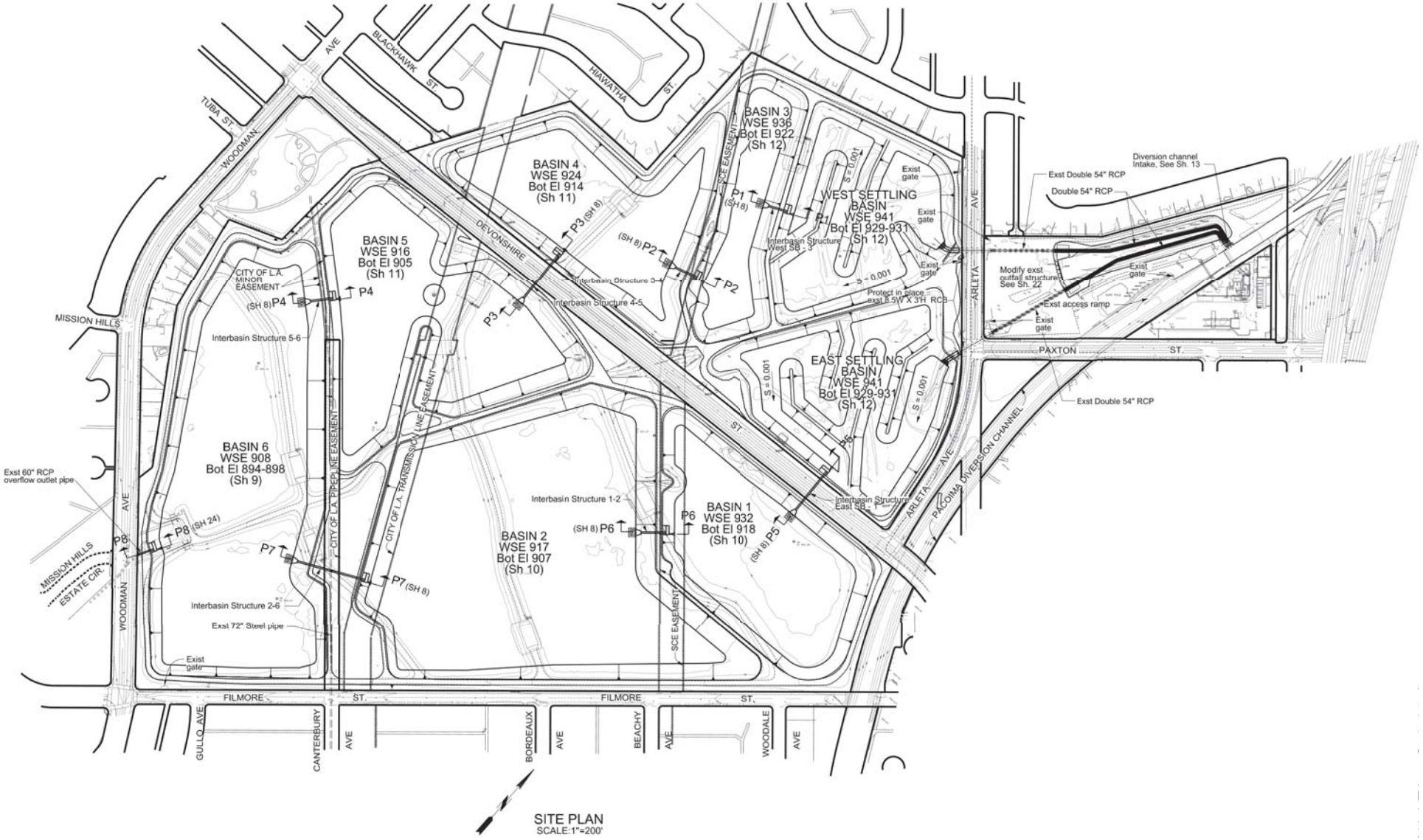
Mitigation Measure 1:

The County of Los Angeles Department of Public Works shall construct a 8-foot high temporary sound wall along the shared property line with the nearby homes located northwest of the Diversion Channel Improvements. The temporary sound wall shall extend a minimum of 100 feet past the extent of the Diversion Channel demolition activities and shall be constructed of minimum ½-inch plywood or Oriented Strand Board (OSB). The temporary sound wall shall be installed prior to the start of demolition activities and shall remain until the completion of the Diversion Channel improvements.



VISTA ENVIRONMENTAL

Figure 1
Project Location Map



SOURCE: County of Los Angeles Department of Public Works.

2.0 NOISE FUNDAMENTALS

Noise is defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit which expresses the ratio of the sound pressure level being measured to a standard reference level. A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

2.1 Noise Descriptors

Noise Equivalent sound levels are not measured directly, but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The peak traffic hour Leq is the noise metric used by California Department of Transportation (Caltrans) for all traffic noise impact analyses.

The Day-Night Average Level (Ldn) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of ten decibels to sound levels at night between 10 p.m. and 7 a.m. While the Community Noise Equivalent Level (CNEL) is similar to the Ldn, except that it has another addition of 4.77 decibels to sound levels during the evening hours between 7 p.m. and 10 p.m. These additions are made to the sound levels at these time periods because during the evening and nighttime hours, when compared to daytime hours, there is a decrease in the ambient noise levels, which creates an increased sensitivity to sounds. For this reason the sound appears louder in the evening and nighttime hours and is weighted accordingly. The County of Los Angeles relies on the CNEL noise standard to assess transportation-related impacts on noise sensitive land uses.

2.2 Tone Noise

A pure tone noise is a noise produced at a single frequency and laboratory tests have shown that humans are more perceptible to changes in noise levels of a pure tone. For a noise source to contain a "pure tone," there must be a significantly higher A-weighted sound energy in a given frequency band than in the neighboring bands, thereby causing the noise source to "stand out" against other noise sources. A pure tone occurs if the sound pressure level in the one-third octave band with the tone exceeds the average of the sound pressure levels of the two contiguous one-third octave bands by:

- 5 dB for center frequencies of 500 hertz (Hz) and above
- 8 dB for center frequencies between 160 and 400 Hz
- 15 dB for center frequencies of 125 Hz or less

2.3 Noise Propagation

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiate uniformly outward as it travels away

from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

2.4 Ground Absorption

The sound drop-off rate is highly dependent on the conditions of the land between the noise source and receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA/DD is typically observed over soft ground with landscaping, as compared with a 6.0 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. For line sources a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3.0 dBA/DD drop-off rate for hard-site conditions. Caltrans research has shown that the use of soft-site conditions is more appropriate for the application of the Federal Highway Administration (FHWA) traffic noise prediction model used in this analysis.

3.0 GROUND-BORNE VIBRATION FUNDAMENTALS

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

3.1 Vibration Descriptors

There are several different methods that are used to quantify vibration amplitude such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV) or the root mean square (rms) amplitude of the vibration velocity. Due to the typically small amplitudes of vibrations, vibration velocity is often expressed in decibels and is denoted as (L_v) and is based on the rms velocity amplitude. A commonly used abbreviation for vibration decibels is "VdB", which in this text, is when L_v is based on the reference quantity of 1 micro inch per second.

3.2 Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Off-site sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration.

3.3 Vibration Propagation

The propagation of ground-borne vibration is not as simple to model as airborne noise. This is due to the fact that noise in the air travels through a relatively uniform median, while ground-borne vibrations travel through the earth which may contain significant geological differences. There are three main types of vibration propagation; surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or "side-to-side and perpendicular to the direction of propagation."

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

4.0 REGULATORY SETTING

The project site is located in the City of Los Angeles. Noise regulations and standards are addressed by various federal, state, and local government agencies. The agencies responsible for regulating noise that are applicable to the project are discussed below.

4.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce
- Assisting state and local abatement efforts
- Promoting noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, the ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees. For example, the Occupational Safety and Health Administration (OSHA) agency prohibits exposure of workers to excessive sound levels. The Department of Transportation (DOT) assumed a significant role in noise control through its various operating agencies. The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA). Transit noise is regulated by the federal Urban Mass Transit Administration (UMTA), while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). Finally, the federal government actively advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being sited adjacent to a highway or, alternately that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Although the proposed project is not under the jurisdiction of the FTA, the FTA is the only agency that has defined what constitutes significant construction and transportation source noise impacts from implementing a project. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise from construction and transportation sources. The FTA recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances if possible. However, local noise ordinances usually relates to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the noise impacts of a construction project. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses. A summary of the FTA findings for a detailed construction noise assessment are provided below in Table A.

Table A – FTA Construction Noise Criteria

	Day (dBA Leq)		Night (dBA Leq)	
Land Use	**1-Hour**	**8-Hour**	**1-Hour**	**8-Hour**
Residential	90	80	80	70
Commercial	100	85	100	85
Industrial	100	90	100	90

Source: Federal Transit Administration, 2006.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation sources, the local jurisdictions are restricted to regulating the noise generated by transportation systems (public roads) through nuisance abatement ordinances and land use planning. A summary of the FTA findings for transportation noise sources are provided below in Table B.

Table B – FTA Transportation Noise Sources Effects on Cumulative Noise Exposure

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Project Only	Combined	Noise Exposure Increase
45	51	52	+7
50	53	55	+5
55	55	58	+3
60	57	62	+2
65	60	66	+1
70	64	71	+1
75	65	75	0

Source: Federal Transit Administration, 2006.

4.2 State Regulations

Noise Standards

California Department of Health Services Office of Noise Control

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regulatory tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix," which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise and which is shown in Figure 3 on page.

California Vehicle Code Section 27200-27207 – On-Road Vehicle Noise

California Vehicle Code Section 27200-27207 provides noise limits for vehicles operated in California. For vehicles over 10,000 pounds noise is limited to 88 dB for vehicles manufactured before 1973, 86 dB for vehicles manufactured before 1975, 83 dB for vehicles manufactured before 1988, and 80 dB for vehicles manufactured after 1987. All measurements are based at 50 feet from the vehicle. For the project, "on-road" vehicles over 10,000 pounds would include haul trucks and construction equipment delivery trucks/tractor trailers.

California Vehicle Section 38365-38380 – Off-Road Vehicle Noise

California Vehicle Code Section 38365-38380 provides noise limits for off-highway motor vehicles operated in California. 92 dBA for vehicles manufactured before 1973, 88 dBA for vehicles manufactured before 1975, 86 dBA for vehicles manufactured before 1986, and 82 dBA for vehicles manufactured after December 31, 1985. All measurements are based at 50 feet from the vehicle.

Vibration Standards

Title 14 of the California Administrative Code Section 15000 requires that all state and local agencies implement the California Environmental Quality Act (CEQA) Guidelines, which requires the analysis of

exposure of persons to excessive groundborne vibration. However, no statute has been adopted by the state that quantifies the level at which excessive groundborne vibration occurs.

Caltrans issued the *Transportation- and Construction-Induced Vibration Guidance Manual* in 2004. The manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. However, this manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for continuous and transient sources of vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV for transient sources and 0.04 inch per second PPV for continuous sources.

Exhibit I: Guidelines for Noise Compatible Land Use

(Based on the Governor's Office of Planning and Research, "General Plan Guidelines", 1990. To help guide determination of appropriate land use and mitigation measures vis-a-vis existing or anticipated ambient noise levels)

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Ampitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.

Source: Noise Element of the Los Angeles General Plan, February 1999.

4.3 Local Regulations

The City of Los Angeles General Plan and Municipal Code establishes the following applicable policies related to noise and vibration. Although the project is located on County of Los Angeles-owned property, the noise-sensitive receptors in proximity to the site are located in the City. Therefore, City of Los Angeles noise regulations, rather than County, have been applied to this analysis.

City of Los Angeles General Plan Noise Element

Goal A city where noise does not reduce the quality of urban life.

Objective 2 (Nonairport)
Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.

Policy 2.2 Enforce and/or implement applicable city, State and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance. (The applicable Federal and State regulations have been detailed above in Sections 4.1 and 4.2)

City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code establishes the following applicable standards related to construction noise.

Section 41.40 Noise Due to Construction, Excavation Work – When Prohibited

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and wilfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(j) As determined by the Executive Director of the Board, the provisions of Subsection (c) shall not apply to major public works construction by the City of Los Angeles and its proprietary Departments, including all structures and operations necessary to regulate or direct traffic due to construction activities. The Board, through its Executive Director, pursuant to Subsection (b) will grant a variance for this work and construction activities will be subject to all conditions of the variance as granted. Concurrent with the request for a variance, the City Department that will conduct the construction work will notify each affected Council district office and established Neighborhood Council of projects where proposed Sunday and/or Holiday work will occur.

Section 112.03 Construction Noise
Noise due to construction or repair work shall be regulated as provided by Section 41.40 of this Code.

5.0 EXISTING NOISE CONDITIONS

To determine the existing noise level environment noise measurements have been taken in the vicinity of the project site. The field survey noted that noise within the proposed project area is generally characterized by vehicular traffic on Devonshire Street, Arleta Avenue and Interstate 5 as well as aircraft noise. The following describes the measurement procedures, measurement locations, noise measurement results, and the modeling of the existing noise environment.

5.1 Noise Measurement Equipment

The short-term noise measurements were taken using a Larson-Davis Model 831 Type 1 precision sound level meter programmed in "slow" mode to record noise levels in "A" weighted form as well as the frequency spectrum of the noise broken down into 1/3 octaves. The sound level meter and microphone were mounted on a tripod five feet above the ground and were equipped with a windscreen during all measurements. The sound level meter was calibrated before and after the monitoring using a Larson-Davis calibrator, Model CAL 200. The accuracy of the calibrator is maintained through a program established through the manufacturer and is traceable to the National Bureau of Standards. The unit meets the requirements of ANSI Standard S1.4-1984 and IEC Standard 942: 1988 for Class 1 equipment. All noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

Noise Measurement Location

The noise monitoring locations were selected in order to obtain noise measurements of the current noise levels in the project study area and to provide a baseline for any potential noise impacts that may be created by development of the proposed project. The noise measurement sites were selected to provide a representative sampling of the noise levels created by nearby noise sources. Descriptions of the noise monitoring sites are provided below in Table C and are shown in Figure 4 on page 23. Appendix A includes a photo index of the study area and noise level measurement locations.

Noise Measurement Timing and Climate

The noise measurements were recorded between 12:19 p.m. and 2:03 p.m. on Tuesday, August 19, 2014. The local schools were observed to be in session during the noise measurements, so the noise measurements represent the anticipated noise levels that would occur during a typical workday. At the start of the noise measurements the sky was partly cloudy, the temperature was 79 degrees Fahrenheit, the humidity was 47 percent, barometric pressure was 28.88 inches of mercury, and the wind was blowing around four miles per hour. At the conclusion of the noise measurements the sky was partly cloudy, the temperature was 81 degrees Fahrenheit, the humidity was 35 percent, barometric pressure was 28.90 inches of mercury, and the wind was blowing around two miles per hour.

All traffic noise measurement durations were measured according to the standards stated in Section N-3320 of Caltrans Technical Noise Supplement (TeNS), which specifies that the measurements be a duration of at least 10 minutes and shall be continued past 10 minutes until the fluctuations in the displayed L_{eq} is less than 0.5 dBA.

5.2 Noise Measurement Results

The results of the noise level measurements are presented on the following page in Table C and the noise monitoring data printouts are included in Appendix B.

Table C – Noise Level Measurement Results

Site No.	Description	Primary Noise Source	Start Time of Measurement	Noise Level (dBA L_{eq}/L_{max})
1	Located next to the southwest corner of the intake structure.	Interstate 5 and aircraft	12:19 p.m.	56.93/69.5
2	Located west of the spreading ground on the south side of Devonwood Park and approximately 150 feet east of Woodman Avenue centerline.	Woodman Avenue, children playing in park and aircraft	12:42 p.m.	54.4/69.5
3	Located east of the spreading grounds and on the southeast side of Filmore Street and approximately 125 feet southwest of the end of Filmore Street.	Devonshire Street and aircraft	1:16 p.m.	49.6/62.3
4	Located at the parking lot on the north corner of Sun Valley High School and approximately 50 feet southeast of Sheldon Street centerline and 100 feet southwest of Telfair Avenue centerline.	Sheldon Street, Telfair Avenue and children at High School	1:50 p.m.	67.3/82.0

Notes: Noise measurements taken on August 19, 2014.

VISTA ENVIRONMENTAL

Figure 4
Noise Monitoring Locations

6.0 MODELING PARAMETERS AND ASSUMPTIONS

6.1 On-Site Construction Noise

The noise impacts from on-site construction of the proposed project have been analyzed through use of the FHWA's Roadway Construction Noise Model (RCNM). Although the project is not comprised of roadway construction, the FHWA compiled noise measurement data regarding the noise generating characteristics of several different types of construction equipment used during the Central Artery/Tunnel project in Boston and is applicable to all construction types. Table D below provides a list of the construction equipment that was provided by the County of Los Angeles Department of Public Works that is anticipated to be used during of construction.

Table D – Construction Equipment Noise Emissions and Usage Factors

Equipment Description	Number of Equipment	Acoustical Use Factor[1] (percent)	Spec 721.560 Lmax at 50 feet[2] (dBA, slow[3])	Actual Measured Lmax at 50 feet[4] (dBA, slow[3])
Dozer	2	40	85	82
Excavator	2	40	85	81
Mounted Impact Hammer[5]	1	20	90	90
Sediment Shaker[6]	1	50	85	87
Water Truck[7]	3	40	84	74
Street Sweeper	1	10	80	82
Dump Truck	11[8]	40	84	76

Notes:
[1] Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.
[2] Spec 721.560 is the equipment noise level utilized by the RCNM program.
[3] The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.
[4] Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.
[5] The mounted impact hammer would be mounted on an excavator and would be utilized for demolition of the intake structure.
[6] The nearest match to a sediment shaker in the RCNM model is a vibratory hopper.
[7] The water trucks were modelled as flat bed trucks since there was no water truck available in the RCNM model.
[8] There will be 11 dump trucks operating simultaneously, however no more than 4 dump trucks are anticipated to be operating on the spreading grounds at any time.
Source: Federal Highway Administration, 2006.

Table D also shows the associated measured noise emissions for each piece of equipment from the RCNM model and measured percentage of typical equipment use per day. Construction noise impacts to the nearby sensitive receptors have been calculated according to the equipment noise levels and usage factors listed in Table D and through use of the RCNM. For each phase of construction, the nearest piece of equipment was placed at the shortest distance of the proposed activity on the site to the nearest home and each subsequent piece of equipment was placed an additional 50 feet away in order to calculate the combined noise impacts of the simultaneous operation of all listed equipment provided in Table D. It is noted the that the noise model incorporates several additional conservative assumptions, including: (1) hard terrain on the site, whereas the site is comprised of primarily soft terrain (i.e., dirt) that provides relatively lower noise levels, (2) direct line of sight between the noise source and receptor (i.e., no barriers), and (3) stationary operation of each piece of equipment for a period of one hour, with the nearest equipment being a dozer. In reality, the on-site construction activity would not be stationary for an hour, or close to an hour, and the majority of the spreading basin excavation and channel replacement would occur at a further distance than the nearest point on the site, as modeled, and would also be below the grade of the surrounding receptors (e.g., at a lower level) thereby providing noise reduction.

Regarding the channel replacement, the model incorporated noise generation from the demolition activity, the noisiest activity for this project component. Therefore, all construction activity subsequent to the demolition (e.g., pipe installation, backfilling) would result in lower noise levels than the demolition activity and so are encompassed by the noise model.

6.2 Off-Site Vehicular Noise

The proposed project would require the export of material from the project site through the use of trucks as well as generate from vehicle trips from workers at the project site. In order to quantify the potential noise impacts created and received by the proposed project and compare them to the existing noise levels, the existing roadway noise environment was modeled using the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108 (FHWA Model). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the reference energy mean emission level to account for: the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT) and the percentage of ADT which flows during the day, evening and night, the travel speed, the vehicle mix on the roadway, which is a percentage of the volume of automobiles, medium trucks and heavy trucks, the roadway grade, the angle of view of the observer exposed to the roadway and site conditions ("hard" or "soft" relates to the absorption of the ground, pavement or landscaping). The following section provides a discussion of the software and modeling input parameters used in this analysis and a discussion of the resultant existing noise model.

FHWA Model Roadway Parameters

The roadway parameters used for this study are presented in Table E. Only the roadway segments that the proposed project may generate additional vehicular trips and had sensitive land uses (i.e., residential, school, parks, libraries, and hospitals) were analyzed.

The roadway classifications are based on the roadway jurisdiction's General Plan Circulation Element. The roadway speeds are based on the posted speed limits. The distance to the nearest sensitive receptor was determined by measuring the distance from the roadway centerline to the nearest residence, school, park, or hospital. Soft site conditions were used to develop noise contours and analyze noise impacts to the analyzed roadways. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees and are representative of the analyzed roadways where there is landscaping in front of the potentially impacted homes.

Table E – FHWA Model Roadway Parameters

Roadway	Segment	General Plan Classification	Vehicle Speed (MPH)	Distance to Nearest Receptor (feet)
Arleta Avenue	North of Devonshire Street	Secondary	40	150
Arleta Avenue	East of Devonshire Street	Secondary	40	60
Paxton Street	North of Arleta Avenue	Secondary	40	55
Paxton Street	North of I-5 Northbound Ramps	Secondary	40	50
Laurel Canyon Boulevard	West of I-5 Southbound Ramps	Major	35	55
Laurel Canyon Boulevard	West of I-5 Northbound Off-Ramp	Major	35	55
Branford Street	North of Laurel Canyon Boulevard	Secondary	35	50
Branford Street	South of San Fernando Road	Secondary	35	60

Roadway	Segment	General Plan Classification	Vehicle Speed (MPH)	Distance to Nearest Receptor (feet)
San Fernando Road	West of Sheldon Street	Major	35	40
San Fernando Road	West of Branford Street	Major	35	85
Arleta Avenue	West of Van Nuys Boulevard	Secondary	40	60
Glen Oaks Boulevard	West of Montague Street	Major	45	55
Glen Oaks Boulevard	East of Osborne Street	Major	45	60
Osborne Street	North of Glen Oaks Boulevard	Major	40	55
Osborne Street	North of Dronfield Avenue	Major	40	70
Foothill Boulevard	East of Osborne Street	Major	45	100
Foothill Boulevard	West of I-210 Westbound Ramps	Major	45	180
Roxford Street	South of I-5 Northbound Ramps	Major	35	180
San Fernando Road	East of Sunshine Canyon Road	Major	50	110

Source: Linscott, Law & Greenspan, 2017; and Google Earth, 2017.

FHWA Model Traffic Volumes

The average daily traffic (ADT) volumes on the study area roadways were obtained from the *Revised Traffic Impact Study Pacoima Spreading Grounds Improvement Project* (Traffic Impact Analysis), prepared by Linscott Law & Greenspan, July 13, 2017. Since the Traffic Impact Analysis only provided peak hour and mid-day volumes, the ADT was calculated by multiplying the sum of all measured hours (6 hours total) by 4, which was calculated by dividing 24 hours by 6 hours. The project-only passenger car equivalent (PCE) trips provided in the Traffic Impact Analysis were converted back to non-PCE volumes by dividing the project trips by 2.5, which is based on utilizing 14 cubic yard trucks, similar to what was utilized in the Traffic Impact Analysis. The ADT volumes have been provided for existing without project and existing with Alternatives 1 through 4 conditions. The ADT volumes used in this analysis are shown in Table F.

Table F – Average Daily Traffic Volumes

Roadway	Segment	Average Daily Traffic Volumes				
		Existing	Existing + Alt 1	Existing + Alt 2	Existing + Alt 3	Existing + Alt 4
Arleta Avenue	North of Devonshire Street	14,380	14,790	14,790	14,790	14,790
Arleta Avenue	East of Devonshire Street	19,540	19,550	19,550	19,550	19,550
Paxton Street	North of Arleta Avenue	5,160	5,570	5,570	5,570	5,570
Paxton Street	North of I-5 Northbound Ramps	15,380	15,670	15,570	15,670	15,670
Laurel Canyon Boulevard	West of I-5 Southbound Ramps	22,340	22,380	22,460	22,340	22,340
Laurel Canyon Boulevard	West of I-5 Northbound Off-Ramp	20,140	20,180	20,260	20,140	20,140
Branford Street	North of Laurel Canyon Boulevard	16,320	16,360	16,440	16,320	16,320
Branford Street	South of San Fernando Road	11,500	11,590	11,790	11,580	11,580
San Fernando Road	West of Sheldon Street	17,150	17,150	17,150	17,150	17,150
San Fernando Road	West of Branford Street	16,840	17,000	17,000	17,000	17,000
Arleta Avenue	West of Van Nuys Boulevard	20,280	20,290	20,290	20,290	20,290
Glen Oaks	West of Montague Street	26,300	26,420	26,300	26,420	26,420

Roadway	Segment	Average Daily Traffic Volumes				
		Existing	Existing + Alt 1	Existing + Alt 2	Existing + Alt 3	Existing + Alt 4
Boulevard						
Glen Oaks Boulevard	Est of Osborne Street	22,120	22,240	22,240	22,240	22,240
Osborne Street	North of Glen Oaks Boulevard	22,230	22,350	22,350	22,350	22,350
Osborne Street	North of Dronfield Avenue	17,580	17,700	17,700	17,700	17,700
Foothill Boulevard	East of Osborne Street	16,050	16,170	16,170	16,170	16,170
Foothill Boulevard	West of I-210 Westbound Ramps	17,440	17,560	17,560	17,560	17,560
Roxford Street	South of I-5 Northbound Ramps	19680	19,840	19,840	19,840	19,840
San Fernando Road	East of Sunshine Canyon Road	28,720	28,840	28,840	28,840	28,840

Source: Linscott, Law & Greenspan, 2017.

FHWA Model Vehicle Mix Assumptions

The vehicle mixes used in the FHWA-RD-77-108 Model are shown on the following page in Table G. The Arterial without project is based on typical vehicle mixes observed in Southern California. The Arterial with project vehicle mix has been calculated based on Paxton Street north of Arleta Avenue, which is the road with the highest ratio of haul trucks added to the road by the proposed project. It should also be noted that the FHWA-RD-77-108 Model only provides either medium or heavy truck classifications and both the 14 cubic yard and 18 cubic yard trucks would be categorized as heavy trucks, so the use of the 14 cubic yard trucks in this analysis provides for the worst-case conditions.

FHWA Model Source Assumptions

To assess the roadway noise generation in a uniform manner, all vehicles are analyzed at the single lane equivalent acoustic center of the roadway being analyzed. In order to determine the height above the road grade where the noise is being emitted from, each type of vehicle has been analyzed independently with autos at road grade, medium trucks at 2.3 feet above road grade, and heavy trucks at 8 feet above road grade. These elevations were determined through a noise-weighted average of the elevation of the exhaust pipe, tires and mechanical parts in the engine, which are the primary noise emitters from a vehicle.

Table G – Roadway Vehicle Mix

Vehicle Type	Traffic Flow Distributions			
	Day (7 a.m. to 7 p.m.)	Evening (7 p.m. to 10 p.m.)	Night (10 p.m. to 7 a.m.)	Overall
Arterial Without Project				
Automobiles	69.50%	12.90%	9.60%	92.00%
Medium Trucks	1.44%	0.06%	1.50%	3.00%
Heavy Trucks	2.40%	0.10%	2.50%	5.00%
Arterial With Project				
Automobiles	67.50%	12.50%	9.30%	89.28%
Medium Trucks	1.40%	0.06%	1.45%	2.91%
Heavy Trucks	5.37%	0.10%	2.42%	7.89%

Source: Vista Environmental.

6.3 Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table H gives approximate vibration levels for particular construction activities. The data in Table H provides a reasonable estimate for a wide range of soil conditions.

Table H – Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v) at 25 feet
Pile driver (impact)	Upper range	1.518	112
	typical	0.644	104
Pile driver (sonic)	Upper range	0.734	105
	typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drill		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Federal Transit Administration, May 2006.

The construction-related vibration impacts have been calculated through the vibration levels shown above in Table H and through typical vibration propagation rates. The equipment assumptions were based on the equipment lists provided on page 20 in Table D.

7.0 IMPACT ANALYSIS

7.1 CEQA Thresholds of Significance

Consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a significant impact related to noise would occur if a proposed project is determined to result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the proposed project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above noise levels existing without the proposed project; or
- Exposure of persons residing or working in the project area to excessive noise levels from aircraft.

7.2 Generation of Noise Levels in Excess of Standards

The following section compares the potential noise emissions associated with the construction and operation of the proposed project to the City and FTA standards for on-site activity and FHWA standards for off-site (i.e., transportation) activity.

On-Site Construction Equipment Noise

The construction activities for the proposed project are anticipated to occur over an approximately 20-month period and would include intake structure improvements, removal of sediment and reconfiguration of the spreading basins. Excavation activities will take place year-round, and the spreading grounds will not be operated for the duration of the proposed project's construction. According to the project applicant, construction activities will take place five days a week between the hours of 9:00 a.m. and 5:30 p.m. on Monday through Friday, with a 30 minute lunch break, for a total workday of 8 hours. Section 41.40(a) of the City of Los Angeles Municipal Code exempts construction activities from the City's noise standards provided construction activities do not take place between the hours of 9:00 p.m. and 7:00 a.m. Therefore, the County's planned construction hours are more restrictive than the City's requirements, and would, therefore, not expose persons to or generate noise levels in excess of standards established in the City of Los Angeles General Plan or Noise Ordinance. Impacts would be less than significant.

Off-Site Vehicular Noise

The proposed project would require the removal of 1.37 million cubic yard of sediment from the project site that would generate up to 478 daily trips from 14 cubic yard haul trucks and up to 18 daily trips from workers commuting to the project site. The haul trucks would export the material from the project site to either Boulevard Pit, Sheldon Pit, and/or Cal-Mat Pit, and Sunshine Canyon Landfill.

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project would alter both the volume of traffic and number of trucks on each road segment, however no changes in vehicle speed are anticipated from implementation of the proposed project.

The California Department of Health has developed the noise compatibility matrix, shown in Figure 3 on page 16, that has been adopted by most of the jurisdictions that may be impacted by the proposed project's vehicular noise and details normally acceptable noise levels for different land uses that include 60 dB CNEL for single-family homes, 65 dB CNEL for motels, and 70 dB CNEL for schools, hospitals, churches and parks. Neither the California Department of Health nor any of the local jurisdictions provide any direction for sensitive receptors that already exceed the normally acceptable noise levels for the Without Project condition, however the (Federal Transit Administration, 2006), which assesses noise and vibration impacts from transit projects found that when the ambient noise is between 60 and 64, a noise exposure increase of 2 dB is allowed before a significant impact would occur, when the ambient noise is between 65 and 74 dB CNEL, a noise exposure increase of 1 dB is allowed before a significant impact would occur and when the ambient noise exceeds 74 dB CNEL, any increase in noise exposure would create a significant impact.

The potential offsite traffic noise impacts created by project implementation project have been analyzed through utilization of the FHWA model and parameters described above in Section 6.2 and the FHWA model noise calculation spreadsheets are provided in Appendix C. The proposed project's offsite traffic noise impacts have been analyzed for Alternative Routes 1 through 4 conditions that are discussed below.

Alternative Route 1 Conditions

Alternative Route 1, would consist of concurrent use of all four disposal sites. The potential offsite noise impacts have been calculated through a comparison of the Existing scenario to the Existing Plus Alternative Route 1 scenario. The results of this comparison are shown on the following page in Table I.

Table I – Alternative Route 1 Project Traffic Noise Contributions

		dBA CNEL at Nearest Receptor[1]				Exceeds
Roadway	Segment	Existing	Existing Plus Alternative 1	Project Contribution	Threshold	Threshold ?
Arleta Avenue	North of Devonshire Street[2]	59.0	59.8	0.8	70 dBA	No
Arleta Avenue	East of Devonshire Street[3]	66.8	67.5	0.7	+1 dBA	No
Paxton Street	North of Arleta Avenue[3]	61.7	62.7	1.0	+1 dBA	No
Paxton Street	North of I-5 Northbound Ramps[3]	67.2	68.0	0.8	+1 dBA	No
Laurel Canyon Boulevard	West of I-5 Southbound Ramps[2]	67.0	68.0	1.0	70 dBA	No
Laurel Canyon Boulevard	West of I-5 Northbound Off-Ramp[3]	66.6	67.6	1.0	+1 dBA	No
Branford Street	North of Laurel Canyon Boulevard[3]	66.0	67.0	1.0	+1 dBA	No
Branford Street	South of San Fernando Road[3]	63.0	64.0	1.0	+2 dBA	No
San Fernando Road	West of Sheldon Street[5]	69.5	70.5	1.0	+1 dBA	No
San Fernando Road	West of Branford Street[6]	62.3	63.3	1.0	65 dBA	No
Arleta Avenue	West of Van Nuys Boulevard[3]	66.9	67.6	0.7	+1 dBA	No
Glen Oaks Boulevard	West of Montague Street[3]	70.5	71.0	0.5	+1 dBA	No
Glen Oaks Boulevard	East of Osborne Street[3]	69.0	69.5	0.5	+1 dBA	No
Osborne Street	North of Glen Oaks Boulevard[3]	68.5	69.2	0.7	+1 dBA	No
Osborne Street	North of Dronfield Avenue[3]	65.4	66.1	0.7	+1 dBA	No
Foothill	East of Osborne Street[3]	63.7	64.2	0.5	+2 dBA	No

Table I – Alternative Route 1 Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor[1] Existing	Existing Plus Alternative 1	Project Contribution	Threshold	Exceeds Threshold ?
Boulevard						
Foothill Boulevard	West of I-210 Westbound Ramps[3]	60.0	60.5	0.5	+2 dBA	No
Roxford Street	South of I-5 Northbound Ramps[3]	57.7	58.7	1.0	60 dBA	No
San Fernando Road	East of Sunshine Canyon Road[3]	66.7	67.0	0.3	+1 dBA	No

Notes:
[1] Distance to nearest receptor shown in Table E, does not take into account existing noise barriers.
[2] Nearest sensitive receptor is a park.
[3] Nearest sensitive receptor is residential
[4] Nearest sensitive receptor is a school.
[5] Nearest sensitive receptor is a hospital.
[6] Nearest sensitive receptor is a motel.
Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table I shows that for the Alternative Route 1 conditions, the proposed project's noise increases to the nearby sensitive receptors from the generation of additional vehicular traffic would not exceed the increase thresholds detailed above. Furthermore, the proposed project would not cause the noise level at any nearby land use to exceed the normally compatible noise standard for the with project condition that did not already exceed the standards for the without project condition. Roadway noise impacts would be less than significant for Alternative Route 1.

Alternative Route 2 Conditions

Alternative Route 2, would consist of use of Boulevard Pit only. The potential offsite noise impacts have been calculated through a comparison of the Existing scenario to the Existing Plus Alternative Route 2 scenario. The results of this comparison are shown in Table J.

Table J – Alternative Route 2 Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor[1] Existing	Existing Plus Alternative 2	Project Contribution	Threshold	Exceeds Threshold ?
Arleta Avenue	North of Devonshire Street[2]	59.0	59.8	0.8	70 dBA	No
Arleta Avenue	East of Devonshire Street[3]	66.8	67.5	0.7	+1 dBA	No
Paxton Street	North of Arleta Avenue[3]	61.7	62.7	1.0	+1 dBA	No
Paxton Street	North of I-5 Northbound Ramps[3]	67.2	68.0	0.8	+1 dBA	No
Laurel Canyon Boulevard	West of I-5 Southbound Ramps[2]	67.0	68.0	1.0	70 dBA	No
Laurel Canyon Boulevard	West of I-5 Northbound Off-Ramp[3]	66.6	67.6	1.0	+1 dBA	No
Branford Street	North of Laurel Canyon Boulevard[3]	66.0	67.0	1.0	+1 dBA	No
Branford Street	South of San Fernando Road[3]	63.0	64.1	1.1	+2 dBA	No
San Fernando Road	West of Sheldon Street[5]	69.5	70.5	1.0	+1 dBA	No
San Fernando Road	West of Branford Street[6]	62.3	63.3	1.0	65 dBA	No

Table J – Alternative Route 2 Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor[1] Existing	Existing Plus Alternative 2	Project Contribution	Threshold	Exceeds Threshold ?
Arleta Avenue	West of Van Nuys Boulevard[3]	66.9	67.6	0.7	+1 dBA	No
Glen Oaks Boulevard	West of Montague Street[3]	70.5	71.0	0.5	+1 dBA	No
Glen Oaks Boulevard	East of Osborne Street[3]	69.0	69.5	0.5	+1 dBA	No
Osborne Street	North of Glen Oaks Boulevard[3]	68.5	69.2	0.7	+1 dBA	No
Osborne Street	North of Dronfield Avenue[3]	65.4	66.1	0.7	+1 dBA	No
Foothill Boulevard	East of Osborne Street[3]	63.7	64.2	0.5	+2 dBA	No
Foothill Boulevard	West of I-210 Westbound Ramps[3]	60.0	60.5	0.5	+2 dBA	No
Roxford Street	South of I-5 Northbound Ramps[3]	57.7	58.7	1.0	60 dBA	No
San Fernando Road	East of Sunshine Canyon Road[3]	66.7	67.0	0.3	+1 dBA	No

Notes:
[1] Distance to nearest receptor shown in Table E, does not take into account existing noise barriers.
[2] Nearest sensitive receptor is a park.
[3] Nearest sensitive receptor is residential
[4] Nearest sensitive receptor is a school.
[5] Nearest sensitive receptor is a hospital.
[6] Nearest sensitive receptor is a motel.
Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table J shows that for the Alternative Route 2 conditions, the proposed project's noise increases to the nearby sensitive receptors from the generation of additional vehicular traffic would not exceed the increase thresholds detailed above. Furthermore, the proposed project would not cause the noise level at any nearby land use to exceed the normally compatible noise standard for the with project condition that did not already exceed the standards for the without project condition. Roadway noise impacts would be less than significant for Alternative Route 2.

Alternative Route 3 Conditions

Alternative Route 3, would consist of use of Sheldon Pit only. The potential offsite noise impacts have been calculated through a comparison of the Existing scenario to the Existing Plus Alternative Route 3 scenario. The results of this comparison are shown in Table K.

Table K – Alternative Route 3 Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor[1] Existing	Existing Plus Alternative 3	Project Contribution	Threshold	Exceeds Threshold ?
Arleta Avenue	North of Devonshire Street[2]	59.1	59.8	0.7	70 dBA	No
Arleta Avenue	East of Devonshire Street[3]	66.9	67.5	0.6	+1 dBA	No
Paxton Street	North of Arleta Avenue[3]	61.8	62.7	0.9	+1 dBA	No
Paxton Street	North of I-5 Northbound Ramps[3]	67.4	68.0	0.6	+1 dBA	No
Laurel Canyon Boulevard	West of I-5 Southbound Ramps[2]	67.2	68.0	0.8	70 dBA	No
Laurel Canyon	West of I-5 Northbound Off-	66.8	67.6	0.8	+1 dBA	No

Table K – Alternative Route 3 Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor[1] Existing	Existing Plus Alternative 3	Project Contribution	Threshold	Exceeds Threshold ?
Boulevard	Ramp[3]					
Branford Street	North of Laurel Canyon Boulevard[3]	66.2	67.0	0.8	+1 dBA	No
Branford Street	South of San Fernando Road[3]	63.2	64.0	0.8	+2 dBA	No
San Fernando Road	West of Sheldon Street[5]	69.7	70.5	0.8	+1 dBA	No
San Fernando Road	West of Branford Street[6]	62.4	63.3	0.9	65 dBA	No
Arleta Avenue	West of Van Nuys Boulevard[3]	67.1	67.6	0.5	+1 dBA	No
Glen Oaks Boulevard	West of Montague Street[3]	70.7	71.0	0.3	+1 dBA	No
Glen Oaks Boulevard	East of Osborne Street[3]	69.1	69.5	0.4	+1 dBA	No
Osborne Street	North of Glen Oaks Boulevard[3]	68.6	69.2	0.6	+1 dBA	No
Osborne Street	North of Dronfield Avenue[3]	65.6	66.1	0.5	+1 dBA	No
Foothill Boulevard	East of Osborne Street[3]	63.8	64.2	0.4	+2 dBA	No
Foothill Boulevard	West of I-210 Westbound Ramps[3]	60.1	60.5	0.4	+2 dBA	No
Roxford Street	South of I-5 Northbound Ramps[3]	57.9	58.7	0.8	60 dBA	No
San Fernando Road	East of Sunshine Canyon Road[3]	66.8	67.0	0.2	+1 dBA	No

Notes:
[1] Distance to nearest receptor shown in Table E, does not take into account existing noise barriers.
[2] Nearest sensitive receptor is a park.
[3] Nearest sensitive receptor is residential
[4] Nearest sensitive receptor is a school.
[5] Nearest sensitive receptor is a hospital.
[6] Nearest sensitive receptor is a motel.
Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table K shows that for the Alternative Route 3 conditions, the proposed project's noise increases to the nearby sensitive receptors from the generation of additional vehicular traffic would not exceed the increase thresholds detailed above. Furthermore, the proposed project would not cause the noise level at any nearby land use to exceed the normally compatible noise standard for the with project condition that did not already exceed the standards for the without project condition. Roadway noise impacts would be less than significant for Alternative Route 3.

Alternative Route 4 Conditions

Alternative Route 4, would consist of use of Cal-Mat Pit only. The potential offsite noise impacts have been calculated through a comparison of the Existing scenario to the Existing Plus Alternative Route 4 scenario. The results of this comparison are shown in Table L.

Table L – Alternative Route 4 Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor[1]			Threshold	Exceeds Threshold ?
		Existing	Existing Plus Alternative 4	Project Contribution		
Arleta Avenue	North of Devonshire Street[2]	59.0	59.8	0.8	70 dBA	No
Arleta Avenue	East of Devonshire Street[3]	66.8	67.5	0.7	+1 dBA	No
Paxton Street	North of Arleta Avenue[3]	61.7	62.7	1.0	+1 dBA	No
Paxton Street	North of I-5 Northbound Ramps[3]	67.2	68.0	0.8	+1 dBA	No
Laurel Canyon Boulevard	West of I-5 Southbound Ramps[2]	67.0	68.0	1.0	70 dBA	No
Laurel Canyon Boulevard	West of I-5 Northbound Off-Ramp[3]	66.6	67.6	1.0	+1 dBA	No
Branford Street	North of Laurel Canyon Boulevard[3]	66.0	67.0	1.0	+1 dBA	No
Branford Street	South of San Fernando Road[3]	63.0	64.0	1.0	+2 dBA	No
San Fernando Road	West of Sheldon Street[5]	69.5	70.5	1.0	+1 dBA	No
San Fernando Road	West of Branford Street[6]	62.3	63.3	1.0	65 dBA	No
Arleta Avenue	West of Van Nuys Boulevard[3]	66.9	67.6	0.7	+1 dBA	No
Glen Oaks Boulevard	West of Montague Street[3]	70.5	71.0	0.5	+1 dBA	No
Glen Oaks Boulevard	East of Osborne Street[3]	69.0	69.5	0.5	+1 dBA	No
Osborne Street	North of Glen Oaks Boulevard[3]	68.5	69.2	0.7	+1 dBA	No
Osborne Street	North of Dronfield Avenue[3]	65.4	66.1	0.7	+1 dBA	No
Foothill Boulevard	East of Osborne Street[3]	63.7	64.2	0.5	+2 dBA	No
Foothill Boulevard	West of I-210 Westbound Ramps[3]	60.0	60.5	0.5	+2 dBA	No
Roxford Street	South of I-5 Northbound Ramps[3]	57.7	58.7	1.0	60 dBA	No
San Fernando Road	East of Sunshine Canyon Road[3]	66.7	67.0	0.3	+1 dBA	No

Notes:
[1] Distance to nearest receptor shown in Table E, does not take into account existing noise barriers.
[2] Nearest sensitive receptor is a park.
[3] Nearest sensitive receptor is residential
[4] Nearest sensitive receptor is a school.
[5] Nearest sensitive receptor is a hospital.
[6] Nearest sensitive receptor is a motel.
Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table L shows that for the Alternative Route 4 conditions, the proposed project's noise increases to the nearby sensitive receptors from the generation of additional vehicular traffic would not exceed the increase thresholds detailed above. Furthermore, the proposed project would not cause the noise level at any nearby land use to exceed the normally compatible noise standard for the with project condition that did not already exceed the standards for the without project condition. Roadway noise impacts would be less than significant for Alternative Route 4.

Operation-Related Noise

The on-going operation of the proposed project would not result in a long-term increase in noise impacts. Currently, the project site requires occasional periodic visits from LACFCD staff and result in noise impacts from the vehicle transporting the workers to and from the project site. Implementation of the proposed project would not result in any additional site visits from LACFCD staff. Therefore, implementation of the proposed project would not increase operational-related noise impacts from the existing condition and would result in no impact.

Level of Significance

Less than significant impact during construction, no impact during operation.

7.3 Generation of Excessive Groundborne Vibration

The proposed project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operation of the proposed project.

Construction-Related Vibration Impacts

The construction activities for the proposed project are anticipated to include intake structure improvements, removal of sediment and reconfiguration of the spreading basins and the proposed improvements are anticipated to require the use of bulldozers, hoe rams (for concrete demolition), excavators, water trucks, a street sweeper, and dump trucks. The nearest sensitive receptors of vibration impacts to the project site are single-family homes as near as 35 feet southwest of the proposed improvements to the spreading grounds.

Since neither the City of Los Angeles General Plan or Municipal Code provide any vibration standards for construction activities, Caltrans guidance that is detailed in Section 4.2 has been utilized, which defines the threshold of perception from transient sources at 0.25 inch per second PPV.

The primary source of vibration during construction would be from the operation of bulldozers utilized in the spreading grounds and demolition of the headworks and from hoe rams utilized during demolition of the headworks. From Table H above, both large bulldozers and hoe rams would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite receptors (single-family homes located southwest of the spreading grounds) would be 0.061 inch per second PPV. The vibration level at the nearest vibration sensitive offsite receptor would be within the 0.25 inch per second PPV threshold detailed above. Therefore, a less than significant vibration impact is anticipated from construction of the proposed project.

Operation-Related Vibration Impacts

The on-going operation of the proposed project would not result in an increase in operations related vibration impacts. Currently, the project site requires annual maintenance including the use of bulldozers within the spreading basins. The annual maintenance at the project site will not increase as a result of the proposed project. Therefore, no vibration impact is anticipated from the operation of the proposed project.

Level of Significance

Less than significant impact during construction, no impact during operation.

7.4 Permanent Substantial Noise Level Increase

The ongoing operation of the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the proposed project. As detailed in Section 7.3, the project site currently requires occasional periodic visits from LACDPW staff and result in noise impacts from the vehicle transporting the workers to and from the project site. Implementation of the proposed project would not result in any additional site visits from LACFCD staff. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels and there would be no impact.

Level of Significance

No impact.

7.5 Temporary Substantial Noise Level Increase

Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The proposed project may create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above noise levels existing without the proposed project.

The construction activities for the proposed project are anticipated to require the use of two bulldozers, two excavators, three water trucks, a street sweeper, and 11 dump trucks; however, no more than four dump trucks are anticipated to be operating on the project site at any one time. In addition, a mounted impact hammer would be used on an excavator to demolish the existing diversion channel intake system. The nearest sensitive receptors to the project site have been detailed above in Section 1.4, which found the nearest sensitive receptors to the spreading basin are single-family homes and a church as near as 35 feet from the proposed improvements to Basin 6 and Devonwood Park located as near as 30 feet west of the proposed improvements to Basin 6. Since the construction equipment utilized on the diversion channel demolition would be different than what would be utilized on the spreading basin improvements, the nearest home to the diversion channel has also been analyzed.

Section 41.40(a) of the City of Los Angeles Municipal Code exempts construction activities from the City's noise standards provided construction activities do not take place between the hours of 9:00 p.m. and 7:00 a.m. The analysis above in Section 7.2 found that the proposed project would conform to, and be more restrictive than, the City construction hour limits. However, the City Municipal Code does not provide quantitative limits to the noise levels that may be created from construction activities. Even with adherence to the City standards for construction hours, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby offsite receptors.

In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds detailed above in Section 4.1 have been utilized. The FTA construction daytime noise thresholds limits noise exposure to the nearby homes to 80 dB or less over eight continuous hours or 90 dB or less over one continuous hour and this standard has been utilized to analyze the construction noise impacts to all of the offsite receptors. According to the project applicant, construction activities at the spreading basins would consist of the use of bulldozers and excavators that would be constantly moving and would result in activities occurring near any nearby sensitive receptor limited to less than one hour intervals and therefore the 1-hour construction noise threshold was utilized for the receptors next to the Spreading Basin. The demolition activities at the Diversion Channel would require the use of excavators with mounted impact hammers or hoe rams to break up the existing concrete and the demolition activities would have the potential of

occurring in the same general proximity for 8-hour durations and therefore the 8-hour construction noise threshold was utilized for the receptor next to the diversion channel. The results are shown below in Table M and the RCNM printouts are provided in Appendix B.

Table M – Unmitigated Worst-Case Construction Noise Levels at Nearest Property Lines

Sensitive Receptor	Distance to Receptor (feet)	Construction Noise Level (dBA Leq)	Threshold[1] (dBA Leq)	Exceed Threshold?
Devonwood Park	30	83	90	No
Nearest Home and Church to Spreading Basin	35	82	90	No
Nearest Home to Diversion Channel	40	86	80	**Yes**

Notes:
[1] Threshold for spreading basin activities based on FTA 1-hour daytime standard of 90 dBA Leq and threshold for Diversion Channel activities based on FTA 8-hour daytime standard of 80 dBA Leq.
Source: RCNM, Federal Highway Administration, 2006

Table M shows that greatest noise impacts would occur at the nearest homes to the Diversion Channel demolition activities, with a noise level as high as 86 dBA Leq at the nearest offsite residential use. Table M shows that the noise levels from Diversion Channel demolition activities would exceed the 80 dB 8-hour threshold detailed above. This would be considered a significant impact.

Mitigation Measure 1 is provided that would require the County of Los Angeles Department of Public Works to install an 8-foot high temporary sound wall along the shared property line with the nearby homes located northwest of the Diversion Channel Improvements. The temporary sound wall shall extend a minimum of 100 feet past the extent of the Diversion Channel demolition activities and shall be constructed of minimum ½-inch plywood or OSB. The temporary sound wall shall be installed prior to the start of demolition activities and shall remain until the completion of the Diversion Channel improvements.

The 8-foot height was utilized, since that is the height required to break the line-of-sight between the proposed construction equipment and a person standing in the backyard in the nearby homes. According to Caltrans *Technical Noise Supplement*, November 2009, a sound wall that is tall enough to break the line-of-sight between the proposed equipment and receiver would provide approximately 7 dB of noise reduction. This would result in a noise level of 79 dBA Leq at the nearest homes to the Diversion Channel demolition activities and would be within the 80 dBA Leq 8-hour standard for noise sources that would occur in the same location for 8-hours. It should also be noted that most of the demolition work would occur with the equipment located inside the intake canal, that is located as much as 20 feet below the grade of the surrounding receptors and this additional grade difference would provide additional sound attenuation. Therefore, with implementation of Mitigation Measure 1, a less than significant construction noise impact would occur from development of the proposed project.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 1:

The County of Los Angeles Department of Public Works shall construct a 8-foot high temporary sound wall along the shared property line with the nearby homes located northwest of the Diversion Channel Improvements. The temporary sound wall shall extend a minimum of 100 feet past the extent of the Diversion Channel demolition activities and shall be constructed of

minimum ½-inch plywood or OSB. The temporary sound wall shall be installed prior to the start of demolition activities and shall remain until the completion of the Diversion Channel improvements.

Level of Significance After Mitigation

Less than significant impact.

7.6 Aircraft Noise

The proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest airport is Whiteman Airport, located approximately 1.5 mile east of the project site. The project site is located outside of the 65 dBA CNEL noise contours of any airport and the site observations during the noise measurements determined that aircraft create minimal noise impacts at the project site. Furthermore, the proposed project would not introduce any new sensitive receptors to the project site or surrounding area. No aircraft noise impact would occur from implementation of the proposed project.

Level of Significance

No impact.

8.0 REFERENCES

California Department of Transportation, *2012 Annual Average Daily Truck Traffic on the California State Highway System*, 2014.

California Department of Transportation (Caltrans), *Technical Noise Supplement*, November 2009.

California Department of Transportation, *Transportation- and Construction-Induced Vibration Guidance Manual*, June, 2004

City of Los Angeles, *Noise Element of the Los Angeles City General Plan,* November, 1998.

City of Los Angeles, *Official City of Los Angeles Municipal Code Sixth Edition,* June 30, 2014.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment,* May 2006.

Linscott Law & Greenspan, *Revised Traffic Impact Study Pacoima Spreading Grounds Improvement Project,* July 13, 2017.

U.S. Department of Transportation, *FHWA Roadway Construction Noise Model User's Guide,* January, 2006.

APPENDIX A

Study Area Photo Index

Noise Measurement Site 1 - looking north

Noise Measurement Site 1 - looking northeast

Noise Measurement Site 1 - looking east

Noise Measurement Site 1 - looking southeast

Noise Measurement Site 1 - looking south

Noise Measurement Site 1 - looking southwest

Noise Measurement Site 1 - looking west

Noise Measurement Site 1 - looking northwest

Noise Measurement Site 2 - looking north

Noise Measurement Site 2 - looking northeast

Noise Measurement Site 2 - looking east

Noise Measurement Site 2 - looking southeast

Noise Measurement Site 2 - looking south

Noise Measurement Site 2 - looking southwest

Noise Measurement Site 2 - looking west

Noise Measurement Site 2 - looking northwest

Noise Measurement Site 3 - looking north

Noise Measurement Site 3 - looking northeast

Noise Measurement Site 3 - looking east

Noise Measurement Site 3 - looking southeast

Noise Measurement Site 3 - looking south

Noise Measurement Site 3 - looking southwest

Noise Measurement Site 3 - looking west

Noise Measurement Site 3 - looking northwest

Noise Measurement Site 4 - looking north

Noise Measurement Site 4 - looking northeast

Noise Measurement Site 4 - looking east

Noise Measurement Site 4 - looking southeast

Noise Measurement Site 4 - looking south

Noise Measurement Site 4 - looking southwest

Noise Measurement Site 4 - looking west

Noise Measurement Site 4 - looking northwest

APPENDIX B

Field Noise Measurement Printouts

General Information

Serial Number	02509
Model	831
Firmware Version	2.112
Filename	831_Data.001
User	GT
Job Description	Pacoima Spreading Grounds Improvements Project
Location	SW Corner of Intake Struckture Improvements
Measurement Description	
Start Time	Tuesday, 2014 August 19 12:19:19
Stop Time	Tuesday, 2014 August 19 12:33:49
Duration	00:14:30.2
Run Time	00:14:30.2
Pause	00:00:00.0
Pre Calibration	Tuesday, 2014 August 19 12:15:55
Post Calibration	None
Calibration Deviation	---

Note

Noise primarily from I-5 and aircraft
79F, 28.88 in Hg, 47% Hu, 4 mph wind, partly cloudy

Overall Data

LAeq		56.9	dB
LASmax	2014 Aug 19 12:32:22	69.5	dB
LApeak (max)	2014 Aug 19 12:31:56	90.6	dB
LASmin	2014 Aug 19 12:22:52	50.9	dB
LCeq		66.4	dB
LAeq		56.9	dB
LCeq - LAeq		9.5	dB
LAIeq		63.1	dB
LAeq		56.9	dB
LAIeq - LAeq		6.2	dB
Ldn		56.9	dB
LDay 07:00-23:00		56.9	dB
LNight 23:00-07:00		---	dB
Lden		56.9	dB
LDay 07:00-19:00		56.9	dB
LEvening 19:00-23:00		---	dB
LNight 23:00-07:00		---	dB
LAE		86.3	dB
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00		62.7	dBA
LAS10.00		58.9	dBA
LAS33.30		55.1	dBA
LAS50.00		54.2	dBA
LAS66.60		53.6	dBA
LAS90.00		52.4	dBA
LAS > 65.0 dB (Exceedence Counts / Duration)		9 / 33.2	s
LAS > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Settings

RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRM831	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 and 1/3	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Gain	+0	dB
Under Range Limit	26.2	dB
Under Range Peak	75.6	dB
Noise Floor	17.0	dB
Overload	143.2	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZeq	65.6	66.0	61.2	61.6	60.7	53.6	55.6	53.4	46.4	38.4	39.6	42.9
LZSmax	80.9	75.8	68.0	72.1	74.7	65.2	70.2	66.8	58.6	51.6	49.9	45.6
LZSmin	53.9	56.5	54.3	54.2	52.0	47.9	46.3	48.0	41.9	36.7	39.3	42.7

1/3 Spectra

Freq. (Hz):	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0
LZeq	62.3	60.2	59.7	60.9	62.6	59.7	57.6	56.1	55.2	55.4	57.0	57.7
LZSmax	78.6	74.8	77.5	73.4	72.5	69.1	66.1	64.0	63.2	67.5	70.4	71.8
LZSmin	43.5	46.0	46.3	49.9	50.8	49.8	49.3	48.3	48.1	49.0	48.9	47.8

Freq. (Hz):	100	125	160	200	250	315	400	500	630	800	1k	1.25k
LZeq	57.7	56.1	52.4	50.0	48.6	47.5	49.1	53.5	47.7	49.9	48.5	46.9
LZSmax	74.8	74.1	65.6	64.2	58.0	57.7	64.6	69.8	60.4	65.1	62.9	58.7
LZSmin	47.5	46.6	44.6	43.1	42.5	40.6	40.6	41.2	41.2	43.1	43.6	42.1

Freq. (Hz):	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
LZeq	44.1	41.0	36.5	34.4	33.3	33.1	33.7	34.7	35.9	36.9	37.8	39.5
LZSmax	56.5	55.7	48.6	50.2	46.7	44.9	45.4	45.9	43.3	41.4	40.9	40.3
LZSmin	39.3	36.3	33.4	31.8	31.4	32.1	33.1	34.2	35.5	36.6	37.5	39.3

Calibration History

Preamp	Date	dB re. 1V/Pa
PRM831	19 Aug 2014 12:15:52	-25.6
PRM831	12 Aug 2014 17:21:24	-26.0
PRM831	17 Jul 2014 15:40:25	-24.9
PRM831	15 May 2014 16:06:19	-25.8
PRM831	14 May 2014 15:41:45	-25.3
PRM831	05 May 2014 14:04:40	-26.0
PRM831	16 Jan 2014 14:11:47	-25.9
PRM831	15 Jan 2014 12:49:05	-25.7
PRM831	10 Dec 2013 14:32:57	-25.6
PRM831	25 Oct 2013 11:25:03	-25.8
PRM831	14 Oct 2013 15:34:47	-25.6

General Information

Serial Number	02509
Model	831
Firmware Version	2.112
Filename	831_Data.002
User	GT
Job Description	Pacoima Spreading Grounds Improvements Project
Location	South Side of Devonwood Park 150' east of Woodman Ave CL
Measurement Description	
Start Time	Tuesday, 2014 August 19 12:42:47
Stop Time	Tuesday, 2014 August 19 12:57:49
Duration	00:15:02.1
Run Time	00:15:02.1
Pause	00:00:00.0
Pre Calibration	Tuesday, 2014 August 19 12:15:52
Post Calibration	None
Calibration Deviation	---

Note

Noise primarily from Woodman Ave, kids playing park and aircraft
79F, 28.88 in Hg, 47% Hu, 4 mph wind, partly cloudy

Overall Data

LAeq		54.4	dB
LASmax	2014 Aug 19 12:55:08	69.5	dB
LApeak (max)	2014 Aug 19 12:55:07	87.9	dB
LASmin	2014 Aug 19 12:56:27	43.8	dB
LCeq		66.2	dB
LAeq		54.4	dB
LCeq - LAeq		11.8	dB
LAIeq		56.6	dB
LAeq		54.4	dB
LAIeq - LAeq		2.2	dB
Ldn		54.4	dB
LDay 07:00-23:00		54.4	dB
LNight 23:00-07:00		---	dB
Lden		54.4	dB
LDay 07:00-19:00		54.4	dB
LEvening 19:00-23:00		---	dB
LNight 23:00-07:00		---	dB
LAE		83.9	dB
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00		58.4	dBA
LAS10.00		57.2	dBA
LAS33.30		53.9	dBA
LAS50.00		52.3	dBA
LAS66.60		50.6	dBA
LAS90.00		46.7	dBA
LAS > 65.0 dB (Exceedence Counts / Duration)		2 / 9.4	s
LAS > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Settings

RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRM831	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 and 1/3	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Gain	+0	dB
Under Range Limit	26.2	dB
Under Range Peak	75.6	dB
Noise Floor	17.0	dB
Overload	143.2	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZeq	68.5	63.8	60.6	62.5	61.0	53.8	50.5	50.0	45.5	40.7	40.5	43.0
LZSmax	82.0	78.5	71.6	79.4	77.4	68.3	69.1	63.6	60.7	57.1	52.2	48.2
LZSmin	47.7	50.8	50.1	50.7	45.6	41.6	38.7	39.6	35.9	36.2	39.4	42.8

1/3 Spectra

Freq. (Hz):	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0
LZeq	65.5	63.4	61.7	60.0	58.2	58.9	55.0	54.5	57.2	58.7	57.4	57.0
LZSmax	78.9	76.4	77.7	76.7	73.7	73.2	69.3	66.0	70.7	79.2	73.2	72.5
LZSmin	38.9	42.2	42.3	45.0	45.3	46.3	45.7	44.9	46.1	44.4	45.9	40.5

Freq. (Hz):	100	125	160	200	250	315	400	500	630	800	1k	1.25k
LZeq	57.1	56.1	55.4	49.6	49.4	46.8	45.3	45.6	46.2	45.8	45.5	44.3
LZSmax	77.3	72.8	73.5	65.6	65.4	62.2	57.4	65.0	66.5	58.9	58.3	58.6
LZSmin	43.8	41.9	39.9	29.6	35.7	28.8	32.7	34.0	34.3	34.7	35.4	33.8

Freq. (Hz):	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
LZeq	42.6	40.2	38.3	37.1	35.6	35.0	35.1	35.5	36.4	37.0	37.9	39.6
LZSmax	57.7	54.7	53.9	54.0	50.8	51.3	49.1	47.5	45.5	44.8	43.1	44.0
LZSmin	32.1	30.5	30.1	30.6	31.3	32.1	33.2	34.4	35.7	36.2	37.6	39.4

Calibration History

Preamp	Date	dB re. 1V/Pa
PRM831	19 Aug 2014 12:15:52	-25.6
PRM831	12 Aug 2014 17:21:24	-26.0
PRM831	17 Jul 2014 15:40:25	-24.9
PRM831	15 May 2014 16:06:19	-25.8
PRM831	14 May 2014 15:41:45	-25.3
PRM831	05 May 2014 14:04:40	-26.0
PRM831	16 Jan 2014 14:11:47	-25.9
PRM831	15 Jan 2014 12:49:05	-25.7
PRM831	10 Dec 2013 14:32:57	-25.6
PRM831	25 Oct 2013 11:25:03	-25.8
PRM831	14 Oct 2013 15:34:47	-25.6

General Information

Serial Number	02509
Model	831
Firmware Version	2.112
Filename	831_Data.003
User	GT
Job Description	Pacoima Spreading Grounds Improvements Project
Location	East of Spreading Basins and 125' SW of end of Filmore St

Measurement Description	
Start Time	Tuesday, 2014 August 19 13:16:43
Stop Time	Tuesday, 2014 August 19 13:30:44
Duration	00:14:00.4
Run Time	00:14:00.4
Pause	00:00:00.0
Pre Calibration	Tuesday, 2014 August 19 12:15:52
Post Calibration	None
Calibration Deviation	---

Note

Noise primarily from aircraft and Devonshire St
79F, 28.88 in Hg, 47% Hu, 4 mph wind, partly cloudy

Overall Data

LAeq		49.6	dB
LASmax	2014 Aug 19 13:29:11	62.3	dB
LApeak (max)	2014 Aug 19 13:29:11	80.1	dB
LASmin	2014 Aug 19 13:21:05	42.6	dB
LCeq		62.9	dB
LAeq		49.6	dB
LCeq - LAeq		13.4	dB
LAIeq		52.3	dB
LAeq		49.6	dB
LAIeq - LAeq		2.7	dB
Ldn		49.6	dB
LDay 07:00-23:00		49.6	dB
LNight 23:00-07:00		---	dB
Lden		49.6	dB
LDay 07:00-19:00		49.6	dB
LEvening 19:00-23:00		---	dB
LNight 23:00-07:00		---	dB
LAE		78.8	dB
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00		56.4	dBA
LAS10.00		52.9	dBA
LAS33.30		46.4	dBA
LAS50.00		45.3	dBA
LAS66.60		44.5	dBA
LAS90.00		43.8	dBA

LAS > 65.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAS > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Settings

RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Slow	
Preamp		PRM831	
Integration Method		Linear	
OBA Range		Normal	
OBA Bandwidth		1/1 and 1/3	
OBA Freq. Weighting		Z Weighting	
OBA Max Spectrum		Bin Max	
Gain		+0	dB

Under Range Limit		26.2	dB
Under Range Peak		75.6	dB
Noise Floor		17.0	dB
Overload		143.2	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZeq	66.5	62.5	57.9	59.0	56.5	51.3	48.1	44.0	38.2	37.0	39.8	42.9
LZSmax	82.6	82.6	71.4	70.8	70.9	65.8	62.2	58.0	50.5	47.6	45.1	43.8
LZSmin	51.6	51.4	49.0	52.9	46.8	39.9	38.9	39.0	35.2	36.0	39.3	42.8

1/3 Spectra

Freq. (Hz):	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0
LZeq	63.3	61.4	59.9	58.5	56.8	58.1	54.3	51.6	52.4	52.6	54.5	55.1
LZSmax	78.6	77.4	81.4	80.2	76.0	76.2	67.4	64.1	67.4	64.9	70.1	64.9
LZSmin	41.9	43.3	45.8	45.7	44.2	46.2	42.8	43.1	43.1	43.4	45.0	48.1

Freq. (Hz):	100	125	160	200	250	315	400	500	630	800	1k	1.25k
LZeq	52.9	52.0	50.1	46.9	46.1	46.6	45.0	42.8	41.1	40.8	38.7	37.5
LZSmax	70.6	64.8	64.3	60.9	60.6	62.0	60.0	57.9	55.6	56.3	55.4	53.2
LZSmin	42.4	40.0	39.8	35.6	34.5	34.2	34.0	34.3	32.6	35.1	34.0	32.7

Freq. (Hz):	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
LZeq	35.0	32.7	31.7	31.7	32.1	32.7	34.0	35.1	36.0	36.8	37.8	39.6
LZSmax	48.8	45.3	44.0	42.8	43.9	43.7	42.3	41.4	39.0	38.4	38.7	39.9
LZSmin	31.1	29.8	29.7	30.3	31.1	32.0	33.1	34.3	35.7	36.6	37.5	39.3

Calibration History

Preamp	Date	dB re. 1V/Pa
PRM831	19 Aug 2014 12:15:52	-25.6
PRM831	12 Aug 2014 17:21:24	-26.0
PRM831	17 Jul 2014 15:40:25	-24.9
PRM831	15 May 2014 16:06:19	-25.8
PRM831	14 May 2014 15:41:45	-25.3
PRM831	05 May 2014 14:04:40	-26.0
PRM831	16 Jan 2014 14:11:47	-25.9
PRM831	15 Jan 2014 12:49:05	-25.7
PRM831	10 Dec 2013 14:32:57	-25.6
PRM831	25 Oct 2013 11:25:03	-25.8
PRM831	14 Oct 2013 15:34:47	-25.6

General Information

Serial Number	02509
Model	831
Firmware Version	2.112
Filename	831_Data.004
User	GT
Job Description	Pacoima Spreading Grounds Improvements Project
Location	At Sun Valley HS 50' SE of Sheldon St CL + 100' SW of Telfair Av

Measurement Description	
Start Time	Tuesday, 2014 August 19 13:50:02
Stop Time	Tuesday, 2014 August 19 14:03:03
Duration	00:13:00.5
Run Time	00:13:00.5
Pause	00:00:00.0
Pre Calibration	Tuesday, 2014 August 19 12:15:52
Post Calibration	None
Calibration Deviation	---

Note

Noise primarily from Sheldon St, Telfair Av and children
81 F, 28.90 in Hg, 35% Hu. 2 mph wind, partly cloudy

Overall Data

LAeq		67.3	dB
LASmax	2014 Aug 19 13:51:11	82.0	dB
LApeak (max)	2014 Aug 19 14:02:43	99.9	dB
LASmin	2014 Aug 19 14:01:31	50.2	dB
LCeq		77.7	dB
LAeq		67.3	dB
LCeq - LAeq		10.4	dB
LAIeq		69.2	dB
LAeq		67.3	dB
LAIeq - LAeq		1.9	dB
Ldn		67.3	dB
LDay 07:00-23:00		67.3	dB
LNight 23:00-07:00		---	dB
Lden		67.3	dB
LDay 07:00-19:00		67.3	dB
LEvening 19:00-23:00		---	dB
LNight 23:00-07:00		---	dB
LAE		96.2	dB
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	72.8	dBA
LAS10.00	70.4	dBA
LAS33.30	66.7	dBA
LAS50.00	64.5	dBA
LAS66.60	62.0	dBA
LAS90.00	57.0	dBA

LAS > 65.0 dB (Exceedence Counts / Duration)	33 / 433.6	s
LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Settings

RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRM831	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 and 1/3	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Gain	+0	dB
Under Range Limit	26.2	dB
Under Range Peak	75.6	dB
Noise Floor	17.0	dB
Overload	143.2	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZeq	69.0	68.4	70.3	75.6	70.6	67.2	64.9	62.8	57.7	51.2	49.2	48.4
LZSmax	85.7	86.4	83.6	95.1	84.6	85.6	82.2	75.0	68.3	64.7	72.9	71.5
LZSmin	52.9	53.8	51.5	57.5	55.0	49.2	45.7	45.4	40.1	36.8	39.5	42.8

1/3 Spectra

Freq. (Hz):	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0
LZeq	66.0	63.2	63.2	62.5	63.8	64.4	63.9	67.0	64.6	72.1	71.3	69.2
LZSmax	83.9	80.6	79.2	79.3	84.0	81.3	81.6	83.2	78.8	95.7	86.4	87.3
LZSmin	43.9	45.4	45.4	47.0	47.8	42.4	48.8	49.1	51.3	55.6	57.3	52.9

Freq. (Hz):	100	125	160	200	250	315	400	500	630	800	1k	1.25k
LZeq	65.7	66.9	64.4	62.2	62.5	62.6	61.0	59.8	59.3	59.1	58.4	56.4
LZSmax	81.1	84.3	80.0	78.8	78.5	84.6	80.8	73.0	72.4	70.5	74.9	66.7
LZSmin	48.5	31.0	46.7	39.3	43.2	41.7	40.8	41.2	39.8	41.0	40.9	38.9

Freq. (Hz):	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
LZeq	54.9	52.4	50.2	48.2	45.9	44.3	42.0	47.7	38.9	38.2	46.9	41.6
LZSmax	65.4	64.7	64.1	62.3	59.5	63.1	57.5	72.8	51.4	51.9	71.5	61.3
LZSmin	37.0	34.6	32.7	31.9	31.9	32.4	33.5	34.4	35.9	36.7	37.6	39.4

Calibration History

Preamp	Date	dB re. 1V/Pa
PRM831	19 Aug 2014 12:15:52	-25.6
PRM831	12 Aug 2014 17:21:24	-26.0
PRM831	17 Jul 2014 15:40:25	-24.9
PRM831	15 May 2014 16:06:19	-25.8
PRM831	14 May 2014 15:41:45	-25.3
PRM831	05 May 2014 14:04:40	-26.0
PRM831	16 Jan 2014 14:11:47	-25.9
PRM831	15 Jan 2014 12:49:05	-25.7
PRM831	10 Dec 2013 14:32:57	-25.6
PRM831	25 Oct 2013 11:25:03	-25.8
PRM831	14 Oct 2013 15:34:47	-25.6

APPENDIX C

FHWA Model Traffic Noise Contour Calculations

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

	Vehicle Mix 1 (Arterials)				Vehicle Mix 2 (Arterial With Project)				Vehicle Mix 3 (I-5)			
Vehicle Type	Day	Evening	Night	Daily	Day	Evening	Night	Daily	Day	Evenin	Night	Daily
Automobiles	69.50%	12.90%	9.60%	92.00%	64.11%	11.84%	8.81%	84.75%	63.84%	13.08%	15.31%	92.23%
Medium Trucks	1.44%	0.06%	1.50%	3.00%	1.32%	0.06%	1.38%	2.75%	1.22%	0.22%	0.62%	2.07%
Heavy Trucks	2.40%	0.10%	2.50%	5.00%	10.31%	0.09%	2.29%	12.69%	3.12%	0.30%	2.28%	5.70%

Road Name: Arleta Avenue **Segment: North of Devonshire Street**

Average Daily Traffic: 14380 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 1 Roadway Classification: Secondary

	NOISE PARAMETERS AT 150 FEET FROM CENTERLINE (Equiv. Lane Dist: 148.07 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-0.11	-7.18	-1.20	58.87	56.50	55.21	49.15	57.59	58.22	70 dBA:	**26**	**28**
Medium Trucks	76.31	-14.98	-7.18	-1.20	52.96	33.75	25.97	35.18	41.33	41.37	65 dBA:	**55**	**60**
Heavy Trucks	81.16	-12.76	-7.18	-1.20	60.03	43.04	35.25	44.46	50.62	50.65	60 dBA:	**119**	**129**
				Total:	**62.96**	**56.71**	**55.26**	**50.55**	**58.47**	**58.99**	55 dBA:	**255**	**277**

Road Name: Arleta Avenue **Segment: East of Devonshire Street**

Average Daily Traffic: 19540 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 1 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	1.22	-0.72	-1.20	66.66	64.29	62.99	56.94	65.37	66.00	70 dBA:	**34**	**37**
Medium Trucks	76.31	-13.65	-0.72	-1.20	60.74	41.54	33.75	42.96	49.12	49.15	65 dBA:	**73**	**79**
Heavy Trucks	81.16	-11.43	-0.72	-1.20	67.81	50.82	43.04	52.25	58.40	58.43	60 dBA:	**157**	**170**
				Total:	**70.74**	**64.50**	**63.04**	**58.34**	**66.25**	**66.78**	55 dBA:	**337**	**366**

Road Name: Paxton Street **Segment: North of Arleta Avenue**

Average Daily Traffic: 5160 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 1 Roadway Classification: Secondary

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 49.49 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-4.56	-0.04	-1.20	61.56	59.19	57.90	51.84	60.27	60.90	70 dBA:	**14**	**15**
Medium Trucks	76.31	-19.43	-0.04	-1.20	55.65	36.44	28.66	37.87	44.02	44.05	65 dBA:	**30**	**33**
Heavy Trucks	81.16	-17.21	-0.04	-1.20	62.71	45.72	37.94	47.15	53.30	53.34	60 dBA:	**66**	**71**
				Total:	**65.64**	**59.40**	**57.95**	**53.24**	**61.15**	**61.68**	55 dBA:	**141**	**153**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Paxton Street **Segment: North of I-5 Northbound Ramps**
Average Daily Traffic: 15380 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 1 Roadway Classification: Secondary

	NOISE PARAMETERS AT 50 FEET FROM CENTERLINE (Equiv. Lane Dist: 43.86 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	0.18	0.75	-1.20	67.09	64.72	63.43	57.37	65.80	66.43	70 dBA:	**30**	**33**
Medium Trucks	76.31	-14.69	0.75	-1.20	61.18	41.97	34.19	43.40	49.55	49.58	65 dBA:	**65**	**70**
Heavy Trucks	81.16	-12.47	0.75	-1.20	68.24	51.25	43.47	52.68	58.83	58.87	60 dBA:	**139**	**151**
				Total:	**71.17**	**64.93**	**63.47**	**58.77**	**66.68**	**67.21**	55 dBA:	**300**	**326**

Road Name: Laurel Canyon Boulevard **Segment: West of I-5 Southbound Ramps**
Average Daily Traffic: 22340 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	2.38	0.43	-1.20	66.72	64.35	63.05	57.00	65.43	66.06	70 dBA:	**32**	**35**
Medium Trucks	74.83	-12.48	0.43	-1.20	61.57	42.36	34.58	43.79	49.94	49.98	65 dBA:	**70**	**75**
Heavy Trucks	80.05	-10.27	0.43	-1.20	69.01	52.02	44.24	53.44	59.60	59.63	60 dBA:	**150**	**162**
				Total:	**71.49**	**64.62**	**63.12**	**58.73**	**66.53**	**67.04**	55 dBA:	**323**	**349**

Road Name: Laurel Canyon Boulevard **Segment: West of I-5 Northbound Off-Ramp**
Average Daily Traffic: 20140 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.93	0.43	-1.20	66.27	63.90	62.60	56.55	64.98	65.61	70 dBA:	**30**	**33**
Medium Trucks	74.83	-12.93	0.43	-1.20	61.12	41.91	34.13	43.34	49.49	49.53	65 dBA:	**65**	**70**
Heavy Trucks	80.05	-10.72	0.43	-1.20	68.56	51.57	43.79	52.99	59.15	59.18	60 dBA:	**140**	**151**
				Total:	**71.04**	**64.17**	**62.67**	**58.28**	**66.08**	**66.59**	55 dBA:	**301**	**326**

Road Name: Branford Street **Segment: North of Laurel Canyon Boulevard**
Average Daily Traffic: 16320 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 1 Roadway Classification: Secondary

	NOISE PARAMETERS AT 50 FEET FROM CENTERLINE (Equiv. Lane Dist: 43.86 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.02	0.75	-1.20	65.68	63.31	62.01	55.96	64.39	65.02	70 dBA:	**25**	**27**
Medium Trucks	74.83	-13.85	0.75	-1.20	60.53	41.32	33.54	42.75	48.90	48.94	65 dBA:	**54**	**58**
Heavy Trucks	80.05	-11.63	0.75	-1.20	67.97	50.98	43.20	52.40	58.56	58.59	60 dBA:	**116**	**126**
				Total:	**70.45**	**63.58**	**62.08**	**57.69**	**65.49**	**66.00**	55 dBA:	**250**	**270**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Branford Street **Segment: South of San Fernando Road**
Average Daily Traffic: 11500 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 1 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	-0.50	-0.72	-1.20	62.69	60.31	59.02	52.97	61.40	62.03	70 dBA:	**19**	**21**
Medium Trucks	74.83	-15.37	-0.72	-1.20	57.54	38.33	30.55	39.76	45.91	45.94	65 dBA:	**41**	**44**
Heavy Trucks	80.05	-13.15	-0.72	-1.20	64.97	47.98	40.20	49.41	55.56	55.60	60 dBA:	**88**	**95**
				Total:	**67.46**	**60.59**	**59.08**	**54.69**	**62.50**	**63.00**	55 dBA:	**190**	**205**

Road Name: San Fernando Road **Segment: West of Sheldon Street**
Average Daily Traffic: 17150 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 40 FEET FROM CENTERLINE (Equiv. Lane Dist: 26.46 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.23	4.04	-1.20	69.19	66.82	65.52	59.47	67.90	68.53	70 dBA:	**34**	**37**
Medium Trucks	74.83	-13.63	4.04	-1.20	64.04	44.83	37.05	46.26	52.41	52.45	65 dBA:	**74**	**80**
Heavy Trucks	80.05	-11.41	4.04	-1.20	71.48	54.49	46.70	55.91	62.07	62.10	60 dBA:	**159**	**172**
				Total:	**73.96**	**67.09**	**65.58**	**61.20**	**69.00**	**69.51**	55 dBA:	**343**	**371**

Road Name: San Fernando Road **Segment: West of Branford Street**
Average Daily Traffic: 16840 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 85 FEET FROM CENTERLINE (Equiv. Lane Dist: 79.53 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.16	-3.13	-1.20	61.94	59.57	58.27	52.22	60.65	61.28	70 dBA:	**24**	**26**
Medium Trucks	74.83	-13.71	-3.13	-1.20	56.79	37.58	29.80	39.01	45.16	45.20	65 dBA:	**52**	**56**
Heavy Trucks	80.05	-11.49	-3.13	-1.20	64.23	47.24	39.46	48.66	54.82	54.85	60 dBA:	**111**	**120**
				Total:	**66.71**	**59.84**	**58.34**	**53.95**	**61.75**	**62.26**	55 dBA:	**240**	**259**

Road Name: Arleta Avenue **Segment: West of Van Nuys Boulevard**
Average Daily Traffic: 20280 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 1 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	1.38	-0.72	-1.20	66.82	64.45	63.15	57.10	65.53	66.16	70 dBA:	**35**	**38**
Medium Trucks	76.31	-13.48	-0.72	-1.20	60.91	41.70	33.92	43.12	49.28	49.31	65 dBA:	**75**	**81**
Heavy Trucks	81.16	-11.27	-0.72	-1.20	67.97	50.98	43.20	52.41	58.56	58.60	60 dBA:	**161**	**174**
				Total:	**70.90**	**64.66**	**63.20**	**58.50**	**66.41**	**66.94**	55 dBA:	**346**	**375**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Glen Oaks Boulevard **Segment: West of Montague Street**
Average Daily Traffic: 26300 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	2.00	0.43	-1.20	70.57	68.20	66.91	60.85	69.28	69.91	70 dBA:	**55**	**60**
Medium Trucks	77.62	-12.87	0.43	-1.20	63.98	44.77	36.99	46.20	52.35	52.39	65 dBA:	**119**	**129**
Heavy Trucks	82.14	-10.65	0.43	-1.20	70.72	53.73	45.95	55.16	61.31	61.34	60 dBA:	**255**	**278**
				Total:	**74.10**	**68.37**	**66.94**	**62.00**	**70.00**	**70.55**	55 dBA:	**550**	**598**

Road Name: Glen Oaks Boulevard **Segment: East of Osborne Street**
Average Daily Traffic: 22120 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 51.96 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	1.25	-0.35	-1.20	69.04	66.67	65.37	59.32	67.75	68.38	70 dBA:	**47**	**52**
Medium Trucks	77.62	-13.62	-0.35	-1.20	62.45	43.24	35.46	44.67	50.82	50.86	65 dBA:	**102**	**111**
Heavy Trucks	82.14	-11.40	-0.35	-1.20	69.19	52.20	44.42	53.62	59.78	59.81	60 dBA:	**220**	**239**
				Total:	**72.57**	**66.84**	**65.41**	**60.47**	**68.47**	**69.01**	55 dBA:	**474**	**516**

Road Name: Osborne Street **Segment: North of Glen Oaks Boulevard**
Average Daily Traffic: 22230 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	1.78	0.43	-1.20	68.37	66.00	64.70	58.65	67.08	67.71	70 dBA:	**40**	**44**
Medium Trucks	76.31	-13.09	0.43	-1.20	62.45	43.25	35.46	44.67	50.83	50.86	65 dBA:	**87**	**94**
Heavy Trucks	81.16	-10.87	0.43	-1.20	69.52	52.53	44.75	53.96	60.11	60.14	60 dBA:	**187**	**202**
				Total:	**72.45**	**66.21**	**64.75**	**60.04**	**67.96**	**68.49**	55 dBA:	**402**	**436**

Road Name: Osborne Street **Segment: North of Dronfield Avenue**
Average Daily Traffic: 17580 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 70 FEET FROM CENTERLINE (Equiv. Lane Dist: 63.25 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	0.76	-1.63	-1.20	65.29	62.92	61.62	55.57	64.00	64.63	70 dBA:	**32**	**35**
Medium Trucks	76.31	-14.10	-1.63	-1.20	59.37	40.17	32.38	41.59	47.75	47.78	65 dBA:	**69**	**75**
Heavy Trucks	81.16	-11.89	-1.63	-1.20	66.44	49.45	41.67	50.88	57.03	57.06	60 dBA:	**148**	**161**
				Total:	**69.37**	**63.13**	**61.67**	**56.97**	**64.88**	**65.41**	55 dBA:	**319**	**346**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Foothill Boulevard **Segment: East of Osborne Street**
Average Daily Traffic: 16050 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 100 FEET FROM CENTERLINE (Equiv. Lane Dist: 95.39 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	-0.14	-4.31	-1.20	63.69	61.32	60.02	53.97	62.40	63.03	70 dBA:	**35**	**38**
Medium Trucks	77.62	-15.01	-4.31	-1.20	57.10	37.89	30.11	39.32	45.47	45.51	65 dBA:	**75**	**81**
Heavy Trucks	82.14	-12.79	-4.31	-1.20	63.84	46.85	39.07	48.27	54.43	54.46	60 dBA:	**161**	**175**
				Total:	**67.22**	**61.49**	**60.06**	**55.12**	**63.12**	**63.66**	55 dBA:	**348**	**378**

Road Name: Foothill Boulevard **Segment: West of I-210 Westbound Ramps**
Average Daily Traffic: 17440 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 180 FEET FROM CENTERLINE (Equiv. Lane Dist: 177.48 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	0.22	-8.36	-1.20	60.00	57.63	56.34	50.28	58.72	59.35	70 dBA:	**36**	**39**
Medium Trucks	77.62	-14.65	-8.36	-1.20	53.42	34.21	26.43	35.63	41.79	41.82	65 dBA:	**77**	**83**
Heavy Trucks	82.14	-12.43	-8.36	-1.20	60.15	43.16	35.38	44.59	50.74	50.78	60 dBA:	**165**	**179**
				Total:	**63.53**	**57.80**	**56.38**	**51.44**	**59.43**	**59.98**	55 dBA:	**356**	**387**

Road Name: Roxford Street **Segment: South of I-5 Northbound Ramps**
Average Daily Traffic: 19680 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 180 FEET FROM CENTERLINE (Equiv. Lane Dist: 177.48 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.83	-8.36	-1.20	57.39	55.01	53.72	47.67	56.10	56.73	70 dBA:	**25**	**27**
Medium Trucks	74.83	-13.03	-8.36	-1.20	52.24	33.03	25.25	34.46	40.61	40.64	65 dBA:	**54**	**59**
Heavy Trucks	80.05	-10.82	-8.36	-1.20	59.67	42.68	34.90	44.11	50.27	50.30	60 dBA:	**117**	**127**
				Total:	**62.16**	**55.29**	**53.78**	**49.39**	**57.20**	**57.71**	55 dBA:	**252**	**273**

Road Name: San Fernando Road **Segment: East of Sunshine Canyon Road**
Average Daily Traffic: 28720 Vehicles Vehicle Speed: 50 MPH Vehicle Mix: 1 Roadway Classification: Major

	NOISE PARAMETERS AT 110 FEET FROM CENTERLINE (Equiv. Lane Dist: 105.83 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	71.12	1.92	-4.99	-1.20	66.86	64.48	63.19	57.14	65.57	66.20	70 dBA:	**61**	**67**
Medium Trucks	78.79	-12.94	-4.99	-1.20	59.66	40.46	32.67	41.88	48.04	48.07	65 dBA:	**132**	**143**
Heavy Trucks	83.02	-10.72	-4.99	-1.20	66.11	49.12	41.34	50.55	56.70	56.73	60 dBA:	**283**	**309**
				Total:	**69.94**	**64.63**	**63.22**	**58.10**	**66.17**	**66.72**	55 dBA:	**611**	**665**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 1 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

	Vehicle Mix 1 (Arterials)				Vehicle Mix 2 (Arterial With Project)				Vehicle Mix 3 (I-5)			
Vehicle Type	Day	Evening	Night	Daily	Day	Evening	Night	Daily	Day	Evenin	Night	Daily
Automobiles	69.50%	12.90%	9.60%	92.00%	64.11%	11.84%	8.81%	84.75%	63.84%	13.08%	15.31%	92.23%
Medium Trucks	1.44%	0.06%	1.50%	3.00%	1.32%	0.06%	1.38%	2.75%	1.22%	0.22%	0.62%	2.07%
Heavy Trucks	2.40%	0.10%	2.50%	5.00%	10.31%	0.09%	2.29%	12.69%	3.12%	0.30%	2.28%	5.70%

Road Name: Arleta Avenue **Segment: North of Devonshire Street**

Average Daily Traffic: 14790 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 150 FEET FROM CENTERLINE (Equiv. Lane Dist: 148.07 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-0.34	-7.18	-1.20	58.64	55.92	54.60	48.55	56.99	57.62	70 dBA:	**30**	**31**
Medium Trucks	76.31	-15.23	-7.18	-1.20	52.71	33.13	25.35	34.55	40.71	40.74	65 dBA:	**64**	**68**
Heavy Trucks	81.16	-8.59	-7.18	-1.20	64.19	53.53	39.05	48.26	55.62	55.65	60 dBA:	**137**	**146**
				Total:	**65.49**	**57.91**	**54.73**	**51.50**	**59.43**	**59.81**	55 dBA:	**296**	**314**

Road Name: Arleta Avenue **Segment: East of Devonshire Street**

Average Daily Traffic: 19550 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	0.87	-0.72	-1.20	66.30	63.58	62.27	56.21	64.65	65.28	70 dBA:	**38**	**41**
Medium Trucks	76.31	-14.02	-0.72	-1.20	60.37	40.79	33.01	42.22	48.37	48.41	65 dBA:	**83**	**88**
Heavy Trucks	81.16	-7.38	-0.72	-1.20	71.86	61.20	46.71	55.92	63.28	63.31	60 dBA:	**178**	**189**
				Total:	**73.16**	**65.58**	**62.39**	**59.17**	**67.09**	**67.47**	55 dBA:	**384**	**407**

Road Name: Paxton Street **Segment: North of Arleta Avenue**

Average Daily Traffic: 5570 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 49.49 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-4.59	-0.04	-1.20	61.54	58.81	57.50	51.44	59.89	60.51	70 dBA:	**17**	**18**
Medium Trucks	76.31	-19.47	-0.04	-1.20	55.61	36.03	28.24	37.45	43.61	43.64	65 dBA:	**36**	**39**
Heavy Trucks	81.16	-12.83	-0.04	-1.20	67.09	56.43	41.95	51.16	58.52	58.54	60 dBA:	**79**	**83**
				Total:	**68.39**	**60.81**	**57.62**	**54.40**	**62.32**	**62.70**	55 dBA:	**169**	**179**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 1 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Paxton Street **Segment: North of I-5 Northbound Ramps**
Average Daily Traffic: 15670 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 50 FEET FROM CENTERLINE (Equiv. Lane Dist: 43.86 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-0.09	0.75	-1.20	66.82	64.09	62.78	56.72	65.16	65.79	70 dBA:	**35**	**37**
Medium Trucks	76.31	-14.98	0.75	-1.20	60.88	41.30	33.52	42.73	48.88	48.92	65 dBA:	**75**	**79**
Heavy Trucks	81.16	-8.34	0.75	-1.20	72.37	61.71	47.22	56.43	63.80	63.82	60 dBA:	**161**	**170**
				Total:	**73.67**	**66.09**	**62.90**	**59.68**	**67.60**	**67.98**	55 dBA:	**346**	**367**

Road Name: Laurel Canyon Boulevard **Segment: West of I-5 Southbound Ramps**
Average Daily Traffic: 22380 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	2.03	0.43	-1.20	66.37	63.65	62.33	56.28	64.72	65.35	70 dBA:	**38**	**41**
Medium Trucks	74.83	-12.85	0.43	-1.20	61.20	41.62	33.84	43.05	49.20	49.24	65 dBA:	**83**	**87**
Heavy Trucks	80.05	-6.21	0.43	-1.20	73.06	62.40	47.92	57.12	64.49	64.51	60 dBA:	**179**	**188**
				Total:	**74.13**	**66.09**	**62.49**	**59.82**	**67.68**	**68.02**	55 dBA:	**385**	**406**

Road Name: Laurel Canyon Boulevard **Segment: West of I-5 Northbound Off-Ramp**
Average Daily Traffic: 20180 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.58	0.43	-1.20	65.92	63.20	61.88	55.83	64.27	64.90	70 dBA:	**36**	**38**
Medium Trucks	74.83	-13.30	0.43	-1.20	60.76	41.17	33.39	42.60	48.75	48.79	65 dBA:	**77**	**82**
Heavy Trucks	80.05	-6.66	0.43	-1.20	72.61	61.95	47.47	56.67	64.04	64.06	60 dBA:	**167**	**176**
				Total:	**73.68**	**65.64**	**62.04**	**59.37**	**67.23**	**67.57**	55 dBA:	**359**	**379**

Road Name: Branford Street **Segment: North of Laurel Canyon Boulevard**
Average Daily Traffic: 16360 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 50 FEET FROM CENTERLINE (Equiv. Lane Dist: 43.86 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.67	0.75	-1.20	65.33	62.61	61.29	55.24	63.68	64.31	70 dBA:	**30**	**31**
Medium Trucks	74.83	-14.21	0.75	-1.20	60.17	40.59	32.80	42.01	48.17	48.20	65 dBA:	**64**	**68**
Heavy Trucks	80.05	-7.57	0.75	-1.20	72.02	61.36	46.88	56.09	63.45	63.48	60 dBA:	**139**	**146**
				Total:	**73.09**	**65.06**	**61.45**	**58.79**	**66.64**	**66.98**	55 dBA:	**298**	**315**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 1 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Branford Street **Segment: South of San Fernando Road**
Average Daily Traffic: 11590 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	-0.82	-0.72	-1.20	62.36	59.64	58.32	52.27	60.71	61.34	70 dBA:	**23**	**24**
Medium Trucks	74.83	-15.71	-0.72	-1.20	57.20	37.62	29.83	39.04	45.20	45.23	65 dBA:	**49**	**52**
Heavy Trucks	80.05	-9.07	-0.72	-1.20	69.05	58.39	43.91	53.12	60.48	60.51	60 dBA:	**105**	**111**
				Total:	**70.12**	**62.09**	**58.48**	**55.82**	**63.67**	**64.01**	55 dBA:	**227**	**239**

Road Name: San Fernando Road **Segment: West of Sheldon Street**
Average Daily Traffic: 17150 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 40 FEET FROM CENTERLINE (Equiv. Lane Dist: 26.46 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.88	4.04	-1.20	68.83	66.11	64.79	58.74	67.18	67.81	70 dBA:	**41**	**43**
Medium Trucks	74.83	-14.01	4.04	-1.20	63.67	44.08	36.30	45.51	51.66	51.70	65 dBA:	**88**	**93**
Heavy Trucks	80.05	-7.37	4.04	-1.20	75.52	64.86	50.38	59.58	66.95	66.97	60 dBA:	**190**	**200**
				Total:	**76.59**	**68.55**	**64.95**	**62.28**	**70.14**	**70.48**	55 dBA:	**409**	**431**

Road Name: San Fernando Road **Segment: West of Branford Street**
Average Daily Traffic: 17000 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 85 FEET FROM CENTERLINE (Equiv. Lane Dist: 79.53 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.84	-3.13	-1.20	61.62	58.90	57.58	51.53	59.97	60.60	70 dBA:	**29**	**30**
Medium Trucks	74.83	-14.04	-3.13	-1.20	56.46	36.88	29.09	38.30	44.46	44.49	65 dBA:	**62**	**65**
Heavy Trucks	80.05	-7.41	-3.13	-1.20	68.31	57.65	43.17	52.38	59.74	59.77	60 dBA:	**133**	**140**
				Total:	**69.38**	**61.35**	**57.74**	**55.08**	**62.93**	**63.27**	55 dBA:	**287**	**303**

Road Name: Arleta Avenue **Segment: West of Van Nuys Boulevard**
Average Daily Traffic: 20290 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	1.03	-0.72	-1.20	66.47	63.74	62.43	56.37	64.81	65.44	70 dBA:	**39**	**42**
Medium Trucks	76.31	-13.86	-0.72	-1.20	60.53	40.95	33.17	42.38	48.53	48.57	65 dBA:	**85**	**90**
Heavy Trucks	81.16	-7.22	-0.72	-1.20	72.02	61.36	46.87	56.08	63.45	63.47	60 dBA:	**183**	**194**
				Total:	**73.32**	**65.74**	**62.55**	**59.33**	**67.25**	**67.63**	55 dBA:	**393**	**417**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 1 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Glen Oaks Boulevard **Segment: West of Montague Street**
Average Daily Traffic: 26420 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	1.66	0.43	-1.20	70.23	67.51	66.20	60.14	68.58	69.21	70 dBA:	**61**	**64**
Medium Trucks	77.62	-13.22	0.43	-1.20	63.63	44.05	36.26	45.47	51.63	51.66	65 dBA:	**130**	**139**
Heavy Trucks	82.14	-6.58	0.43	-1.20	74.79	64.12	49.64	58.85	66.21	66.24	60 dBA:	**281**	**299**
				Total:	**76.33**	**69.16**	**66.29**	**62.64**	**70.62**	**71.03**	55 dBA:	**605**	**645**

Road Name: Glen Oaks Boulevard **Segment: East of Osborne Street**
Average Daily Traffic: 22240 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 51.96 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	0.92	-0.35	-1.20	68.71	65.98	64.67	58.61	67.05	67.68	70 dBA:	**52**	**56**
Medium Trucks	77.62	-13.97	-0.35	-1.20	62.10	42.52	34.74	43.95	50.10	50.13	65 dBA:	**112**	**120**
Heavy Trucks	82.14	-7.33	-0.35	-1.20	73.26	62.60	48.11	57.32	64.68	64.71	60 dBA:	**242**	**258**
				Total:	**74.80**	**67.64**	**64.77**	**61.11**	**69.09**	**69.51**	55 dBA:	**522**	**556**

Road Name: Osborne Street **Segment: North of Glen Oaks Boulevard**
Average Daily Traffic: 22350 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	1.45	0.43	-1.20	68.03	65.31	64.00	57.94	66.38	67.01	70 dBA:	**46**	**49**
Medium Trucks	76.31	-13.44	0.43	-1.20	62.10	42.52	34.74	43.95	50.10	50.14	65 dBA:	**99**	**105**
Heavy Trucks	81.16	-6.80	0.43	-1.20	73.59	62.93	48.44	57.65	65.02	65.04	60 dBA:	**213**	**226**
				Total:	**74.89**	**67.31**	**64.12**	**60.90**	**68.82**	**69.20**	55 dBA:	**459**	**487**

Road Name: Osborne Street **Segment: North of Dronfield Avenue**
Average Daily Traffic: 17700 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 70 FEET FROM CENTERLINE (Equiv. Lane Dist: 63.25 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	0.44	-1.63	-1.20	64.96	62.24	60.92	54.87	63.31	63.94	70 dBA:	**36**	**39**
Medium Trucks	76.31	-14.45	-1.63	-1.20	59.03	39.45	31.67	40.88	47.03	47.06	65 dBA:	**79**	**83**
Heavy Trucks	81.16	-7.81	-1.63	-1.20	70.51	59.85	45.37	54.58	61.94	61.97	60 dBA:	**169**	**179**
				Total:	**71.82**	**64.23**	**61.05**	**57.82**	**65.75**	**66.13**	55 dBA:	**364**	**386**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 1 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Foothill Boulevard **Segment: East of Osborne Street**
Average Daily Traffic: 16170 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 100 FEET FROM CENTERLINE (Equiv. Lane Dist: 95.39 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	-0.47	-4.31	-1.20	63.36	60.64	59.33	53.27	61.71	62.34	70 dBA:	**38**	**41**
Medium Trucks	77.62	-15.35	-4.31	-1.20	56.76	37.18	29.40	38.60	44.76	44.79	65 dBA:	**83**	**88**
Heavy Trucks	82.14	-8.71	-4.31	-1.20	67.92	57.25	42.77	51.98	59.34	59.37	60 dBA:	**178**	**190**
				Total:	**69.46**	**62.29**	**59.42**	**55.77**	**63.75**	**64.17**	55 dBA:	**383**	**408**

Road Name: Foothill Boulevard **Segment: West of I-210 Westbound Ramps**
Average Daily Traffic: 17560 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 180 FEET FROM CENTERLINE (Equiv. Lane Dist: 177.48 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	-0.11	-8.36	-1.20	59.68	56.95	55.64	49.58	58.02	58.65	70 dBA:	**39**	**42**
Medium Trucks	77.62	-14.99	-8.36	-1.20	53.07	33.49	25.71	34.92	41.07	41.11	65 dBA:	**84**	**90**
Heavy Trucks	82.14	-8.36	-8.36	-1.20	64.23	53.57	39.08	48.29	55.66	55.68	60 dBA:	**182**	**194**
				Total:	**65.77**	**58.61**	**55.74**	**52.08**	**60.07**	**60.48**	55 dBA:	**392**	**417**

Road Name: Roxford Street **Segment: South of I-5 Northbound Ramps**
Average Daily Traffic: 19840 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 180 FEET FROM CENTERLINE (Equiv. Lane Dist: 177.48 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.51	-8.36	-1.20	57.06	54.34	53.03	46.97	55.41	56.04	70 dBA:	**30**	**32**
Medium Trucks	74.83	-13.37	-8.36	-1.20	51.90	32.32	24.54	33.74	39.90	39.93	65 dBA:	**65**	**69**
Heavy Trucks	80.05	-6.74	-8.36	-1.20	63.75	53.09	38.61	47.82	55.18	55.21	60 dBA:	**140**	**148**
				Total:	**64.83**	**56.79**	**53.19**	**50.52**	**58.37**	**58.71**	55 dBA:	**302**	**318**

Road Name: San Fernando Road **Segment: East of Sunshine Canyon Road**
Average Daily Traffic: 29040 Vehicles Vehicle Speed: 50 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 110 FEET FROM CENTERLINE (Equiv. Lane Dist: 105.83 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	71.12	1.62	-4.99	-1.20	66.55	63.83	62.51	56.46	64.90	65.53	70 dBA:	**66**	**70**
Medium Trucks	78.79	-13.27	-4.99	-1.20	59.34	39.76	31.98	41.18	47.34	47.37	65 dBA:	**141**	**151**
Heavy Trucks	83.02	-6.63	-4.99	-1.20	70.20	59.54	45.06	54.27	61.63	61.66	60 dBA:	**304**	**325**
				Total:	**72.00**	**65.21**	**62.59**	**58.59**	**66.62**	**67.07**	55 dBA:	**655**	**701**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 2 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

	Vehicle Mix 1 (Arterials)				Vehicle Mix 2 (Arterial With Project)				Vehicle Mix 3 (I-5)			
Vehicle Type	Day	Evening	Night	Daily	Day	Evening	Night	Daily	Day	Evenin	Night	Daily
Automobiles	69.50%	12.90%	9.60%	92.00%	64.11%	11.84%	8.81%	84.75%	63.84%	13.08%	15.31%	92.23%
Medium Trucks	1.44%	0.06%	1.50%	3.00%	1.32%	0.06%	1.38%	2.75%	1.22%	0.22%	0.62%	2.07%
Heavy Trucks	2.40%	0.10%	2.50%	5.00%	10.31%	0.09%	2.29%	12.69%	3.12%	0.30%	2.28%	5.70%

Road Name: Arleta Avenue **Segment: North of Devonshire Street**

Average Daily Traffic: 14790 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 150 FEET FROM CENTERLINE (Equiv. Lane Dist: 148.07 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-0.34	-7.18	-1.20	58.64	55.92	54.60	48.55	56.99	57.62	70 dBA:	**30**	**31**
Medium Trucks	76.31	-15.23	-7.18	-1.20	52.71	33.13	25.35	34.55	40.71	40.74	65 dBA:	**64**	**68**
Heavy Trucks	81.16	-8.59	-7.18	-1.20	64.19	53.53	39.05	48.26	55.62	55.65	60 dBA:	**137**	**146**
				Total:	**65.49**	**57.91**	**54.73**	**51.50**	**59.43**	**59.81**	55 dBA:	**296**	**314**

Road Name: Arleta Avenue **Segment: East of Devonshire Street**

Average Daily Traffic: 19550 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	0.87	-0.72	-1.20	66.30	63.58	62.27	56.21	64.65	65.28	70 dBA:	**38**	**41**
Medium Trucks	76.31	-14.02	-0.72	-1.20	60.37	40.79	33.01	42.22	48.37	48.41	65 dBA:	**83**	**88**
Heavy Trucks	81.16	-7.38	-0.72	-1.20	71.86	61.20	46.71	55.92	63.28	63.31	60 dBA:	**178**	**189**
				Total:	**73.16**	**65.58**	**62.39**	**59.17**	**67.09**	**67.47**	55 dBA:	**384**	**407**

Road Name: Paxton Street **Segment: North of Arleta Avenue**

Average Daily Traffic: 5570 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 49.49 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-4.59	-0.04	-1.20	61.54	58.81	57.50	51.44	59.89	60.51	70 dBA:	**17**	**18**
Medium Trucks	76.31	-19.47	-0.04	-1.20	55.61	36.03	28.24	37.45	43.61	43.64	65 dBA:	**36**	**39**
Heavy Trucks	81.16	-12.83	-0.04	-1.20	67.09	56.43	41.95	51.16	58.52	58.54	60 dBA:	**79**	**83**
				Total:	**68.39**	**60.81**	**57.62**	**54.40**	**62.32**	**62.70**	55 dBA:	**169**	**179**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 2 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Paxton Street **Segment: North of I-5 Northbound Ramps**
Average Daily Traffic: 15670 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 50 FEET FROM CENTERLINE (Equiv. Lane Dist: 43.86 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-0.09	0.75	-1.20	66.82	64.09	62.78	56.72	65.16	65.79	70 dBA:	**35**	**37**
Medium Trucks	76.31	-14.98	0.75	-1.20	60.88	41.30	33.52	42.73	48.88	48.92	65 dBA:	**75**	**79**
Heavy Trucks	81.16	-8.34	0.75	-1.20	72.37	61.71	47.22	56.43	63.80	63.82	60 dBA:	**161**	**170**
				Total:	**73.67**	**66.09**	**62.90**	**59.68**	**67.60**	**67.98**	55 dBA:	**346**	**367**

Road Name: Laurel Canyon Boulevard **Segment: West of I-5 Southbound Ramps**
Average Daily Traffic: 22460 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	2.05	0.43	-1.20	66.39	63.66	62.35	56.29	64.73	65.36	70 dBA:	**39**	**41**
Medium Trucks	74.83	-12.83	0.43	-1.20	61.22	41.64	33.86	43.07	49.22	49.25	65 dBA:	**83**	**88**
Heavy Trucks	80.05	-6.20	0.43	-1.20	73.08	62.42	47.93	57.14	64.50	64.53	60 dBA:	**179**	**189**
				Total:	**74.15**	**66.11**	**62.51**	**59.84**	**67.69**	**68.03**	55 dBA:	**386**	**407**

Road Name: Laurel Canyon Boulevard **Segment: West of I-5 Northbound Off-Ramp**
Average Daily Traffic: 20260 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.60	0.43	-1.20	65.94	63.21	61.90	55.84	64.28	64.91	70 dBA:	**36**	**38**
Medium Trucks	74.83	-13.28	0.43	-1.20	60.77	41.19	33.41	42.62	48.77	48.81	65 dBA:	**78**	**82**
Heavy Trucks	80.05	-6.64	0.43	-1.20	72.63	61.97	47.48	56.69	64.06	64.08	60 dBA:	**167**	**176**
				Total:	**73.70**	**65.66**	**62.06**	**59.39**	**67.24**	**67.59**	55 dBA:	**360**	**380**

Road Name: Branford Street **Segment: North of Laurel Canyon Boulevard**
Average Daily Traffic: 16440 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 50 FEET FROM CENTERLINE (Equiv. Lane Dist: 43.86 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.69	0.75	-1.20	65.35	62.63	61.32	55.26	63.70	64.33	70 dBA:	**30**	**32**
Medium Trucks	74.83	-14.19	0.75	-1.20	60.19	40.61	32.83	42.03	48.19	48.22	65 dBA:	**65**	**68**
Heavy Trucks	80.05	-7.55	0.75	-1.20	72.04	61.38	46.90	56.11	63.47	63.50	60 dBA:	**139**	**146**
				Total:	**73.11**	**65.08**	**61.48**	**58.81**	**66.66**	**67.00**	55 dBA:	**299**	**316**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 2 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Branford Street **Segment: South of San Fernando Road**
Average Daily Traffic: 11790 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	-0.75	-0.72	-1.20	62.44	59.71	58.40	52.34	60.78	61.41	70 dBA:	**23**	**24**
Medium Trucks	74.83	-15.63	-0.72	-1.20	57.27	37.69	29.91	39.12	45.27	45.31	65 dBA:	**49**	**52**
Heavy Trucks	80.05	-9.00	-0.72	-1.20	69.13	58.47	43.98	53.19	60.56	60.58	60 dBA:	**107**	**112**
				Total:	**70.20**	**62.16**	**58.56**	**55.89**	**63.74**	**64.09**	55 dBA:	**230**	**242**

Road Name: San Fernando Road **Segment: West of Sheldon Street**
Average Daily Traffic: 17150 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 40 FEET FROM CENTERLINE (Equiv. Lane Dist: 26.46 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.88	4.04	-1.20	68.83	66.11	64.79	58.74	67.18	67.81	70 dBA:	**41**	**43**
Medium Trucks	74.83	-14.01	4.04	-1.20	63.67	44.08	36.30	45.51	51.66	51.70	65 dBA:	**88**	**93**
Heavy Trucks	80.05	-7.37	4.04	-1.20	75.52	64.86	50.38	59.58	66.95	66.97	60 dBA:	**190**	**200**
				Total:	**76.59**	**68.55**	**64.95**	**62.28**	**70.14**	**70.48**	55 dBA:	**409**	**431**

Road Name: San Fernando Road **Segment: West of Branford Street**
Average Daily Traffic: 17000 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 85 FEET FROM CENTERLINE (Equiv. Lane Dist: 79.53 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.84	-3.13	-1.20	61.62	58.90	57.58	51.53	59.97	60.60	70 dBA:	**29**	**30**
Medium Trucks	74.83	-14.04	-3.13	-1.20	56.46	36.88	29.09	38.30	44.46	44.49	65 dBA:	**62**	**65**
Heavy Trucks	80.05	-7.41	-3.13	-1.20	68.31	57.65	43.17	52.38	59.74	59.77	60 dBA:	**133**	**140**
				Total:	**69.38**	**61.35**	**57.74**	**55.08**	**62.93**	**63.27**	55 dBA:	**287**	**303**

Road Name: Arleta Avenue **Segment: West of Van Nuys Boulevard**
Average Daily Traffic: 20290 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	1.03	-0.72	-1.20	66.47	63.74	62.43	56.37	64.81	65.44	70 dBA:	**39**	**42**
Medium Trucks	76.31	-13.86	-0.72	-1.20	60.53	40.95	33.17	42.38	48.53	48.57	65 dBA:	**85**	**90**
Heavy Trucks	81.16	-7.22	-0.72	-1.20	72.02	61.36	46.87	56.08	63.45	63.47	60 dBA:	**183**	**194**
				Total:	**73.32**	**65.74**	**62.55**	**59.33**	**67.25**	**67.63**	55 dBA:	**393**	**417**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 2 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Glen Oaks Boulevard **Segment: West of Montague Street**
Average Daily Traffic: 26420 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	1.66	0.43	-1.20	70.23	67.51	66.20	60.14	68.58	69.21	70 dBA:	**61**	**64**
Medium Trucks	77.62	-13.22	0.43	-1.20	63.63	44.05	36.26	45.47	51.63	51.66	65 dBA:	**130**	**139**
Heavy Trucks	82.14	-6.58	0.43	-1.20	74.79	64.12	49.64	58.85	66.21	66.24	60 dBA:	**281**	**299**
				Total:	**76.33**	**69.16**	**66.29**	**62.64**	**70.62**	**71.03**	55 dBA:	**605**	**645**

Road Name: Glen Oaks Boulevard **Segment: East of Osborne Street**
Average Daily Traffic: 22240 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 51.96 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	0.92	-0.35	-1.20	68.71	65.98	64.67	58.61	67.05	67.68	70 dBA:	**52**	**56**
Medium Trucks	77.62	-13.97	-0.35	-1.20	62.10	42.52	34.74	43.95	50.10	50.13	65 dBA:	**112**	**120**
Heavy Trucks	82.14	-7.33	-0.35	-1.20	73.26	62.60	48.11	57.32	64.68	64.71	60 dBA:	**242**	**258**
				Total:	**74.80**	**67.64**	**64.77**	**61.11**	**69.09**	**69.51**	55 dBA:	**522**	**556**

Road Name: Osborne Street **Segment: North of Glen Oaks Boulevard**
Average Daily Traffic: 22350 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	1.45	0.43	-1.20	68.03	65.31	64.00	57.94	66.38	67.01	70 dBA:	**46**	**49**
Medium Trucks	76.31	-13.44	0.43	-1.20	62.10	42.52	34.74	43.95	50.10	50.14	65 dBA:	**99**	**105**
Heavy Trucks	81.16	-6.80	0.43	-1.20	73.59	62.93	48.44	57.65	65.02	65.04	60 dBA:	**213**	**226**
				Total:	**74.89**	**67.31**	**64.12**	**60.90**	**68.82**	**69.20**	55 dBA:	**459**	**487**

Road Name: Osborne Street **Segment: North of Dronfield Avenue**
Average Daily Traffic: 17700 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 70 FEET FROM CENTERLINE (Equiv. Lane Dist: 63.25 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	0.44	-1.63	-1.20	64.96	62.24	60.92	54.87	63.31	63.94	70 dBA:	**36**	**39**
Medium Trucks	76.31	-14.45	-1.63	-1.20	59.03	39.45	31.67	40.88	47.03	47.06	65 dBA:	**79**	**83**
Heavy Trucks	81.16	-7.81	-1.63	-1.20	70.51	59.85	45.37	54.58	61.94	61.97	60 dBA:	**169**	**179**
				Total:	**71.82**	**64.23**	**61.05**	**57.82**	**65.75**	**66.13**	55 dBA:	**364**	**386**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 2 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Foothill Boulevard **Segment: East of Osborne Street**
Average Daily Traffic: 16170 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 100 FEET FROM CENTERLINE (Equiv. Lane Dist: 95.39 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	-0.47	-4.31	-1.20	63.36	60.64	59.33	53.27	61.71	62.34	70 dBA:	**38**	**41**
Medium Trucks	77.62	-15.35	-4.31	-1.20	56.76	37.18	29.40	38.60	44.76	44.79	65 dBA:	**83**	**88**
Heavy Trucks	82.14	-8.71	-4.31	-1.20	67.92	57.25	42.77	51.98	59.34	59.37	60 dBA:	**178**	**190**
				Total:	**69.46**	**62.29**	**59.42**	**55.77**	**63.75**	**64.17**	55 dBA:	**383**	**408**

Road Name: Foothill Boulevard **Segment: West of I-210 Westbound Ramps**
Average Daily Traffic: 17560 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 180 FEET FROM CENTERLINE (Equiv. Lane Dist: 177.48 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	-0.11	-8.36	-1.20	59.68	56.95	55.64	49.58	58.02	58.65	70 dBA:	**39**	**42**
Medium Trucks	77.62	-14.99	-8.36	-1.20	53.07	33.49	25.71	34.92	41.07	41.11	65 dBA:	**84**	**90**
Heavy Trucks	82.14	-8.36	-8.36	-1.20	64.23	53.57	39.08	48.29	55.66	55.68	60 dBA:	**182**	**194**
				Total:	**65.77**	**58.61**	**55.74**	**52.08**	**60.07**	**60.48**	55 dBA:	**392**	**417**

Road Name: Roxford Street **Segment: South of I-5 Northbound Ramps**
Average Daily Traffic: 19840 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 180 FEET FROM CENTERLINE (Equiv. Lane Dist: 177.48 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.51	-8.36	-1.20	57.06	54.34	53.03	46.97	55.41	56.04	70 dBA:	**30**	**32**
Medium Trucks	74.83	-13.37	-8.36	-1.20	51.90	32.32	24.54	33.74	39.90	39.93	65 dBA:	**65**	**69**
Heavy Trucks	80.05	-6.74	-8.36	-1.20	63.75	53.09	38.61	47.82	55.18	55.21	60 dBA:	**140**	**148**
				Total:	**64.83**	**56.79**	**53.19**	**50.52**	**58.37**	**58.71**	55 dBA:	**302**	**318**

Road Name: San Fernando Road **Segment: East of Sunshine Canyon Road**
Average Daily Traffic: 29040 Vehicles Vehicle Speed: 50 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 110 FEET FROM CENTERLINE (Equiv. Lane Dist: 105.83 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	71.12	1.62	-4.99	-1.20	66.55	63.83	62.51	56.46	64.90	65.53	70 dBA:	**66**	**70**
Medium Trucks	78.79	-13.27	-4.99	-1.20	59.34	39.76	31.98	41.18	47.34	47.37	65 dBA:	**141**	**151**
Heavy Trucks	83.02	-6.63	-4.99	-1.20	70.20	59.54	45.06	54.27	61.63	61.66	60 dBA:	**304**	**325**
				Total:	**72.00**	**65.21**	**62.59**	**58.59**	**66.62**	**67.07**	55 dBA:	**655**	**701**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 3 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

	Vehicle Mix 1 (Arterials)				Vehicle Mix 2 (Arterial With Project)				Vehicle Mix 3 (I-5)			
Vehicle Type	Day	Evening	Night	Daily	Day	Evening	Night	Daily	Day	Evenin	Night	Daily
Automobiles	69.50%	12.90%	9.60%	92.00%	64.11%	11.84%	8.81%	84.75%	63.84%	13.08%	15.31%	92.23%
Medium Trucks	1.44%	0.06%	1.50%	3.00%	1.32%	0.06%	1.38%	2.75%	1.22%	0.22%	0.62%	2.07%
Heavy Trucks	9.00%	0.10%	2.50%	5.00%	10.31%	0.09%	2.29%	12.69%	3.12%	0.30%	2.28%	5.70%

Road Name: Arleta Avenue **Segment: North of Devonshire Street**

Average Daily Traffic: 14790 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 150 FEET FROM CENTERLINE (Equiv. Lane Dist: 148.07 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-0.34	-7.18	-1.20	58.64	55.92	54.60	48.55	56.99	57.62	70 dBA:	**30**	**31**
Medium Trucks	76.31	-15.23	-7.18	-1.20	52.71	33.13	25.35	34.55	40.71	40.74	65 dBA:	**64**	**68**
Heavy Trucks	81.16	-8.59	-7.18	-1.20	64.19	53.53	39.05	48.26	55.62	55.65	60 dBA:	**137**	**146**
				Total:	**65.49**	**57.91**	**54.73**	**51.50**	**59.43**	**59.81**	55 dBA:	**296**	**314**

Road Name: Arleta Avenue **Segment: East of Devonshire Street**

Average Daily Traffic: 19550 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	0.87	-0.72	-1.20	66.30	63.58	62.27	56.21	64.65	65.28	70 dBA:	**38**	**41**
Medium Trucks	76.31	-14.02	-0.72	-1.20	60.37	40.79	33.01	42.22	48.37	48.41	65 dBA:	**83**	**88**
Heavy Trucks	81.16	-7.38	-0.72	-1.20	71.86	61.20	46.71	55.92	63.28	63.31	60 dBA:	**178**	**189**
				Total:	**73.16**	**65.58**	**62.39**	**59.17**	**67.09**	**67.47**	55 dBA:	**384**	**407**

Road Name: Paxton Street **Segment: North of Arleta Avenue**

Average Daily Traffic: 5570 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 49.49 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-4.59	-0.04	-1.20	61.54	58.81	57.50	51.44	59.89	60.51	70 dBA:	**17**	**18**
Medium Trucks	76.31	-19.47	-0.04	-1.20	55.61	36.03	28.24	37.45	43.61	43.64	65 dBA:	**36**	**39**
Heavy Trucks	81.16	-12.83	-0.04	-1.20	67.09	56.43	41.95	51.16	58.52	58.54	60 dBA:	**79**	**83**
				Total:	**68.39**	**60.81**	**57.62**	**54.40**	**62.32**	**62.70**	55 dBA:	**169**	**179**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 3 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Paxton Street **Segment: North of I-5 Northbound Ramps**
Average Daily Traffic: 15670 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 50 FEET FROM CENTERLINE (Equiv. Lane Dist: 43.86 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-0.09	0.75	-1.20	66.82	64.09	62.78	56.72	65.16	65.79	70 dBA:	**35**	**37**
Medium Trucks	76.31	-14.98	0.75	-1.20	60.88	41.30	33.52	42.73	48.88	48.92	65 dBA:	**75**	**79**
Heavy Trucks	81.16	-8.34	0.75	-1.20	72.37	61.71	47.22	56.43	63.80	63.82	60 dBA:	**161**	**170**
				Total:	**73.67**	**66.09**	**62.90**	**59.68**	**67.60**	**67.98**	55 dBA:	**346**	**367**

Road Name: Laurel Canyon Boulevard **Segment: West of I-5 Southbound Ramps**
Average Daily Traffic: 22340 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	2.03	0.43	-1.20	66.36	63.64	62.32	56.27	64.71	65.34	70 dBA:	**38**	**41**
Medium Trucks	74.83	-12.86	0.43	-1.20	61.20	41.62	33.83	43.04	49.20	49.23	65 dBA:	**83**	**87**
Heavy Trucks	80.05	-6.22	0.43	-1.20	73.05	62.39	47.91	57.12	64.48	64.51	60 dBA:	**178**	**188**
				Total:	**74.12**	**66.09**	**62.48**	**59.82**	**67.67**	**68.01**	55 dBA:	**385**	**405**

Road Name: Laurel Canyon Boulevard **Segment: West of I-5 Northbound Off-Ramp**
Average Daily Traffic: 20140 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.58	0.43	-1.20	65.91	63.19	61.87	55.82	64.26	64.89	70 dBA:	**36**	**38**
Medium Trucks	74.83	-13.31	0.43	-1.20	60.75	41.17	33.38	42.59	48.75	48.78	65 dBA:	**77**	**81**
Heavy Trucks	80.05	-6.67	0.43	-1.20	72.60	61.94	47.46	56.67	64.03	64.06	60 dBA:	**167**	**176**
				Total:	**73.67**	**65.64**	**62.03**	**59.37**	**67.22**	**67.56**	55 dBA:	**359**	**378**

Road Name: Branford Street **Segment: North of Laurel Canyon Boulevard**
Average Daily Traffic: 16320 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 50 FEET FROM CENTERLINE (Equiv. Lane Dist: 43.86 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.66	0.75	-1.20	65.32	62.60	61.28	55.23	63.67	64.30	70 dBA:	**30**	**31**
Medium Trucks	74.83	-14.22	0.75	-1.20	60.16	40.58	32.79	42.00	48.16	48.19	65 dBA:	**64**	**68**
Heavy Trucks	80.05	-7.58	0.75	-1.20	72.01	61.35	46.87	56.08	63.44	63.47	60 dBA:	**138**	**146**
				Total:	**73.08**	**65.05**	**61.44**	**58.78**	**66.63**	**66.97**	55 dBA:	**298**	**314**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 3 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Branford Street **Segment: South of San Fernando Road**
Average Daily Traffic: 11500 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	-0.86	-0.72	-1.20	62.33	59.61	58.29	52.24	60.68	61.31	70 dBA:	**23**	**24**
Medium Trucks	74.83	-15.74	-0.72	-1.20	57.16	37.58	29.80	39.01	45.16	45.20	65 dBA:	**49**	**51**
Heavy Trucks	80.05	-9.10	-0.72	-1.20	69.02	58.36	43.87	53.08	60.45	60.47	60 dBA:	**105**	**110**
				Total:	**70.09**	**62.05**	**58.45**	**55.78**	**63.64**	**63.98**	55 dBA:	**226**	**238**

Road Name: San Fernando Road **Segment: West of Sheldon Street**
Average Daily Traffic: 17150 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 40 FEET FROM CENTERLINE (Equiv. Lane Dist: 26.46 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.88	4.04	-1.20	68.83	66.11	64.79	58.74	67.18	67.81	70 dBA:	**41**	**43**
Medium Trucks	74.83	-14.01	4.04	-1.20	63.67	44.08	36.30	45.51	51.66	51.70	65 dBA:	**88**	**93**
Heavy Trucks	80.05	-7.37	4.04	-1.20	75.52	64.86	50.38	59.58	66.95	66.97	60 dBA:	**190**	**200**
				Total:	**76.59**	**68.55**	**64.95**	**62.28**	**70.14**	**70.48**	55 dBA:	**409**	**431**

Road Name: San Fernando Road **Segment: West of Branford Street**
Average Daily Traffic: 17000 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 85 FEET FROM CENTERLINE (Equiv. Lane Dist: 79.53 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.84	-3.13	-1.20	61.62	58.90	57.58	51.53	59.97	60.60	70 dBA:	**29**	**30**
Medium Trucks	74.83	-14.04	-3.13	-1.20	56.46	36.88	29.09	38.30	44.46	44.49	65 dBA:	**62**	**65**
Heavy Trucks	80.05	-7.41	-3.13	-1.20	68.31	57.65	43.17	52.38	59.74	59.77	60 dBA:	**133**	**140**
				Total:	**69.38**	**61.35**	**57.74**	**55.08**	**62.93**	**63.27**	55 dBA:	**287**	**303**

Road Name: Arleta Avenue **Segment: West of Van Nuys Boulevard**
Average Daily Traffic: 20290 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	1.03	-0.72	-1.20	66.47	63.74	62.43	56.37	64.81	65.44	70 dBA:	**39**	**42**
Medium Trucks	76.31	-13.86	-0.72	-1.20	60.53	40.95	33.17	42.38	48.53	48.57	65 dBA:	**85**	**90**
Heavy Trucks	81.16	-7.22	-0.72	-1.20	72.02	61.36	46.87	56.08	63.45	63.47	60 dBA:	**183**	**194**
				Total:	**73.32**	**65.74**	**62.55**	**59.33**	**67.25**	**67.63**	55 dBA:	**393**	**417**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 3 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Glen Oaks Boulevard **Segment: West of Montague Street**
Average Daily Traffic: 26420 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	1.66	0.43	-1.20	70.23	67.51	66.20	60.14	68.58	69.21	70 dBA:	**61**	**64**
Medium Trucks	77.62	-13.22	0.43	-1.20	63.63	44.05	36.26	45.47	51.63	51.66	65 dBA:	**130**	**139**
Heavy Trucks	82.14	-6.58	0.43	-1.20	74.79	64.12	49.64	58.85	66.21	66.24	60 dBA:	**281**	**299**
				Total:	**76.33**	**69.16**	**66.29**	**62.64**	**70.62**	**71.03**	55 dBA:	**605**	**645**

Road Name: Glen Oaks Boulevard **Segment: East of Osborne Street**
Average Daily Traffic: 22240 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 51.96 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	0.92	-0.35	-1.20	68.71	65.98	64.67	58.61	67.05	67.68	70 dBA:	**52**	**56**
Medium Trucks	77.62	-13.97	-0.35	-1.20	62.10	42.52	34.74	43.95	50.10	50.13	65 dBA:	**112**	**120**
Heavy Trucks	82.14	-7.33	-0.35	-1.20	73.26	62.60	48.11	57.32	64.68	64.71	60 dBA:	**242**	**258**
				Total:	**74.80**	**67.64**	**64.77**	**61.11**	**69.09**	**69.51**	55 dBA:	**522**	**556**

Road Name: Osborne Street **Segment: North of Glen Oaks Boulevard**
Average Daily Traffic: 22350 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	1.45	0.43	-1.20	68.03	65.31	64.00	57.94	66.38	67.01	70 dBA:	**46**	**49**
Medium Trucks	76.31	-13.44	0.43	-1.20	62.10	42.52	34.74	43.95	50.10	50.14	65 dBA:	**99**	**105**
Heavy Trucks	81.16	-6.80	0.43	-1.20	73.59	62.93	48.44	57.65	65.02	65.04	60 dBA:	**213**	**226**
				Total:	**74.89**	**67.31**	**64.12**	**60.90**	**68.82**	**69.20**	55 dBA:	**459**	**487**

Road Name: Osborne Street **Segment: North of Dronfield Avenue**
Average Daily Traffic: 17700 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 70 FEET FROM CENTERLINE (Equiv. Lane Dist: 63.25 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	0.44	-1.63	-1.20	64.96	62.24	60.92	54.87	63.31	63.94	70 dBA:	**36**	**39**
Medium Trucks	76.31	-14.45	-1.63	-1.20	59.03	39.45	31.67	40.88	47.03	47.06	65 dBA:	**79**	**83**
Heavy Trucks	81.16	-7.81	-1.63	-1.20	70.51	59.85	45.37	54.58	61.94	61.97	60 dBA:	**169**	**179**
				Total:	**71.82**	**64.23**	**61.05**	**57.82**	**65.75**	**66.13**	55 dBA:	**364**	**386**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 3 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Foothill Boulevard **Segment: East of Osborne Street**
Average Daily Traffic: 16170 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 100 FEET FROM CENTERLINE (Equiv. Lane Dist: 95.39 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	-0.47	-4.31	-1.20	63.36	60.64	59.33	53.27	61.71	62.34	70 dBA:	**38**	**41**
Medium Trucks	77.62	-15.35	-4.31	-1.20	56.76	37.18	29.40	38.60	44.76	44.79	65 dBA:	**83**	**88**
Heavy Trucks	82.14	-8.71	-4.31	-1.20	67.92	57.25	42.77	51.98	59.34	59.37	60 dBA:	**178**	**190**
				Total:	**69.46**	**62.29**	**59.42**	**55.77**	**63.75**	**64.17**	55 dBA:	**383**	**408**

Road Name: Foothill Boulevard **Segment: West of I-210 Westbound Ramps**
Average Daily Traffic: 17560 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 180 FEET FROM CENTERLINE (Equiv. Lane Dist: 177.48 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	-0.11	-8.36	-1.20	59.68	56.95	55.64	49.58	58.02	58.65	70 dBA:	**39**	**42**
Medium Trucks	77.62	-14.99	-8.36	-1.20	53.07	33.49	25.71	34.92	41.07	41.11	65 dBA:	**84**	**90**
Heavy Trucks	82.14	-8.36	-8.36	-1.20	64.23	53.57	39.08	48.29	55.66	55.68	60 dBA:	**182**	**194**
				Total:	**65.77**	**58.61**	**55.74**	**52.08**	**60.07**	**60.48**	55 dBA:	**392**	**417**

Road Name: Roxford Street **Segment: South of I-5 Northbound Ramps**
Average Daily Traffic: 19840 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 180 FEET FROM CENTERLINE (Equiv. Lane Dist: 177.48 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.51	-8.36	-1.20	57.06	54.34	53.03	46.97	55.41	56.04	70 dBA:	**30**	**32**
Medium Trucks	74.83	-13.37	-8.36	-1.20	51.90	32.32	24.54	33.74	39.90	39.93	65 dBA:	**65**	**69**
Heavy Trucks	80.05	-6.74	-8.36	-1.20	63.75	53.09	38.61	47.82	55.18	55.21	60 dBA:	**140**	**148**
				Total:	**64.83**	**56.79**	**53.19**	**50.52**	**58.37**	**58.71**	55 dBA:	**302**	**318**

Road Name: San Fernando Road **Segment: East of Sunshine Canyon Road**
Average Daily Traffic: 29040 Vehicles Vehicle Speed: 50 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 110 FEET FROM CENTERLINE (Equiv. Lane Dist: 105.83 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	71.12	1.62	-4.99	-1.20	66.55	63.83	62.51	56.46	64.90	65.53	70 dBA:	**66**	**70**
Medium Trucks	78.79	-13.27	-4.99	-1.20	59.34	39.76	31.98	41.18	47.34	47.37	65 dBA:	**141**	**151**
Heavy Trucks	83.02	-6.63	-4.99	-1.20	70.20	59.54	45.06	54.27	61.63	61.66	60 dBA:	**304**	**325**
				Total:	**72.00**	**65.21**	**62.59**	**58.59**	**66.62**	**67.07**	55 dBA:	**655**	**701**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 4 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

	Vehicle Mix 1 (Arterials)				Vehicle Mix 2 (Arterial With Project)				Vehicle Mix 3 (I-5)			
Vehicle Type	Day	Evening	Night	Daily	Day	Evening	Night	Daily	Day	Evenin	Night	Daily
Automobiles	69.50%	12.90%	9.60%	92.00%	64.11%	11.84%	8.81%	84.75%	63.84%	13.08%	15.31%	92.23%
Medium Trucks	1.44%	0.06%	1.50%	3.00%	1.32%	0.06%	1.38%	2.75%	1.22%	0.22%	0.62%	2.07%
Heavy Trucks	2.40%	0.10%	2.50%	5.00%	10.31%	0.09%	2.29%	12.69%	3.12%	0.30%	2.28%	5.70%

Road Name: Arleta Avenue **Segment: North of Devonshire Street**

Average Daily Traffic: 14790 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 150 FEET FROM CENTERLINE (Equiv. Lane Dist: 148.07 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-0.34	-7.18	-1.20	58.64	55.92	54.60	48.55	56.99	57.62	70 dBA:	**30**	**31**
Medium Trucks	76.31	-15.23	-7.18	-1.20	52.71	33.13	25.35	34.55	40.71	40.74	65 dBA:	**64**	**68**
Heavy Trucks	81.16	-8.59	-7.18	-1.20	64.19	53.53	39.05	48.26	55.62	55.65	60 dBA:	**137**	**146**
				Total:	**65.49**	**57.91**	**54.73**	**51.50**	**59.43**	**59.81**	55 dBA:	**296**	**314**

Road Name: Arleta Avenue **Segment: East of Devonshire Street**

Average Daily Traffic: 19550 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	0.87	-0.72	-1.20	66.30	63.58	62.27	56.21	64.65	65.28	70 dBA:	**38**	**41**
Medium Trucks	76.31	-14.02	-0.72	-1.20	60.37	40.79	33.01	42.22	48.37	48.41	65 dBA:	**83**	**88**
Heavy Trucks	81.16	-7.38	-0.72	-1.20	71.86	61.20	46.71	55.92	63.28	63.31	60 dBA:	**178**	**189**
				Total:	**73.16**	**65.58**	**62.39**	**59.17**	**67.09**	**67.47**	55 dBA:	**384**	**407**

Road Name: Paxton Street **Segment: North of Arleta Avenue**

Average Daily Traffic: 5570 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 49.49 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-4.59	-0.04	-1.20	61.54	58.81	57.50	51.44	59.89	60.51	70 dBA:	**17**	**18**
Medium Trucks	76.31	-19.47	-0.04	-1.20	55.61	36.03	28.24	37.45	43.61	43.64	65 dBA:	**36**	**39**
Heavy Trucks	81.16	-12.83	-0.04	-1.20	67.09	56.43	41.95	51.16	58.52	58.54	60 dBA:	**79**	**83**
				Total:	**68.39**	**60.81**	**57.62**	**54.40**	**62.32**	**62.70**	55 dBA:	**169**	**179**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 4 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Paxton Street **Segment: North of I-5 Northbound Ramps**
Average Daily Traffic: 15670 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 50 FEET FROM CENTERLINE (Equiv. Lane Dist: 43.86 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	-0.09	0.75	-1.20	66.82	64.09	62.78	56.72	65.16	65.79	70 dBA:	**35**	**37**
Medium Trucks	76.31	-14.98	0.75	-1.20	60.88	41.30	33.52	42.73	48.88	48.92	65 dBA:	**75**	**79**
Heavy Trucks	81.16	-8.34	0.75	-1.20	72.37	61.71	47.22	56.43	63.80	63.82	60 dBA:	**161**	**170**
				Total:	**73.67**	**66.09**	**62.90**	**59.68**	**67.60**	**67.98**	55 dBA:	**346**	**367**

Road Name: Laurel Canyon Boulevard **Segment: West of I-5 Southbound Ramps**
Average Daily Traffic: 22340 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	2.03	0.43	-1.20	66.36	63.64	62.32	56.27	64.71	65.34	70 dBA:	**38**	**41**
Medium Trucks	74.83	-12.86	0.43	-1.20	61.20	41.62	33.83	43.04	49.20	49.23	65 dBA:	**83**	**87**
Heavy Trucks	80.05	-6.22	0.43	-1.20	73.05	62.39	47.91	57.12	64.48	64.51	60 dBA:	**178**	**188**
				Total:	**74.12**	**66.09**	**62.48**	**59.82**	**67.67**	**68.01**	55 dBA:	**385**	**405**

Road Name: Laurel Canyon Boulevard **Segment: West of I-5 Northbound Off-Ramp**
Average Daily Traffic: 20140 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.58	0.43	-1.20	65.91	63.19	61.87	55.82	64.26	64.89	70 dBA:	**36**	**38**
Medium Trucks	74.83	-13.31	0.43	-1.20	60.75	41.17	33.38	42.59	48.75	48.78	65 dBA:	**77**	**81**
Heavy Trucks	80.05	-6.67	0.43	-1.20	72.60	61.94	47.46	56.67	64.03	64.06	60 dBA:	**167**	**176**
				Total:	**73.67**	**65.64**	**62.03**	**59.37**	**67.22**	**67.56**	55 dBA:	**359**	**378**

Road Name: Branford Street **Segment: North of Laurel Canyon Boulevard**
Average Daily Traffic: 16320 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 50 FEET FROM CENTERLINE (Equiv. Lane Dist: 43.86 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.66	0.75	-1.20	65.32	62.60	61.28	55.23	63.67	64.30	70 dBA:	**30**	**31**
Medium Trucks	74.83	-14.22	0.75	-1.20	60.16	40.58	32.79	42.00	48.16	48.19	65 dBA:	**64**	**68**
Heavy Trucks	80.05	-7.58	0.75	-1.20	72.01	61.35	46.87	56.08	63.44	63.47	60 dBA:	**138**	**146**
				Total:	**73.08**	**65.05**	**61.44**	**58.78**	**66.63**	**66.97**	55 dBA:	**298**	**314**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 4 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Branford Street **Segment: South of San Fernando Road**
Average Daily Traffic: 11500 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	-0.86	-0.72	-1.20	62.33	59.61	58.29	52.24	60.68	61.31	70 dBA:	**23**	**24**
Medium Trucks	74.83	-15.74	-0.72	-1.20	57.16	37.58	29.80	39.01	45.16	45.20	65 dBA:	**49**	**51**
Heavy Trucks	80.05	-9.10	-0.72	-1.20	69.02	58.36	43.87	53.08	60.45	60.47	60 dBA:	**105**	**110**
				Total:	**70.09**	**62.05**	**58.45**	**55.78**	**63.64**	**63.98**	55 dBA:	**226**	**238**

Road Name: San Fernando Road **Segment: West of Sheldon Street**
Average Daily Traffic: 17150 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 40 FEET FROM CENTERLINE (Equiv. Lane Dist: 26.46 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.88	4.04	-1.20	68.83	66.11	64.79	58.74	67.18	67.81	70 dBA:	**41**	**43**
Medium Trucks	74.83	-14.01	4.04	-1.20	63.67	44.08	36.30	45.51	51.66	51.70	65 dBA:	**88**	**93**
Heavy Trucks	80.05	-7.37	4.04	-1.20	75.52	64.86	50.38	59.58	66.95	66.97	60 dBA:	**190**	**200**
				Total:	**76.59**	**68.55**	**64.95**	**62.28**	**70.14**	**70.48**	55 dBA:	**409**	**431**

Road Name: San Fernando Road **Segment: West of Branford Street**
Average Daily Traffic: 17000 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 85 FEET FROM CENTERLINE (Equiv. Lane Dist: 79.53 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	0.84	-3.13	-1.20	61.62	58.90	57.58	51.53	59.97	60.60	70 dBA:	**29**	**30**
Medium Trucks	74.83	-14.04	-3.13	-1.20	56.46	36.88	29.09	38.30	44.46	44.49	65 dBA:	**62**	**65**
Heavy Trucks	80.05	-7.41	-3.13	-1.20	68.31	57.65	43.17	52.38	59.74	59.77	60 dBA:	**133**	**140**
				Total:	**69.38**	**61.35**	**57.74**	**55.08**	**62.93**	**63.27**	55 dBA:	**287**	**303**

Road Name: Arleta Avenue **Segment: West of Van Nuys Boulevard**
Average Daily Traffic: 20290 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Secondary

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 54.99 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	1.03	-0.72	-1.20	66.47	63.74	62.43	56.37	64.81	65.44	70 dBA:	**39**	**42**
Medium Trucks	76.31	-13.86	-0.72	-1.20	60.53	40.95	33.17	42.38	48.53	48.57	65 dBA:	**85**	**90**
Heavy Trucks	81.16	-7.22	-0.72	-1.20	72.02	61.36	46.87	56.08	63.45	63.47	60 dBA:	**183**	**194**
				Total:	**73.32**	**65.74**	**62.55**	**59.33**	**67.25**	**67.63**	55 dBA:	**393**	**417**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 4 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Glen Oaks Boulevard **Segment: West of Montague Street**
Average Daily Traffic: 26420 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	1.66	0.43	-1.20	70.23	67.51	66.20	60.14	68.58	69.21	70 dBA:	**61**	**64**
Medium Trucks	77.62	-13.22	0.43	-1.20	63.63	44.05	36.26	45.47	51.63	51.66	65 dBA:	**130**	**139**
Heavy Trucks	82.14	-6.58	0.43	-1.20	74.79	64.12	49.64	58.85	66.21	66.24	60 dBA:	**281**	**299**
				Total:	**76.33**	**69.16**	**66.29**	**62.64**	**70.62**	**71.03**	55 dBA:	**605**	**645**

Road Name: Glen Oaks Boulevard **Segment: East of Osborne Street**
Average Daily Traffic: 22240 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 60 FEET FROM CENTERLINE (Equiv. Lane Dist: 51.96 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	0.92	-0.35	-1.20	68.71	65.98	64.67	58.61	67.05	67.68	70 dBA:	**52**	**56**
Medium Trucks	77.62	-13.97	-0.35	-1.20	62.10	42.52	34.74	43.95	50.10	50.13	65 dBA:	**112**	**120**
Heavy Trucks	82.14	-7.33	-0.35	-1.20	73.26	62.60	48.11	57.32	64.68	64.71	60 dBA:	**242**	**258**
				Total:	**74.80**	**67.64**	**64.77**	**61.11**	**69.09**	**69.51**	55 dBA:	**522**	**556**

Road Name: Osborne Street **Segment: North of Glen Oaks Boulevard**
Average Daily Traffic: 22350 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 55 FEET FROM CENTERLINE (Equiv. Lane Dist: 46.1 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	1.45	0.43	-1.20	68.03	65.31	64.00	57.94	66.38	67.01	70 dBA:	**46**	**49**
Medium Trucks	76.31	-13.44	0.43	-1.20	62.10	42.52	34.74	43.95	50.10	50.14	65 dBA:	**99**	**105**
Heavy Trucks	81.16	-6.80	0.43	-1.20	73.59	62.93	48.44	57.65	65.02	65.04	60 dBA:	**213**	**226**
				Total:	**74.89**	**67.31**	**64.12**	**60.90**	**68.82**	**69.20**	55 dBA:	**459**	**487**

Road Name: Osborne Street **Segment: North of Dronfield Avenue**
Average Daily Traffic: 17700 Vehicles Vehicle Speed: 40 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 70 FEET FROM CENTERLINE (Equiv. Lane Dist: 63.25 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	67.36	0.44	-1.63	-1.20	64.96	62.24	60.92	54.87	63.31	63.94	70 dBA:	**36**	**39**
Medium Trucks	76.31	-14.45	-1.63	-1.20	59.03	39.45	31.67	40.88	47.03	47.06	65 dBA:	**79**	**83**
Heavy Trucks	81.16	-7.81	-1.63	-1.20	70.51	59.85	45.37	54.58	61.94	61.97	60 dBA:	**169**	**179**
				Total:	**71.82**	**64.23**	**61.05**	**57.82**	**65.75**	**66.13**	55 dBA:	**364**	**386**

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH ALTERNATIVE ROUTE 4 CONDITIONS

Project: Pacoima Spreading Grounds
Site Conditions: Soft

Road Name: Foothill Boulevard **Segment: East of Osborne Street**
Average Daily Traffic: 16170 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 100 FEET FROM CENTERLINE (Equiv. Lane Dist: 95.39 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	-0.47	-4.31	-1.20	63.36	60.64	59.33	53.27	61.71	62.34	70 dBA:	**38**	**41**
Medium Trucks	77.62	-15.35	-4.31	-1.20	56.76	37.18	29.40	38.60	44.76	44.79	65 dBA:	**83**	**88**
Heavy Trucks	82.14	-8.71	-4.31	-1.20	67.92	57.25	42.77	51.98	59.34	59.37	60 dBA:	**178**	**190**
				Total:	**69.46**	**62.29**	**59.42**	**55.77**	**63.75**	**64.17**	55 dBA:	**383**	**408**

Road Name: Foothill Boulevard **Segment: West of I-210 Westbound Ramps**
Average Daily Traffic: 17560 Vehicles Vehicle Speed: 45 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 180 FEET FROM CENTERLINE (Equiv. Lane Dist: 177.48 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	69.34	-0.11	-8.36	-1.20	59.68	56.95	55.64	49.58	58.02	58.65	70 dBA:	**39**	**42**
Medium Trucks	77.62	-14.99	-8.36	-1.20	53.07	33.49	25.71	34.92	41.07	41.11	65 dBA:	**84**	**90**
Heavy Trucks	82.14	-8.36	-8.36	-1.20	64.23	53.57	39.08	48.29	55.66	55.68	60 dBA:	**182**	**194**
				Total:	**65.77**	**58.61**	**55.74**	**52.08**	**60.07**	**60.48**	55 dBA:	**392**	**417**

Road Name: Roxford Street **Segment: South of I-5 Northbound Ramps**
Average Daily Traffic: 19840 Vehicles Vehicle Speed: 35 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 180 FEET FROM CENTERLINE (Equiv. Lane Dist: 177.48 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	65.11	1.51	-8.36	-1.20	57.06	54.34	53.03	46.97	55.41	56.04	70 dBA:	**30**	**32**
Medium Trucks	74.83	-13.37	-8.36	-1.20	51.90	32.32	24.54	33.74	39.90	39.93	65 dBA:	**65**	**69**
Heavy Trucks	80.05	-6.74	-8.36	-1.20	63.75	53.09	38.61	47.82	55.18	55.21	60 dBA:	**140**	**148**
				Total:	**64.83**	**56.79**	**53.19**	**50.52**	**58.37**	**58.71**	55 dBA:	**302**	**318**

Road Name: San Fernando Road **Segment: East of Sunshine Canyon Road**
Average Daily Traffic: 29040 Vehicles Vehicle Speed: 50 MPH Vehicle Mix: 2 Roadway Classification: Major

	NOISE PARAMETERS AT 110 FEET FROM CENTERLINE (Equiv. Lane Dist: 105.83 ft)										**Centerline Distance to**		
	Noise Adjustments				**Unmitigated Noise Levels**						**Noise Contour (in feet)**		
Vehicle Type	REMEL	Traffic Adj.	Dist Adj.	Finite Adj	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		Ldn	CNEL
Automobiles	71.12	1.62	-4.99	-1.20	66.55	63.83	62.51	56.46	64.90	65.53	70 dBA:	**66**	**70**
Medium Trucks	78.79	-13.27	-4.99	-1.20	59.34	39.76	31.98	41.18	47.34	47.37	65 dBA:	**141**	**151**
Heavy Trucks	83.02	-6.63	-4.99	-1.20	70.20	59.54	45.06	54.27	61.63	61.66	60 dBA:	**304**	**325**
				Total:	**72.00**	**65.21**	**62.59**	**58.59**	**66.62**	**67.07**	55 dBA:	**655**	**701**

APPENDIX D

RCNM Model Construction Noise Calculations

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 6/4/2015
Case Description: Pacoima Spreading Grounds Improvement Project

		Baselines (dBA)		**---- Receptor #1 ----**
Description	Land Use	Daytime	Evening	Night
Devonwood Park	Residential	54.4	54.4	54.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	30	10
Dozer	No	40		81.7	80	10
Excavator	No	40		80.7	130	10
Excavator	No	40		80.7	180	0
Flat Bed Truck	No	40		74.3	230	0
Flat Bed Truck	No	40		74.3	280	0
Flat Bed Truck	No	40		74.3	330	0
Vacuum Street Sweeper	No	10		81.6	380	0
Dump Truck	No	40		76.5	430	0
Dump Truck	No	40		76.5	480	0
Dump Truck	No	40		76.5	530	0
Dump Truck	No	40		76.5	580	0
Mounted Impact Hammer (hoe ram)	Yes	20.0		90.3	630	0

	Calculated (dBA)		Results	Noise Limits (dBA)		
			Day		Evening	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	76.1	72.1	N/A	N/A	N/A	N/A
Dozer	67.6	63.6	N/A	N/A	N/A	N/A
Excavator	62.4	58.4	N/A	N/A	N/A	N/A
Excavator	69.6	65.6	N/A	N/A	N/A	N/A
Flat Bed Truck	61.0	57.0	N/A	N/A	N/A	N/A
Flat Bed Truck	59.3	55.3	N/A	N/A	N/A	N/A
Flat Bed Truck	57.9	53.9	N/A	N/A	N/A	N/A
Vacuum Street Sweeper	64.0	54.0	N/A	N/A	N/A	N/A
Dump Truck	57.8	53.8	N/A	N/A	N/A	N/A
Dump Truck	56.8	52.8	N/A	N/A	N/A	N/A
Dump Truck	55.9	52.0	N/A	N/A	N/A	N/A
Dump Truck	55.2	51.2	N/A	N/A	N/A	N/A
Mounted Impact Hammer (hoe ram)	68.3	61.3	N/A	N/A	N/A	N/A
Total	**76**	**74**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Home to Basin 6	Residential	50	50	50

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	35	0
Dozer	No	40		81.7	85	0
Excavator	No	40		80.7	135	0
Excavator	No	40		80.7	185	0
Flat Bed Truck	No	40		74.3	235	0
Flat Bed Truck	No	40		74.3	285	0
Flat Bed Truck	No	40		74.3	335	0
Vacuum Street Sweeper	No	10		81.6	385	0
Dump Truck	No	40		76.5	435	0
Dump Truck	No	40		76.5	485	0
Dump Truck	No	40		76.5	535	0
Dump Truck	No	40		76.5	585	0
Mounted Impact Hammer (hoe ram)	Yes	20		90.3	635	0

Equipment	Calculated (dBA) *Lmax	Leq	Results Day Lmax	Noise Limits (dBA) Day Leq	Evening Lmax	Evening Leq
Dozer	84.8	80.8	N/A	N/A	N/A	N/A
Dozer	77.1	73.1	N/A	N/A	N/A	N/A
Excavator	72.1	68.1	N/A	N/A	N/A	N/A
Excavator	69.3	65.4	N/A	N/A	N/A	N/A
Flat Bed Truck	60.8	56.8	N/A	N/A	N/A	N/A
Flat Bed Truck	59.1	55.2	N/A	N/A	N/A	N/A
Flat Bed Truck	57.7	53.7	N/A	N/A	N/A	N/A
Vacuum Street Sweeper	63.9	53.9	N/A	N/A	N/A	N/A
Dump Truck	57.7	53.7	N/A	N/A	N/A	N/A
Dump Truck	56.7	52.7	N/A	N/A	N/A	N/A
Dump Truck	55.9	51.9	N/A	N/A	N/A	N/A
Dump Truck	55.1	51.1	N/A	N/A	N/A	N/A
Mounted Impact Hammer (hoe ram)	68.2	61.2	N/A	N/A	N/A	N/A
Total	**85**	**82**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Home to Diversion	Residential	57	57	56.9

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	90	0
Dozer	No	40		81.7	140	0
Excavator	No	40		80.7	40	0
Excavator	No	40		80.7	190	0
Flat Bed Truck	No	40		74.3	240	0
Flat Bed Truck	No	40		74.3	290	0
Flat Bed Truck	No	40		74.3	340	0
Vacuum Street Sweeper	No	10		81.6	390	0
Dump Truck	No	40		76.5	440	0
Dump Truck	No	40		76.5	490	0
Dump Truck	No	40		76.5	540	0
Dump Truck	No	40		76.5	590	0
Mounted Impact Hammer (hoe ram)	Yes	20		90.3	40	0

Equipment	Calculated (dBA) *Lmax	Leq	Results Day Lmax	Noise Limits (dBA) Leq	Evening Lmax	Leq
Dozer	76.6	72.6	N/A	N/A	N/A	N/A
Dozer	72.7	68.7	N/A	N/A	N/A	N/A
Excavator	82.6	78.7	N/A	N/A	N/A	N/A
Excavator	69.1	65.1	N/A	N/A	N/A	N/A
Flat Bed Truck	60.6	56.6	N/A	N/A	N/A	N/A
Flat Bed Truck	59.0	55.0	N/A	N/A	N/A	N/A
Flat Bed Truck	57.6	53.6	N/A	N/A	N/A	N/A
Vacuum Street Sweeper	63.7	53.7	N/A	N/A	N/A	N/A
Dump Truck	57.6	53.6	N/A	N/A	N/A	N/A
Dump Truck	56.6	52.6	N/A	N/A	N/A	N/A
Dump Truck	55.8	51.8	N/A	N/A	N/A	N/A
Dump Truck	55.0	51.0	N/A	N/A	N/A	N/A
Mounted Impact Hammer (hoe ram)	92.2	85.2	N/A	N/A	N/A	N/A
Total	**92**	**86**	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

APPENDIX F

REVISED TRAFFIC IMPACT STUDY

LINSCOTT
LAW &
GREENSPAN
engineers

REVISED
TRAFFIC IMPACT STUDY
PACOIMA SPREADING GROUNDS
IMPROVEMENT PROJECT

County of Los Angeles, California
July 13, 2017

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APPENDIX

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- Vehicle Classification Manual Turning Movement Counts

B. CMA and Levels of Service Explanation

C. City of Los Angeles CMA Data Worksheets – Weekday AM/Mid-day/PM Peak Hours

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C-2. Year 2020 Cumulative Without Project Traffic Volume Figures

C-3. Year 2020 Cumulative With Project Traffic Volume Figures

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1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Pacoima Spreading Grounds Improvement project. The proposed project site is located in the City of Los Angeles near the intersection of Paxton Street and Arleta Avenue on the west side of the Pacoima Diversion Channel. The project site is generally bounded by Filmore Street to the southeast, Woodman Avenue to the west, San Jose Street to the north, and Arleta Avenue to the northeast and is bisected by Devonshire Street. In addition, a portion of the project site is located north of Paxton Street and east of Arleta Avenue. The project site location and general vicinity are shown in ***Figure 1–1***.

As all of the study intersections are located within the City of Los Angeles, the traffic analysis follows City of Los Angeles traffic study guidelines[1] and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program[2]. This traffic analysis evaluates potential project-related impacts at 56 study intersections in the vicinity of the project which are all under either City of Los Angeles jurisdiction only or City of Los Angeles/State of California joint jurisdiction. Six mainline freeway segments are also analyzed using methodology employed by the State of California Department of Transportation (Caltrans). The study intersections were determined in consultation with Los Angeles County Department of Public Works (LACDPW) Traffic and Lighting Division staff and confirmed for analysis purposes with the City of Los Angeles Department of Transportation (LADOT). It should be noted that the governing board of the Los Angeles County Flood Control District (LACFCD) is the County Board of Supervisors and the County is the Lead Agency for purposes of adopting the environmental documentation as required under California Environmental Quality Act (CEQA). However, since all study intersections are located within the City of Los Angeles, the study intersections were appropriately analyzed using LADOT methodology and analysis criteria. In addition, a review was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

This study (i) presents existing traffic volumes, (ii) forecasts existing-plus-project traffic volumes, (iii) forecasts future traffic volumes without the project, (iv) forecasts future traffic volumes with the proposed project, (v) determines project-related impacts, and (vi) recommends mitigation measures, as necessary.

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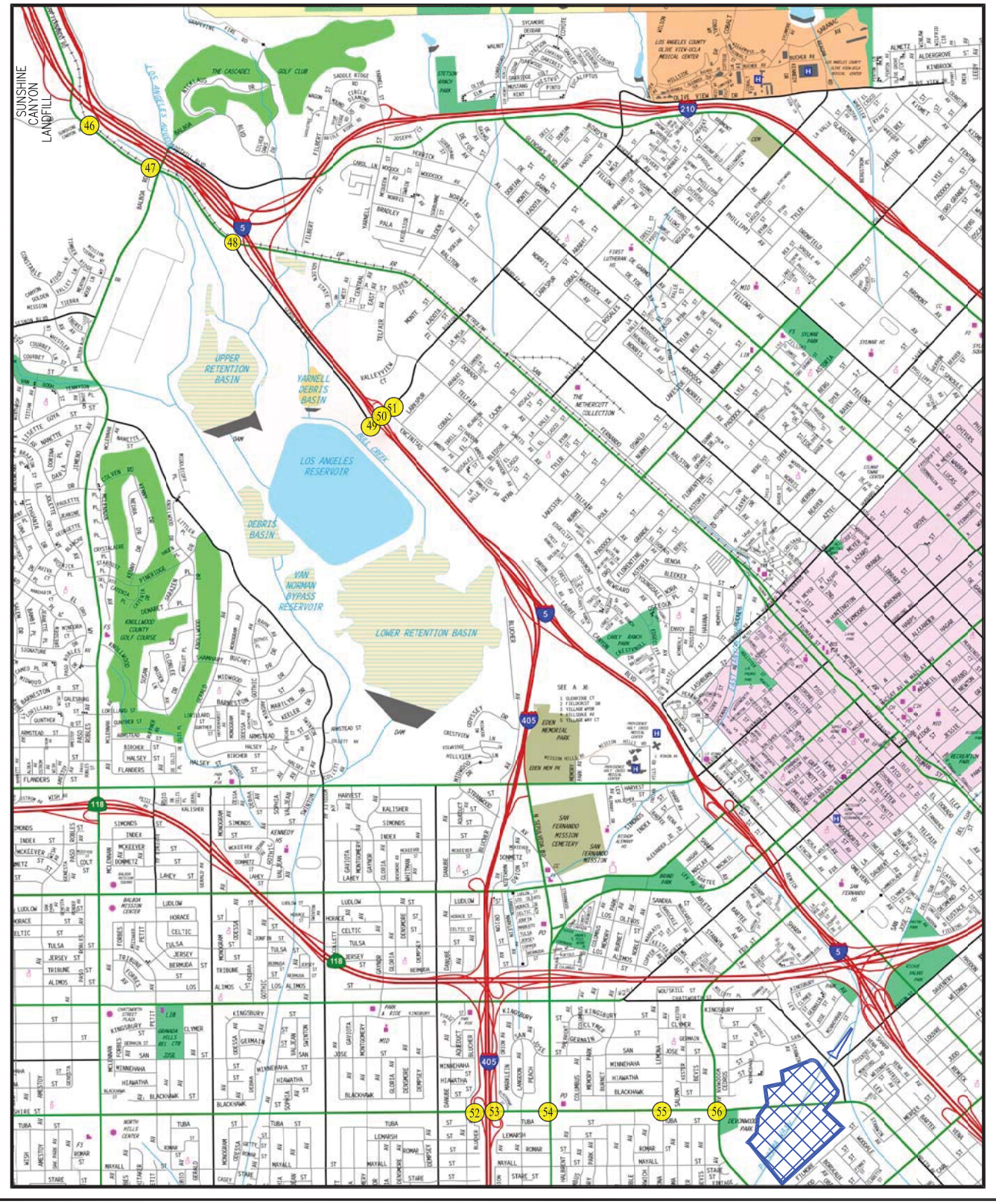
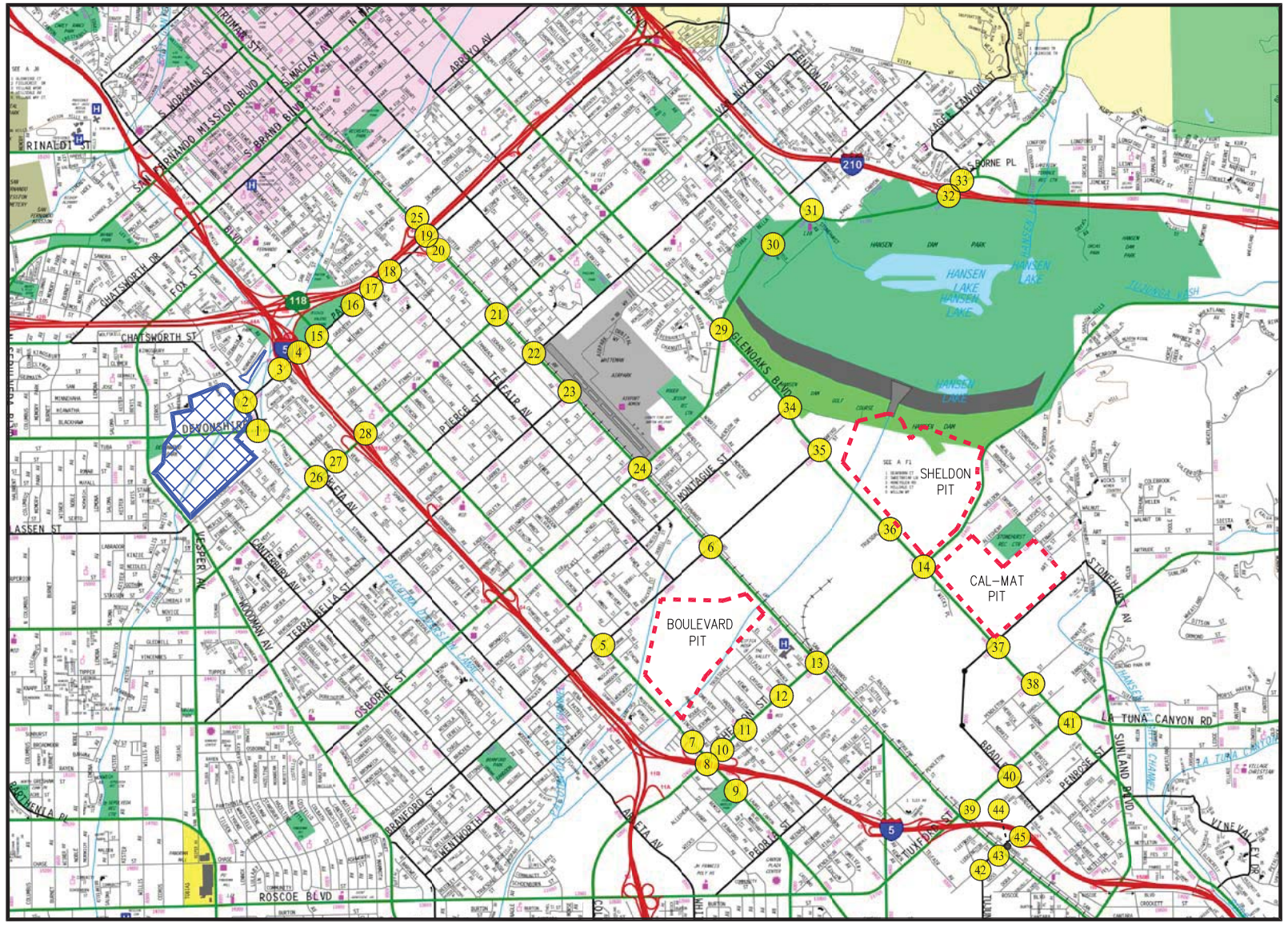
[1] *Transportation Impact Study Guidelines*, City of Los Angeles Department of Transportation, December 2016.
[2] *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.





MAP SOURCE: RAND MCNALLY & COMPANY

EXISTING PACOIMA SPREADING GROUNDS

XX STUDY INTERSECTION

N

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 1-1
VICINITY MAP

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

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1.1 Study Area

Based on consultation with LACFCD staff, LACDPW Traffic & Lighting Division staff, and City of Los Angeles Department of Transportation staff, a total of 56 study intersections and six mainline freeway segments have been identified for evaluation. These study locations provide local access to the study area and define the extent of the boundaries for this traffic impact investigation. Further discussion of the existing street system and study area is provided in Section 4.0 herein.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. All key intersections located along each of the potential haul routes under consideration are included for evaluation. The Volume-to-Capacity ratio and Level of Service calculations for the study intersections were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed project. It should be noted that additional locations in the project vicinity were not selected for analysis because they are not anticipated to experience significant impacts due to project generated traffic volumes.

2.0 PROJECT DESCRIPTION

2.1 Existing Project Site

The Pacoima Spreading Grounds cover approximately 169 acres in area and include several components, including an intake radial gate, intake canal, 12 spreading basins with a total storage capacity of 530-acre feet, maintenance roads, spillways and the overflow weir. The proposed project site is located in the City of Los Angeles near the intersection of Paxton Street and Arleta Avenue on the west side of the Pacoima Diversion Channel. The project site is generally bounded by Filmore Street to the southeast, Woodman Avenue to the west, San Jose Street to the north, and Arleta Avenue to the northeast and is bisected by Devonshire Street. In addition, a portion of the project site is located north of Paxton Street and east of Arleta Avenue.

The Pacoima Spreading Grounds, built in the 1930's, is one of the major water conservation facilities that provides groundwater recharge for the San Fernando Valley. The spreading grounds' percolation rate is currently reduced due to a low permeability clay layer underlying the infiltration basins. Currently, water is diverted from the Pacoima Diversion Channel using the radial gate located at the northeast end of the proposed project site. The water then flows through the intake canal, passing through pipes under Arleta Avenue to the spreading basins, where the water percolates to the groundwater basin. During high stormwater flows, the radial gate is lifted out of the channel slightly to allow excess flows to undershoot the gate and travel down the Pacoima Diversion Channel. Although the end of the spreading basins has an overflow structure, the spreading grounds are not intended to be used to run excess flows through the spreading grounds. Flow will travel over the overflow weir only as emergency protection.

2.2 Proposed Project Description

The principle objective of the proposed project is to increase groundwater recharge of the San Fernando Groundwater Basin by increasing the facility's storage capacity and restoring its percolation rate through excavation and reconfiguration of the spreading basins. These actions are aimed to enhance the capabilities of the Pacoima Spreading Grounds as a water conservation facility for the County and City of Los Angeles. The improvements proposed will increase the spreading grounds' capacity and percolation rate and simplify operations by combining basins and constructing new interbasin structures. With completion of the project, the groundwater recharge in the San Fernando Groundwater Basin will be increased. The percolation rate is expected to increase from 65 cubic feet per second (cfs) to 142 cfs through removal of the existing clay layers underlying the spreading basins. The capacity of the spreading basins is expected to increase from 530 acre-feet to 1,197 acre-feet by combining and deepening the existing 12 spreading basins into eight spreading basins.

Approximately 1.6 million cubic yards (cy) of sediment will be excavated in order to completely remove the underlying clay layers; however, only 1.37 million cy of sediment will be exported from the site. The remainder of suitable sediment will be used to backfill the existing intake channel or be returned to the spreading basins to bring the basin inverts up to their finished elevation.

The proposed project includes the transportation and placement of excavated material at facilities prepared and designated to accept such material. A total of four sediment disposal sites have been identified for consideration, either individually or in combination: Sunshine Canyon Landfill, Boulevard Pit, Sheldon Pit, and the Cal-Mat Pit. The Sunshine Canyon landfill is located approximately seven miles (driving distance) northwest of the Pacoima Spreading Grounds. The Boulevard Pit, Sheldon Pit, and Cal-Mat Pit (all operated by Vulcan Materials) are located in the Sun Valley area of Los Angeles, approximately four to five miles (driving distance) southeast of the Pacoima Spreading Grounds.

It should be noted that in the prior evaluation of potential significant traffic impacts associated with the Pacoima Spreading Grounds project, the Sunshine Canyon Landfill was not identified as a potential disposal site. Therefore, the prior traffic impact analysis assumed up to a maximum of 5,000 tons per day of sediment could be exported to the Vulcan Materials site/s via a combination of two previously identified haul routes (i.e., Haul Route A and Haul Route B). Based on input provided during the Pacoima Spreading Grounds Improvement Project's Initial Study review process, LA County proposes to add the Sunshine Canyon Landfill as an additional disposal site in an effort to reduce the daily tonnage being exported to the Vulcan Material site/s. In addition, Haul Route A has been modified in response to comments provided by the community. Therefore, three haul routes from the Pacoima Spreading Grounds site to the sediment disposal site/s have been identified, as follows:

- <u>Modified Haul Route A</u>
  Loaded Trucks – Traveling eastbound on Devonshire Street adjacent to the PSG site, northbound on Arleta Avenue, northeast on Paxton Street to access the I-5 Freeway Southbound, then either exiting the freeway at Sheldon Street heading northwest on Laurel Canyon Boulevard and northeast on Branford Street to access the Boulevard Pit, or exiting the freeway at Penrose Street heading southwest on Penrose Street, northwest on San Fernando Road (E), northeast on Tuxford Street, northwest on Glenoaks Boulevard to access the Cal-Mat Pit, or continuing on Glenoaks Boulevard making a right-turn on Sheldon Street to access the Sheldon Pit.

  Empty Trucks – Either traveling northeast on Branford Street from the Boulevard Pit then northwest on Glenoaks Boulevard, or traveling northwest on Glenoaks Boulevard from the Cal-Mat Pit, or traveling southwest on Sheldon Street from the Sheldon Pit then northwest on Glenoaks Boulevard, then northeast on Osborne Street and Foothill Boulevard to access the I-210 Freeway Westbound and SR-118 Freeway Westbound, exiting the SR-118 Freeway at San Fernando Road, making a right-turn on Paxton Street heading southwest along Paxton Street, southbound on Arleta Avenue and then westbound on Devonshire Street.

- <u>Haul Route B</u>
  Loaded Trucks – Traveling eastbound on Devonshire Street adjacent to the PSG site, northbound on Arleta Avenue, northeast on Paxton Street to access San Fernando Road, then traveling southeast on San Fernando Road to either turn southwest (right) on Branford Street to access the Boulevard Pit, or turn northeast (left) on Branford Street,

then southeast (right) on Glenoaks Boulevard, and northeast (left) on Sheldon Street to access the Sheldon Pit and/or the Cal-Mat Pit.

Empty Trucks – Either traveling northeast on Branford Street from the Boulevard Pit to access San Fernando Road, or traveling northwest on Glenoaks Boulevard from the Cal-Mat Pit then southwest on Branford Street to access San Fernando Road, or traveling southwest on Sheldon Street from the Sheldon Pit then northwest on Glenoaks Boulevard then southwest on Branford to access San Fernando Road. From there, head northwest along San Fernando Road, southwest on Paxton Street, southbound on Arleta Avenue and then westbound on Devonshire Street.

- Haul Route C
  Loaded Trucks – Traveling westbound on Devonshire Street to access the I-405 Freeway Northbound and I-5 Freeway Northbound, exiting the I-5 Freeway at Roxford Street, then head southwest on Roxford Street, northwest on Sepulveda Boulevard, northwest on San Fernando Road, and turn left on Sunshine Canyon Road to access the Sunshine Canyon Landfill.

  Empty Trucks – From Sunshine Canyon Road, turn right (southeast) on San Fernando Road, right (southeast) on Sepulveda Boulevard, then left (northeast) on Roxford Street to access the I-5 Freeway Southbound and I-405 Freeway Southbound. From I-405 Southbound, exit Devonshire Street and turn left (heading eastbound).

Up to 2,800 tons per day (approximately 1,867 cy per day) of sediment will be exported to the Vulcan Materials site/s via a combination of Modified Haul Route A and Haul Route B. Up to 2,200 tons per day (approximately 1,467 cy per day) of sediment will be exported to the Sunshine Canyon Landfill site via Haul Route C. In order to minimize potential impacts to the surrounding street system during the morning commute peak hours, the hauling operation is proposed to begin at 9:00 AM and end at 5:30 PM, Mondays through Fridays with a 30-minute lunch break. The hauling operation associated with the project is anticipated to last approximately 20 months.

So as to identify all potential temporary traffic impacts associated with the use of these disposal sites as part of the environmental documentation, a total of four (4) alternative analyses have been prepared and are summarized below:

- Alternative 1: Concurrent Use of All Three Vulcan Materials Disposal Sites (Boulevard Pit, Sheldon Pit, and the Cal-Mat Pit) and Sunshine Canyon Landfill

- Alternative 2: Use of Boulevard Pit Only and Sunshine Canyon Landfill

- Alternative 3: Use of Sheldon Pit Only and Sunshine Canyon Landfill

- Alternative 4: Use of Cal-Mat Pit Only and Sunshine Canyon Landfill

Any combination of the use of only two of the three Vulcan Materials disposal sites (e.g., concurrent use of only the Boulevard and Sheldon Pits) would have the same or less potential temporary traffic impacts than those identified under either Alternative 2 or Alternative 3. Therefore, since all combinations of two of the three disposal sites would have the same or less traffic impacts than those identified under either Alternative 2 or Alternative 3 (i.e., the two alternatives each with one significant temporary traffic impact to/from the Vulcan Materials disposal sites), all potential traffic impacts have been covered for environmental review purposes.

3.0 SITE ACCESS AND CIRCULATION

The proposed site access scheme and Modified Haul Route A and Haul Route B for the project is displayed in ***Figures 3-1***, ***3-2, 3-3*** and ***3-4*** for Alternatives 1, 2, 3, and 4, respectively. The proposed site access scheme and the Sunshine Canyon haul route (Haul Route C) is displayed in ***Figure 3-5***. It should be noted that the same Haul Route C will be utilized in conjunction with Alternatives 1, 2, 3, and 4. Descriptions of the existing and proposed site access and circulation schemes are provided in the following subsections.

3.1 Existing Site Access

Main vehicular access to and from the Pacoima Spreading Grounds site is provided via Devonshire Street. For the Vulcan Materials disposal sites, all trucks will therefore utilize the Devonshire Street access point to traverse to and from Paxton Street and the I-5 Freeway and/or San Fernando Road in order to deliver sediment material to each of the Vulcan Materials disposal sites. For the Sunshine Canyon Landfill site, trucks will utilize the Devonshire Street access point to traverse to and from the I-405 Freeway and I-5 Freeway in order to deliver sediment material to Sunshine Canyon Landfill.

3.2 Proposed Project Site Access

Vehicular access to the following four disposal sites is as follows:

- Boulevard Pit – Access to the Boulevard Pit, which is operated by Vulcan materials, will be provided via the entry/exit driveway on Branford Street. This access point is located on Branford Street between Laurel Canyon Boulevard and San Fernando Road. Full access (right-turn and left-turn ingress and egress movements) is provided at the Boulevard Pit access driveway.

- Sheldon Pit – Access to the Sheldon Pit, which is also operated by Vulcan materials, is assumed to be provided via the entry/exit driveway on Wentworth Street. This access point is located east of Glenoaks Boulevard. Full access is provided, however, the proposed truck haul route reflects left-turn (eastbound) entry and right-turn (southbound) exit traffic movements only.

- Cal-Mat Pit – Access to the Cal-Mat Pit, which is also operated by Vulcan materials, will be provided via the entry driveway on Wentworth Street. This access point is located east of Glenoaks Boulevard. Full access is provided, however, the proposed truck haul route reflects right-turn (eastbound) entry. For exiting, trucks will utilize the Glenoaks Boulevard driveway via a right-turn only (westbound) traffic movement. Therefore, left-turning traffic movements (either entering or exiting) are not anticipated to occur at the Cal-Mat Pit access driveways.

N

NOT TO SCALE

ENTERING DISPOSAL SITE

EXITING DISPOSAL SITE

FIGURE 3-1
ALTERNATIVE ROUTE 1
CONCURRENT USE OF ALL THREE VULCAN MATERIALS DISPOSAL SITES

LINSCOTT, LAW & GREENSPAN, engineers

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

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N

NOT TO SCALE

ENTERING DISPOSAL SITE

EXITING DISPOSAL SITE

FIGURE 3-2
ALTERNATIVE ROUTE 2
USE OF BOULEVARD PIT ONLY

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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N

NOT TO SCALE

ENTERING DISPOSAL SITE

EXITING DISPOSAL SITE

FIGURE 3-3
ALTERNATIVE ROUTE 3
USE OF SHELDON PIT ONLY

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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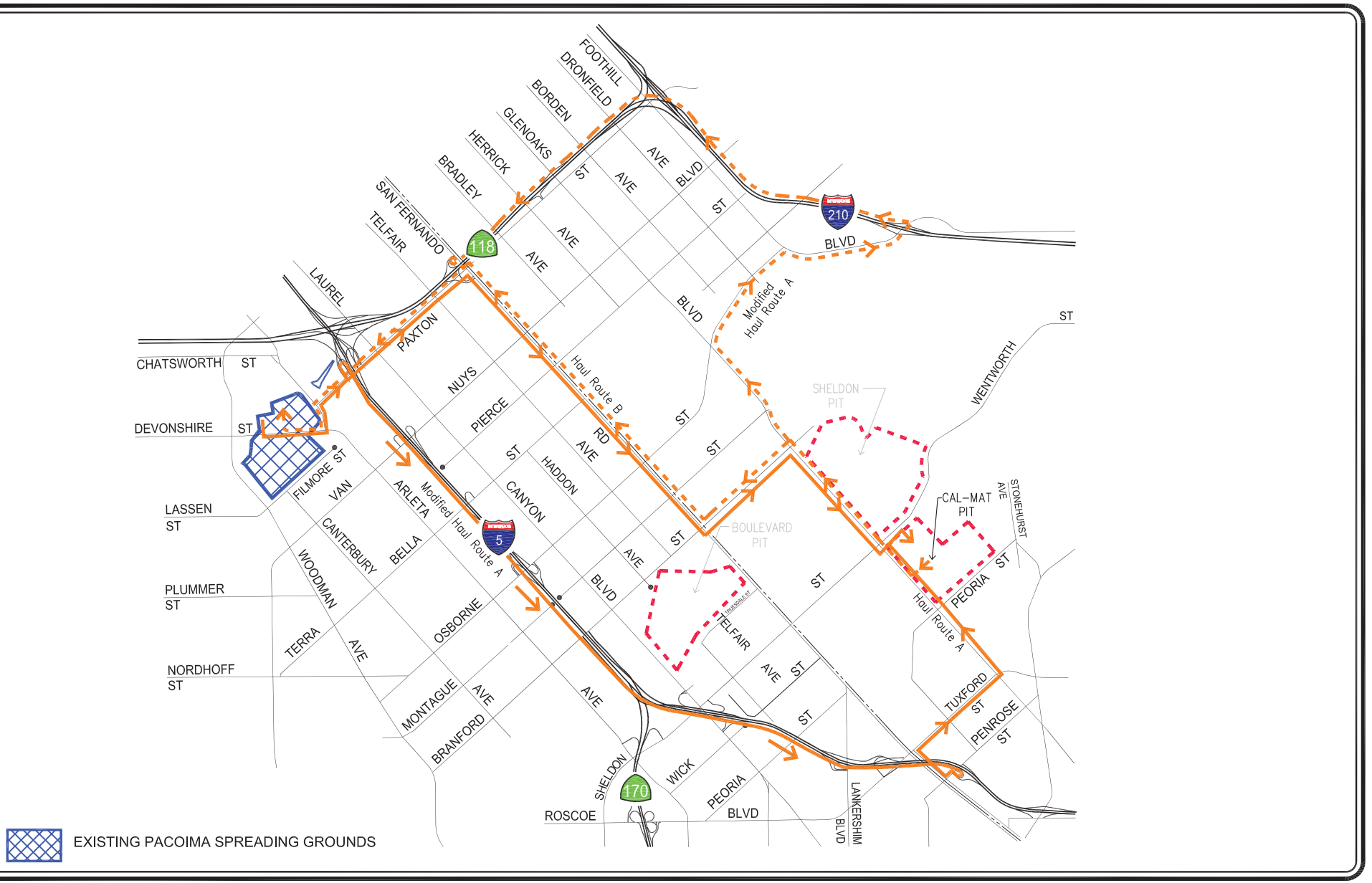

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NOT TO SCALE

ENTERING DISPOSAL SITE

EXITING DISPOSAL SITE

FIGURE 3-4
ALTERNATIVE ROUTE 4
USE OF CAL-MAT PIT ONLY

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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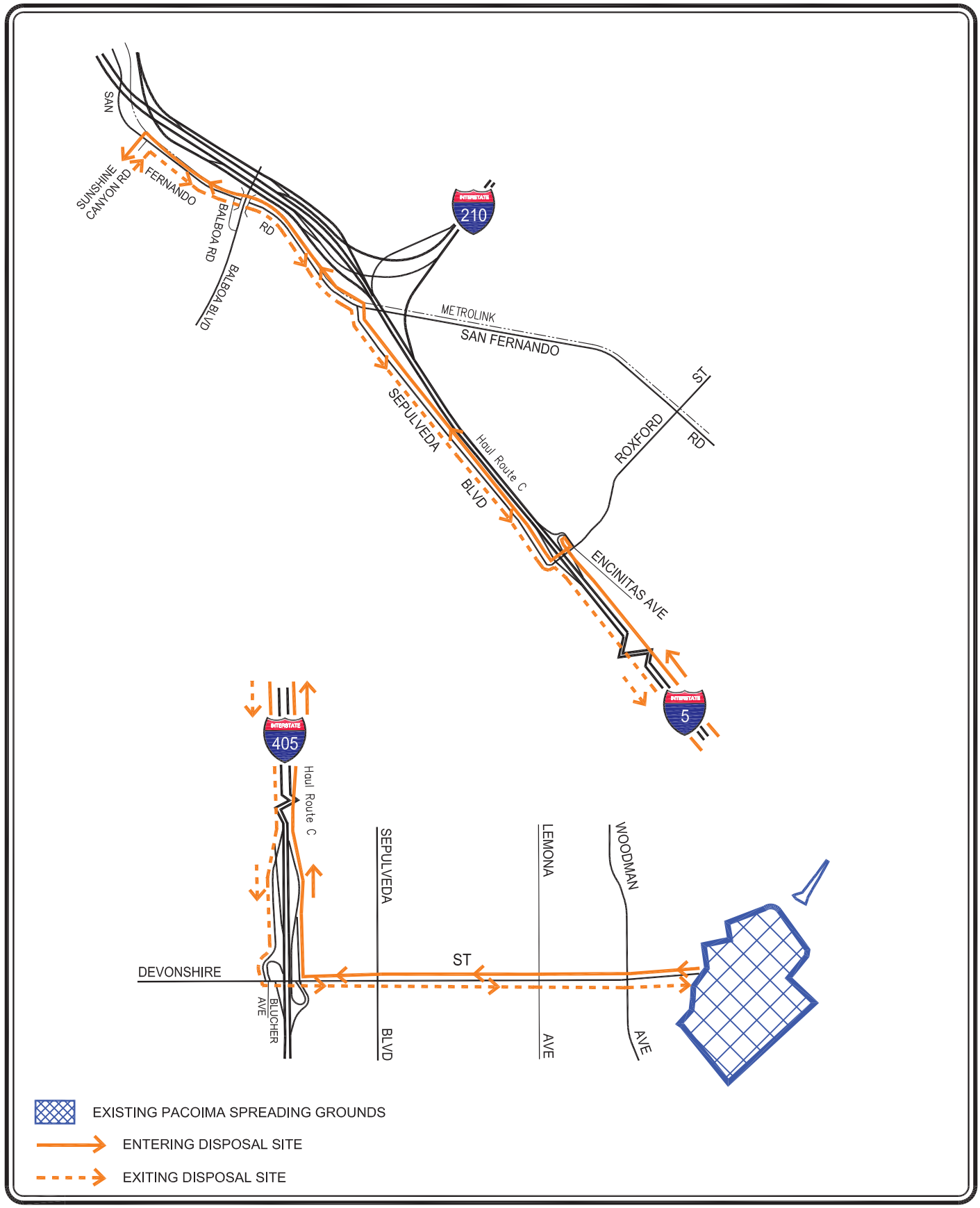

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N

NOT TO SCALE

FIGURE 3-5
SUNSHINE CANYON HAUL ROUTE

LINSCOTT, LAW & GREENSPAN, engineers

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

- Sunshine Canyon Landfill – Access to the Sunshine Canyon Landfill will be provided via Sunshine Canyon Road off of San Fernando Road. Full access is provided, however, the proposed truck haul route reflects left-turn (northbound) entry and right-turn (eastbound) exit traffic movements only.

Figure 3-1 illustrates the envisioned haul routes if all three Vulcan Materials sediment disposal sites are used concurrently. *Figure 3-2* illustrates the envisioned haul routes if only the Boulevard Pit sediment disposal site is used. *Figure 3-3* illustrates the envisioned haul routes if only the Sheldon Pit disposal site is used and *Figure 3-4* illustrates the envisioned haul routes if only the Cal-Mat Pit disposal site is used. *Figure 3-5* illustrates the envisioned haul route for the Sunshine Canyon Landfill site which will be utilized in conjunction with Alternatives 1, 2, 3, and 4.

4.0 EXISTING STREET SYSTEM

4.1 Study Intersections

The existing Pacoima Spreading Grounds facility site is located in the City of Los Angeles near the intersection of Paxton Street and Arleta Avenue on the west side of the Pacoima Diversion Channel. The site is generally bounded by Filmore Street to the southeast, Woodman Avenue to the west, San Jose Street to the north, and Arleta Avenue to the northeast and is bisected by Devonshire Street. In addition, a portion of the project site is located north of Paxton Street and east of Arleta Avenue.

The list of 56 study intersections selected for analysis was based on consultation with Los Angeles County Department of Public Works (LACDPW) and City of Los Angeles Department of Transportation (LADOT) staff. The list of study intersections is presented in ***Table 4-1*** and the study locations are shown in *Figure 1-1*. Forty-two of the 56 study intersections are presently controlled by traffic signals. The existing lane configurations and regulatory controls at the 56 study intersections are displayed in ***Figure 4–1*** and descriptions of the existing roadways (e.g., number of travel lanes, median type, and speed limit) are provided in ***Table 4-2***.

4.2 Study Mainline Freeway Segments

The following six study mainline freeway segment locations under Caltrans jurisdiction were identified for analysis in order to determine potential temporary traffic impacts due to the 20-month hauling operation associated with the project:

1. I-5 Freeway south of Roxford Street
2. I-5 Freeway north of Osborne Street
3. I-5 Freeway south of Laurel Canyon Boulevard
4. SR-118 Freeway east of San Fernando Road
5. I-210 Freeway west of Foothill Boulevard
6. I-405 Freeway north of SR-118 Freeway

4.3 Roadway Classifications

Both the County and City of Los Angeles utilize the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

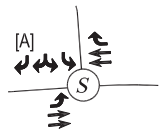
- *Freeways* are limited-access and high-speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

Table 4-1
LIST OF STUDY INTERSECTIONS

NO.	INTERSECTION	TRAFFIC CONTROL	JURISDICTION(S)
1	Arleta Avenue/Devonshire Street	Signalized	City of Los Angeles
2	Arleta Avenue/Paxton Street	Unsignalized	City of Los Angeles
3	I-5 Freeway SB Ramps - Sharp Avenue/Paxton Street	Unsignalized	City of Los Angeles/ Caltrans
4	I-5 Freeway NB Ramps - Remick Avenue/Paxton Street	Unsignalized	City of Los Angeles/ Caltrans
5	Laurel Canyon Boulevard/Branford Street	Signalized	City of Los Angeles
6	San Fernando Road/Branford Street	Signalized	City of Los Angeles
7	Laurel Canyon Boulevard/I-5 Freeway NB Off-Ramp - Jerome Street	Unsignalized	City of Los Angeles/ Caltrans
8	Laurel Canyon Boulevard/Sheldon Street	Signalized	City of Los Angeles
9	Laurel Canyon Boulevard/I-5 Freeway SB Ramps	Unsignalized	City of Los Angeles/ Caltrans
10	I-5 Freeway NB On-Ramp - Rincon Avenue/Sheldon Street	Unsignalized	City of Los Angeles/ Caltrans
11	Haddon Avenue/Sheldon Street	Signalized	City of Los Angeles
12	Telfair Avenue/Sheldon Street	Signalized	City of Los Angeles
13	San Fernando Road/Sheldon Street	Signalized	City of Los Angeles
14	Glenoaks Boulevard/Sheldon Street	Signalized	City of Los Angeles
15	Laurel Canyon Boulevard/Paxton Street	Signalized	City of Los Angeles
16	Haddon Avenue/Paxton Street	Unsignalized	City of Los Angeles
17	Kewen Avenue/Paxton Street	Unsignalized	City of Los Angeles
18	Telfair Avenue/Paxton Street	Signalized	City of Los Angeles
19	San Fernando Road/Paxton Street	Signalized	City of Los Angeles
20	San Fernando Road/SR-118 Freeway EB Ramps	Signalized	City of Los Angeles/ Caltrans
21	San Fernando Road/Van Nuys Boulevard	Signalized	City of Los Angeles
22	San Fernando Road/Pierce Street	Signalized	City of Los Angeles
23	San Fernando Road/Terra Bella Street	Signalized	City of Los Angeles
24	San Fernando Road/Osborne Street	Signalized	City of Los Angeles
25	San Fernando Road/SR-118 Freeway WB Ramps	Signalized	City of Los Angeles/ Caltrans
26	Arleta Avenue/Van Nuys Boulevard	Signalized	City of Los Angeles
27	Bartee Avenue/Van Nuys Boulevard	Signalized	City of Los Angeles
28	I-5 Freeway NB Off-Ramp/Van Nuys Boulevard	Unsignalized	City of Los Angeles/ Caltrans

Table 4-1 (Continued)
LIST OF STUDY INTERSECTIONS

NO.	INTERSECTION	TRAFFIC CONTROL	JURISDICTION(S)
29	Glenoaks Boulevard/Osborne Street	Signalized	City of Los Angeles
30	Dronfield Avenue/Osborne Street	Signalized	City of Los Angeles
31	Foothill Boulevard/Osborne Street - Private Driveway	Signalized	City of Los Angeles
32	Foothill Boulevard/I-210 Freeway EB Ramps	Signalized	City of Los Angeles/ Caltrans
33	Foothill Boulevard/I-210 Freeway WB Ramps	Signalized	City of Los Angeles/ Caltrans
34	Glenoaks Boulevard/Montague Street	Signalized	City of Los Angeles
35	Glenoaks Boulevard/Branford Street	Signalized	City of Los Angeles
36	Glenoaks Boulevard/Truesdale Street	Signalized	City of Los Angeles
37	Glenoaks Boulevard/Peoria Street	Signalized	City of Los Angeles
38	Glenoaks Boulevard/Pendleton Street	Signalized	City of Los Angeles
39	San Fernando Road (E)/Tuxford Street	Unsignalized	City of Los Angeles
40	Bradley Avenue/Tuxford Street	Signalized	City of Los Angeles
41	Glenoaks Boulevard/Tuxford Street - La Tuna Canyon Road	Signalized	City of Los Angeles
42	Tujunga Avenue/Penrose Street	Unsignalized	City of Los Angeles
43	San Fernando Road (W)/Penrose Street	Signalized	City of Los Angeles
44	San Fernando Road (E)/Penrose Street	Signalized	City of Los Angeles
45	I-5 Freeway SB Ramps/Penrose Street	Unsignalized	City of Los Angeles/ Caltrans
46	San Fernando Road/Sunshine Canyon Road	Signalized	City of Los Angeles
47	Balboa Road/San Fernando Road	Signalized	City of Los Angeles
48	Sepulveda Boulevard/San Fernando Road	Unsignalized	City of Los Angeles
49	I-5 Freeway SB Ramps/Sepulveda Boulevard - Roxford Street	Signalized	City of Los Angeles/ Caltrans
50	I-5 Freeway NB Off-Ramp/Roxford Street	Unsignalized	City of Los Angeles/ Caltrans
51	I-5 Freeway NB Ramps - Encinitas Avenue/Roxford Street	Signalized	City of Los Angeles/ Caltrans
52	I-405 Freeway SB Ramps - Blucher Avenue/Devonshire Street	Signalized	City of Los Angeles/ Caltrans
53	I-405 Freeway NB Ramps/Devonshire Street	Signalized	City of Los Angeles/ Caltrans
54	Sepulveda Boulevard/Devonshire Street	Signalized	City of Los Angeles
55	Lemona Avenue/Devonshire Street	Signalized	City of Los Angeles
56	Woodman Avenue/Devonshire Street	Signalized	City of Los Angeles



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No. 2
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Paxton St

No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St

No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St

No. 5
Laurel Canyon Blvd/
Branford St

No. 6
San Fernando Rd/
Branford St

No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St

No. 8
Laurel Canyon Blvd/
Sheldon St

No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps

No. 10
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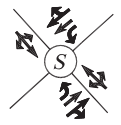
Sheldon St



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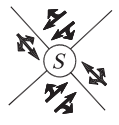

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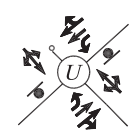

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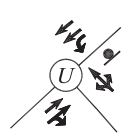

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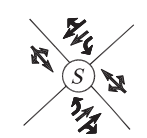

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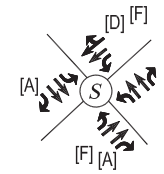

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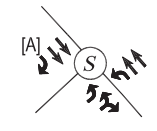

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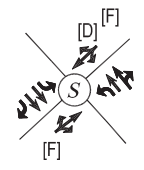

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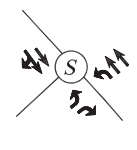

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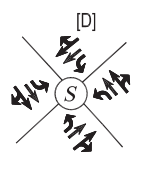

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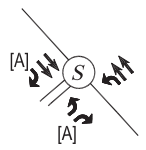

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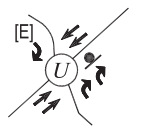

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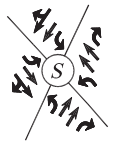

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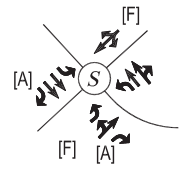

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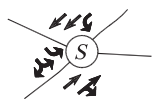

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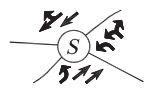

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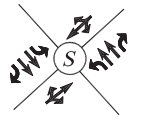

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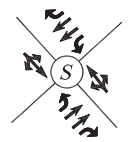
Tuxford St



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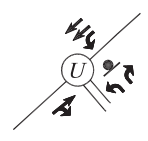

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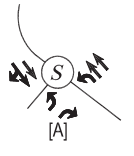

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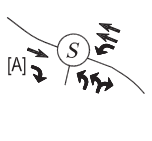

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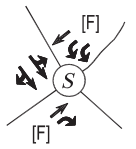

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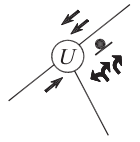

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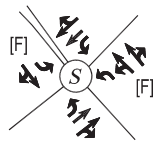

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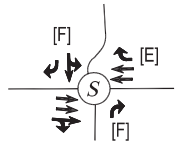
Ave/Roxford St



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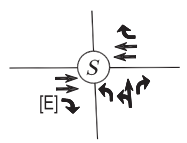
Ave/Devonshire St



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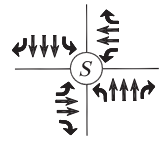
Devonshire St



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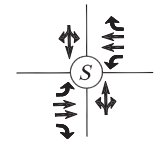
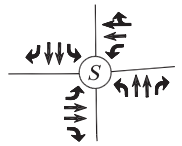
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

NOT TO SCALE

S SIGNALIZED INTERSECTION

U UNSIGNALIZED INTERSECTION

STOP SIGN

[A] OVERLAP PHASE

[B] FUNCTIONAL RIGHT-TURN ONLY LANE

[C] TWO-WAY LEFT-TURN STRIPING

[D] NO RIGHT-TURN ON RED

[E] FREE-FLOW MOVEMENT

[F] SPLIT-PHASE OPERATION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

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Table 4-2
EXISTING ROADWAY DESCRIPTIONS

Roadway	Classification [1]	Travel Lanes		Median Types [4]	Speed Limit [5]
		Direction [2]	No. Lanes [3]		
Arleta Avenue	Avenue II	N-S	4	N/A-2WLT	40
Laurel Canyon Boulevard	Avenue I	N-S	4	2WLT	40-45
Haddon Avenue	Collector	N-S	2	N/A	25
Kewen Avenue	Local Street	N-S	2	N/A	25
Telfair Avenue	Collector	N-S	2	N/A	25
Tujunga Avenue	Local Street (north of Penrose Street) Avenue II (south of Penrose Street)	N-S	2-3 [6]	N/A	25
San Fernando Road	Avenue I	N-S	4	N/A-2WLT	35
Bradley Avenue	Avenue II	N-S	2	N/A	25
Glenoaks Boulevard	Boulevard II	N-S	4 [7]	RMI-2WLT	40-45
Dronfield Avenue	Collector	N-S	2-4 [8]	N/A	25
Foothill Boulevard	Avenue I	N-S	4	RMI-2WLT	45
Balboa Road	Collector	N-S	3 [9]	N/A	25
Sepulveda Boulevard	Avenue I	N-S	2-6 [10]	N/A	40-45
Encinitas Avenue	Avenue II	N-S	3 [11]	2WLT	25
Lemona Avenue	Collector	N-S	2	N/A	25
Woodman Avenue	Avenue I	N-S	4 [7]	N/A-2WLT	35
Devonshire Street	Avenue I	E-W	4 [7]	RMI-2WLT	40
Paxton Street	Avenue II	E-W	4	N/A-2WLT	40
Van Nuys Boulevard	Boulevard II	E-W	4	N/A-RMI	35
Pierce Street	Collector	E-W	2	N/A-RMI	25
Terra Bella Street	Avenue II	E-W	2	2WLT	35
Osborne Street	Avenue I	E-W	4	N/A-RMI-2WLT	40
Branford Street	Avenue II (west of Glenoaks Boulevard) Local Street (east of Glenoaks Boulevard)	E-W	2	N/A-2WLT	35
Sheldon Street	Avenue II	E-W	4	N/A-2WLT	40-45
Peoria Street	Avenue II (west of Glenoaks Boulevard) Collector (east of Glenoaks Boulevard)	E-W	2	N/A	35
Tuxford Street	Boulevard II	E-W	4 [7]	2WLT	35
La Tuna Canyon Road	Boulevard II		4 [7]	2WLT	35
Penrose Street	Avenue II	E-W	2-3 [12]	N/A-2WLT	35
Sunshine Canyon Road	Private Roadway	E-W	2	N/A	15
Roxford Street	Avenue I	E-W	3-4 [13]	N/A	35

Notes:
[1] Roadway classifications obtained from the City of Los Angeles' *Mobility Plan 2035, An Element of the General Plan* , adopted January 20, 2016.
[2] Direction of roadways in the project area: N-S - north and south bound; and E-W - east and west bound.
[3] Number of lanes in both directions on the roadway. Variations in number of travel lanes are noted below.
[4] Median type of the road: RMI - Raised Median Island; 2WLT - 2-Way Left-Turn Lane; and N/A-Not Applicable.
[5] Speed limits in miles per hour (MPH). Roadways without signed speed limits were assumed to have a prima facie speed limit of 25 MPH.
[6] Tujunga Avenue provides two lanes north of Penrose Street and three lanes (two northbound lanes and one southbound lane) south of Penrose Street.
[7] Bike lanes are provided in the project vicinity.
[8] Dronfield Avenue provides two lanes north of Osborne Street and four lanes south of Osborne Street.
[9] Balboa Road provides two northbound lanes and one southbound lane at the study location.
[10] Sepulveda Boulevard provides three lanes (two northbound lanes and one southbound lane) south of San Fernando Road, two lanes west of Roxford Street, and six lanes in the vicinity of Devonshire Street.
[11] Encinitas Avenue provides two northbound lanes and one southbound lane at the study location.
[12] Penrose Street provides three lanes (two westbound lanes and one eastbound lane) between San Fernando Road and Bradley Avenue.
[13] Roxford Street provides three lanes (two westbound lanes and one eastbound lane) west of Encinitas Avenue, and four lanes east of Encinitas Avenue.

- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: major and secondary arterials. Major arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Secondary arterials are typically two-to-four lane streets that service local and commuter traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

4.4 Regional Highway System

Primary regional access is provided by the I-5 (Golden State) Freeway, the SR-118 (Ronald Reagan) Freeway, the I-210 (Foothill) Freeway, and the I-405 (San Diego) Freeway. A brief description of the regional access is provided in the following paragraphs.

I-5 (Golden State) Freeway is a north-south oriented freeway that extends between northern and southern California. The number of mainline travel lanes varies in the study area. South of Roxford Street and north of the I-405 interchange, five mainline travel lanes along with auxiliary lanes are provided in the northbound and southbound directions. South of Paxton Street, seven northbound and six southbound mainline travel lanes are provided. Between Pierce Street and Branford Street, six mainline travel lanes are provided in both directions. South of the SR-170 interchange, four mainline travel lanes are provided in the northbound and southbound directions. Additionally, one carpool (HOV) lane is provided in each direction throughout the study area. Project-generated trucks traveling to the Boulevard, Sheldon, and Cal-Mat Pits are expected to utilize the Southbound I-5 Freeway lanes only, and are expected to utilize the southbound on-ramp at Paxton Street, the southbound off-ramp at Laurel Canyon Boulevard, and the southbound off-ramp at Penrose Street. Project-generated trucks traveling to the Sunshine Canyon Landfill are expected to utilize the southbound on-ramp and northbound off-ramp located at Roxford Street.

SR-118 (Ronald Reagan) Freeway is an east-west oriented freeway which extends easterly from the City of Moorpark through the San Fernando and Simi Valleys to the eastern terminus at the I-210 interchange in Pacoima. In the project vicinity, four eastbound and westbound mainline travel lanes along with auxiliary lanes are provided. Project-generated trucks are expected to access the SR-118 Freeway Westbound lanes only via the I-210 interchange and will utilize the off-ramp located at San Fernando Road.

I-210 (Foothill) Freeway is an east-west oriented freeway which connects the foothill communities of Los Angeles County from the western terminus at the I-5 interchange in Sylmar easterly to San Bernardino County, where it terminates at the I-10 interchange. In the project vicinity, the I-210 Freeway provides four mainline travel lanes in the eastbound and westbound direction. East of the SR-118 interchange, six westbound and five eastbound travel lanes are provided. Project-generated trucks are expected to access the Westbound I-210 Freeway lanes only via the on-ramp located at Foothill Boulevard.

I-405 (San Diego) Freeway is a major north-south oriented freeway which extends from the northerly terminus at the I-5 interchange in northeast Los Angeles to the southerly terminus at the I-5 interchange located in Orange County. The number of mainline travel lanes varies in the study area. North of Devonshire Street, four mainline travel lanes and one carpool (HOV) lane, along with auxiliary lanes, are provided in the northbound and southbound directions. North of San Fernando Mission Road, three mainline travel lanes are provided in each direction. Project-generated trucks are expected to utilize the southbound off-ramp and the northbound on-ramp located at Devonshire Street.

5.0 TRAFFIC COUNTS

Manual vehicle classification counts of turning movements were conducted at each of the 56 study intersections during the weekday morning (AM), mid-day, and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual traffic counts were conducted by an independent traffic count subconsultant (i.e., City Traffic Counters) at 14 study intersections in 2014, ten study intersections in 2015, and 32 study intersections in 2016. The manual vehicle classification counts at the study intersections were conducted from 7:00 to 10:00 AM to determine the weekday AM peak commuter hour, from 12:00 PM to 2:00 PM to determine the weekday mid-day peak hour, and from 3:00 to 6:00 PM to determine the weekday PM peak commuter hour. The manual traffic counts were conducted when local schools were in session. Traffic volumes at the study intersections show the morning and afternoon peak periods typically associated with peak commute hours in metropolitan areas such as Los Angeles. It should be noted that the traffic counts have been increased by 1.5% per year to reflect the year 2017 existing conditions.

The weekday AM, mid-day, and PM peak hour manual counts of vehicle movements at the 56 study intersections are summarized in ***Table 5-1***. The existing traffic volumes at the study intersections during these peak hours are shown in ***Figures 5-1***, ***5-2***, and ***5-3***, respectively. Summary data worksheets of the manual vehicle classification turning movement counts at the study intersections are contained in ***Appendix A***.

It should be noted that the vehicle classification counts categorized the following vehicle types; passenger car vehicles, buses, single unit trucks, and semi-tractor trailer trucks. The traffic volumes shown in the figures and used for analysis purposes reflect appropriate adjustments (i.e., passenger car equivalent, or PCE) to account for the presence of truck traffic that travels within the study area. Accordingly, a PCE of 1.0 was used for passenger car vehicles, a PCE of 2.0 was used for buses, single unit trucks, 3-axle trucks, and 4-axle semi-tractor trailer trucks, and a PCE of 3.0 was used for 5-axle or more semi-tractor trailer trucks. The application of passenger car equivalency factors stem from discussions provided in the *Highway Capacity Manual 6th Edition* (Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016) and the *Roundabouts: An Informational Guide* (U.S. Department of Transportation Federal Highway Administration, 2000).

Table 5-1
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		MID-DAY PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME	BEGAN	VOLUME
1	Arleta Avenue/ Devonshire Street	01/14/2014 [2]	NB SB EB WB	7:15	0 984 1,365 878	1:00	0 328 535 458	4:45	0 502 946 811
2	Arleta Avenue/ Paxton Street	01/14/2014 [2]	NB SB EB WB	7:15	620 420 0 776	1:00	369 130 0 390	4:45	799 160 0 559
3	I-5 Freeway SB Ramps- Sharp Avenue/ Paxton Street	01/14/2014 [2]	NB SB EB WB	7:15	106 524 734 688	1:00	38 110 419 467	4:30	63 285 760 578
4	I-5 Freeway NB Ramps- Remick Avenue/ Paxton Street	01/14/2014 [2]	NB SB EB WB	7:00	109 71 752 810	1:00	74 124 479 484	4:30	58 136 896 722
5	Laurel Canyon Boulevard/ Branford Street	01/14/2014 [2]	NB SB EB WB	7:15	713 1,283 983 857	1:00	680 618 532 487	4:45	1,154 734 756 778
6	San Fernando Road/ Branford Street	01/14/2014 [2]	NB SB EB WB	7:15	671 1,171 694 436	1:00	675 609 378 424	4:30	922 523 409 498
7	Laurel Canyon Boulevard/ I-5 Freeway NB Off-Ramp- Jerome Street	01/15/2014 [2]	NB SB EB WB	7:15	573 1,400 314 97	12:15	426 543 194 43	5:00	1,075 831 277 67
8	Laurel Canyon Boulevard/ Sheldon Street	01/15/2014 [2]	NB SB EB WB	7:15	633 1,609 1,083 1,096	12:00	514 698 624 581	4:45	1,075 1,010 1,115 862
9	Laurel Canyon Boulevard/ I-5 Freeway SB Ramps	01/15/2014 [2]	NB SB EB WB	7:15	751 1,291 0 119	12:00	546 693 0 198	4:45	1,108 984 0 257
10	I-5 Freeway NB On-Ramp- Rincon Avenue/ Sheldon Street	01/15/2014 [2]	NB SB EB WB	7:15	0 43 1,224 1,308	12:00	0 55 808 720	4:45	0 44 1,273 991
11	Haddon Avenue/ Sheldon Street	01/15/2014 [2]	NB SB EB WB	7:15	290 106 967 1,119	12:00	63 29 658 663	3:00	129 39 1,083 878
12	Telfair Avenue/ Sheldon Street	01/15/2014 [2]	NB SB EB WB	7:15	224 92 767 1,043	12:30	61 18 615 574	4:30	153 38 886 733

[1] Counts conducted by City Traffic Counters
[2] Year 2014, 2015 and 2016 counts were increased by 1.5% per year to reflect current year 2017 conditions.

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		MID-DAY PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME	BEGAN	VOLUME
13	San Fernando Road/ Sheldon Street	01/15/2014 [2]	NB	7:15	1,012	1:00	609	4:30	880
			SB		797		503		746
			EB		656		660		987
			WB		1,344		622		744
14	Glenoaks Boulevard/ Sheldon Street	01/15/2014 [2]	NB	7:30	604	12:00	693	4:30	1,102
			SB		1,602		733		1,008
			EB		581		537		864
			WB		611		282		340
15	Laurel Canyon Boulevard/ Paxton Street	03/26/2015 [2]	NB	7:30	1,181	12:30	767	5:00	1,593
			SB		1,774		760		1,524
			EB		733		467		915
			WB		734		447		777
16	Haddon Avenue/ Paxton Street	03/26/2015 [2]	NB	7:15	112	1:00	40	5:00	84
			SB		9		9		10
			EB		866		522		1,086
			WB		869		594		781
17	Kewen Avenue/ Paxton Street	03/26/2015 [2]	NB	7:15	126	12:45	35	5:00	77
			SB		0		0		0
			EB		918		560		1,094
			WB		865		564		798
18	Telfair Avenue/ Paxton Street	03/26/2015 [2]	NB	7:15	163	12:15	77	5:00	133
			SB		191		79		126
			EB		965		562		1,113
			WB		782		535		776
19	San Fernando Road/ Paxton Street	03/25/2015 [2]	NB	7:15	1,146	12:15	1,129	4:45	1,085
			SB		1,216		927		1,066
			EB		909		597		983
			WB		1,031		932		1,075
20	San Fernando Road/ SR-118 Freeway EB Ramps	03/25/2015 [2]	NB	7:15	735	12:00	714	4:30	955
			SB		1,038		844		1,115
			EB		982		707		773
			WB		0		0		0
21	San Fernando Road/ Van Nuys Boulevard	03/25/2015 [2]	NB	7:15	678	12:00	623	3:45	840
			SB		1,241		681		895
			EB		1,051		917		1,073
			WB		1,163		779		1,144
22	San Fernando Road/ Pierce Street	03/25/2015 [2]	NB	7:15	740	1:00	652	4:30	1,038
			SB		1,294		693		825
			EB		254		163		246
			WB		390		165		324
23	San Fernando Road/ Terra Bella Street	03/25/2015 [2]	NB	7:15	556	12:45	562	4:45	946
			SB		1,477		684		882
			EB		366		206		348
			WB		0		0		0
24	San Fernando Road/ Osborne Street	03/25/2015 [2]	NB	7:15	433	12:00	450	3:30	720
			SB		1,083		697		721
			EB		734		687		821
			WB		972		700		916

[1] Counts conducted by City Traffic Counters
[2] Year 2014, 2015 and 2016 counts were increased by 1.5% per year to reflect current year 2017 conditions.

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		MID-DAY PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME	BEGAN	VOLUME
25	San Fernando Road/ SR-118 Freeway WB Ramps	05/24/2016 [2]	NB SB EB WB	7:15	1,388 1,111 704 0	1:00	1,512 1,036 372 0	4:30	1,624 1,335 515 0
26	Arleta Avenue/ Van Nuys Boulevard	05/24/2016 [2]	NB SB EB WB	7:15	1,007 1,450 1,217 1,075	1:00	428 441 1,035 938	4:45	1,041 709 1,493 1,143
27	Bartee Avenue/ Van Nuys Boulevard	05/24/2016 [2]	NB SB EB WB	7:15	117 130 1,403 1,123	1:00	43 45 1,114 1,001	4:00	50 59 1,463 1,262
28	I-5 Freeway NB Off-Ramp/ Van Nuys Boulevard	05/24/2016 [2]	NB SB EB WB	7:15	177 188 1,043 1,498	1:00	214 217 914 1,043	4:00	258 290 1,263 1,214
29	Glenoaks Boulevard/ Osborne Street	05/25/2016 [2]	NB SB EB WB	7:15	727 1,410 696 1,209	1:00	701 587 545 685	4:45	1,719 759 963 836
30	Dronfield Avenue/ Osborne Street	05/25/2016 [2]	NB SB EB WB	7:15	32 308 800 974	1:00	84 153 607 479	4:45	109 173 1,424 619
31	Foothill Boulevard/ Osborne Street-Driveway	05/24/2016 [2]	NB SB EB WB	7:15	723 1,129 593 40	1:00	466 553 502 16	5:00	736 714 1,129 23
32	Foothill Boulevard/ I-210 Freeway EB Ramps	05/24/2016 [2]	NB SB EB WB	7:15	1,009 700 784 0	1:00	554 550 403 0	5:00	823 705 604 0
33	Foothill Boulevard/ I-210 Freeway WB Ramps	05/24/2016 [2]	NB SB EB WB	7:15	1,096 912 0 354	1:00	572 595 0 263	5:00	860 701 0 426
34	Glenoaks Boulevard/ Montague Street	05/25/2016 [2]	NB SB EB WB	7:15	735 1,830 78 11	12:45	761 725 106 31	4:45	1,775 803 144 20
35	Glenoaks Boulevard/ Branford Street	05/25/2016 [2]	NB SB EB WB	7:15	738 1,696 221 75	12:15	719 687 261 98	4:30	1,638 909 500 78
36	Glenoaks Boulevard/ Truesdale Street	05/25/2016 [2]	NB SB EB WB	7:15	775 1,530 79 17	12:00	740 736 62 6	4:45	1,572 890 88 27

[1] Counts conducted by City Traffic Counters
[2] Year 2014, 2015 and 2016 counts were increased by 1.5% per year to reflect current year 2017 conditions.

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS

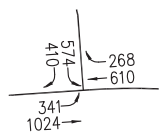
NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		MID-DAY PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME	BEGAN	VOLUME
37	Glenoaks Boulevard/ Peoria Street	05/25/2016 [2]	NB	7:15	758	12:00	757	4:45	1,451
			SB		1,404		776		919
			EB		46		74		93
			WB		118		125		73
38	Glenoaks Boulevard/ Pendleton Street	05/25/2016 [2]	NB	7:00	672	12:00	784	4:30	1,272
			SB		1,353		758		882
			EB		90		164		227
			WB		123		166		170
39	San Fernando Road (East)/ Tuxford Street	05/26/2016 [2]	NB	7:15	75	1:00	63	4:45	59
			SB		0		0		0
			EB		1,266		970		1,353
			WB		1,527		1,233		1,398
40	Bradley Avenue/ Tuxford Street	05/26/2016 [2]	NB	7:15	339	12:00	447	4:45	337
			SB		238		244		204
			EB		1,213		974		1,407
			WB		1,256		930		1,092
41	Glenoaks Boulevard/ Tuxford Street-La Tuna Canyon Road	05/26/2016 [2]	NB	7:15	719	1:00	779	4:45	1,157
			SB		1,202		819		1,014
			EB		858		675		1,249
			WB		960		509		683
42	Tujunga Avenue/ Penrose Street	05/26/2016 [2]	NB	7:15	367	12:45	357	4:30	524
			SB		35		75		66
			EB		200		168		132
			WB		518		393		433
43	San Fernando Road (West)/ Penrose Street	05/26/2016 [2]	NB	7:15	337	12:45	417	5:00	672
			SB		939		464		553
			EB		390		467		556
			WB		571		528		608
44	San Fernando Road (East)/ Penrose Street	05/26/2016 [2]	NB	7:45	113	12:45	113	5:00	163
			SB		107		74		43
			EB		359		467		464
			WB		656		594		644
45	I-5 Freeway SB Ramps/ Penrose Street	05/26/2016 [2]	NB	7:30	628	1:00	492	3:15	475
			SB		0		0		0
			EB		336		466		476
			WB		542		589		557
46	San Fernando Road/ Sunshine Canyon Road	11/15/2016 [2]	NB	7:30	548	1:00	644	5:00	1,872
			SB		2,169		552		965
			EB		142		221		141
			WB		0		0		0
47	Balboa Road/ San Fernando Road	11/15/2016 [2]	NB	7:15	517	1:00	366	5:00	1,470
			SB		0		0		0
			EB		2,329		720		1,088
			WB		490		548		593
48	Sepulveda Boulevard/ San Fernando Road	11/15/2016 [2]	NB	7:15	245	1:00	363	4:45	192
			SB		0		0		0
			EB		1,212		521		451
			WB		293		243		433

[1] Counts conducted by City Traffic Counters
[2] Year 2014, 2015 and 2016 counts were increased by 1.5% per year to reflect current year 2017 conditions.

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		MID-DAY PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME	BEGAN	VOLUME
49	I-5 Freeway SB Ramps/ Roxford Street-Sepulveda Boulevard	11/15/2016 [2]	NB	7:00	0	12:45	0	4:30	0
			SB		280		251		314
			EB		748		402		271
			WB		1,446		1,139		1,407
50	I-5 Freeway NB Off-Ramp/ Roxford Street	11/15/2016 [2]	NB	7:00	888	1:00	827	4:45	885
			SB		0		0		0
			EB		325		296		325
			WB		1,427		1,033		1,309
51	I-5 Freeway NB Ramps-Encinitas Avenue/ Roxford Street	11/15/2016 [2]	NB	7:15	617	1:00	395	4:30	508
			SB		862		530		272
			EB		1,059		991		1,007
			WB		858		646		1,224
52	I-405 Freeway SB Ramps-Blucher Avenue/ Devonshire Street	11/15/2016 [2]	NB	7:15	3	12:00	9	4:45	33
			SB		1,111		289		594
			EB		1,535		990		1,691
			WB		1,535		1,106		1,317
53	I-405 Freeway NB Ramps/ Devonshire Street	11/16/2016 [2]	NB	7:15	579	12:30	489	4:45	453
			SB		0		0		0
			EB		1,811		877		1,547
			WB		1,352		956		1,201
54	Sepulveda Boulevard/ Devonshire Street	11/16/2016 [2]	NB	7:15	1,143	1:00	1,080	5:00	1,712
			SB		1,696		1,130		1,674
			EB		1,863		1,044		1,753
			WB		1,267		649		935
55	Lemona Avenue/ Devonshire Street	11/16/2016 [2]	NB	7:00	114	12:30	58	5:00	98
			SB		137		101		77
			EB		1,390		603		1,353
			WB		1,270		541		985
56	Woodman Avenue/ Devonshire Street	11/16/2016 [2]	NB	7:15	935	1:00	562	5:00	996
			SB		768		308		552
			EB		1,537		626		1,399
			WB		1,205		519		966

[1] Counts conducted by City Traffic Counters
[2] Year 2014, 2015 and 2016 counts were increased by 1.5% per year to reflect current year 2017 conditions.



No. 1
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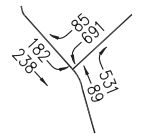
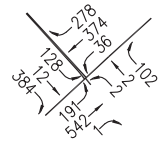
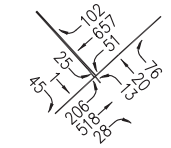
Devonshire St



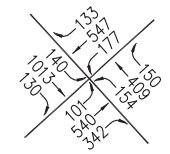
No. 2
Arleta Ave/
Paxton St



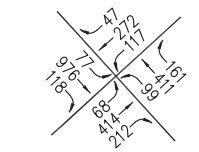
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



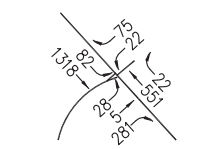
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



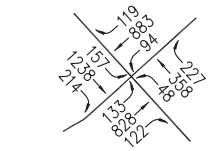
No. 5
Laurel Canyon Blvd/
Branford St



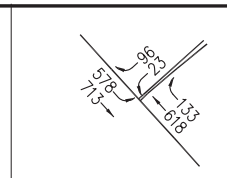
No. 6
San Fernando Rd/
Branford St



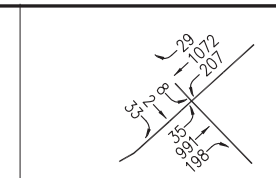
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



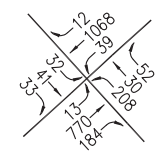
No. 8
Laurel Canyon Blvd/
Sheldon St



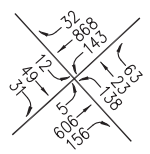
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



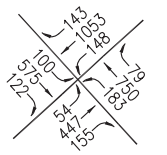
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



No. 11
Haddon Ave/
Sheldon St

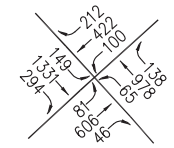


No. 12
Telfair Ave/
Sheldon St

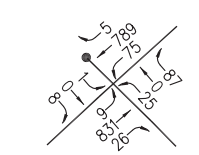


No. 13
San Fernando Rd/
Sheldon St

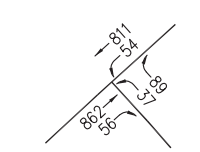
No. 14
Glenoaks Blvd/
Sheldon St



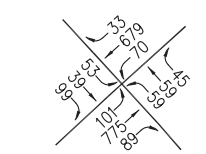
No. 15
Laurel Canyon Blvd/
Paxton St



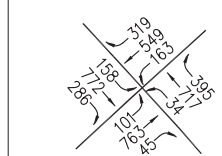
No. 16
Haddon Ave/
Paxton St



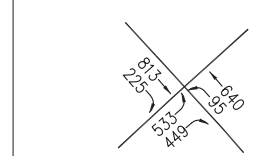
No. 17
Kewen Ave/
Paxton St



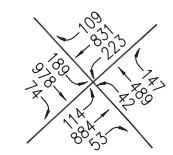
No. 18
Telfair Ave/
Paxton St



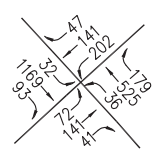
No. 19
San Fernando Rd/
Paxton St



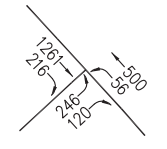
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



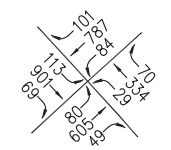
No. 21
San Fernando Rd/
Van Nuys Blvd



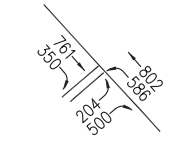
No. 22
San Fernando Rd/
Pierce St



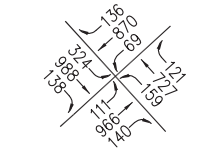
No. 23
San Fernando Rd/
Terra Bella St



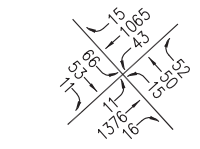
No. 24
San Fernando Rd/
Osborne St



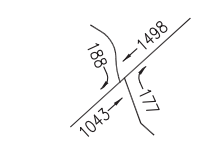
No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



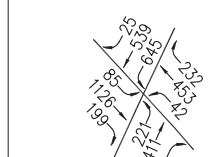
No. 26
Arleta Ave/
Van Nuys Blvd



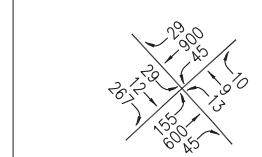
No. 27
Bartee Ave/
Van Nuys Blvd



No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

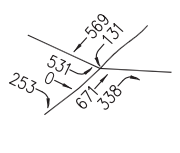


No. 29
Glenoaks Blvd/
Osborne St

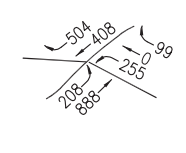


No. 30
Dronfield Ave/
Osborne St

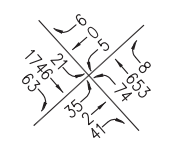
No. 31
Foothill Blvd/
Osborne St-Dwy



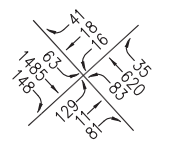
No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



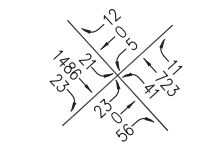
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



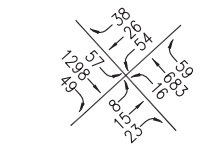
No. 34
Glenoaks Blvd/
Montague St



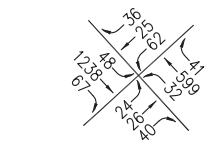
No. 35
Glenoaks Blvd/
Branford St



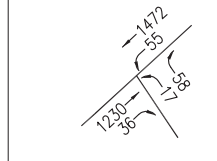
No. 36
Glenoaks Blvd/
Truesdale St



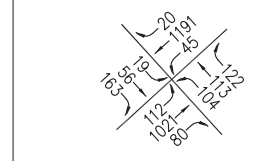
No. 37
Glenoaks Blvd/
Peoria St



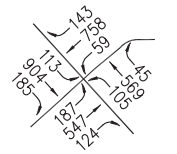
No. 38
Glenoaks Blvd/
Pendleton St



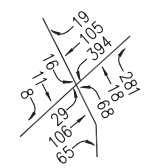
No. 39
San Fernando Rd (E)/
Tuxford St



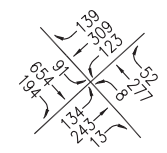
No. 40
Bradley Ave/
Tuxford St



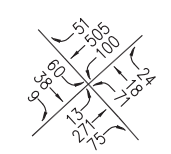
No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd



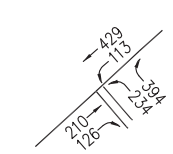
No. 42
Tujunga Ave/
Penrose St



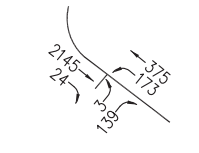
No. 43
San Fernando Rd (W)/
Penrose St



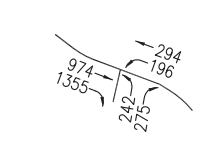
No. 44
San Fernando Rd (E)/
Penrose St



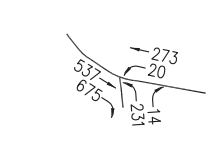
No. 45
I-5 Fwy SB Ramps/
Penrose St



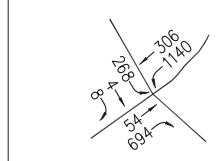
No. 46
San Fernando Rd/
Sunshine Canyon Rd



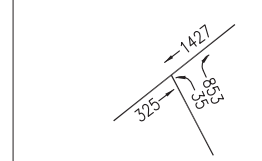
No. 47
Balboa Rd/
San Fernando Rd



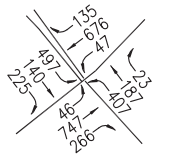
No. 48
Sepulveda Blvd/
San Fernando Rd



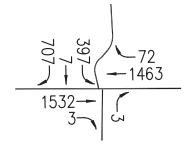
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



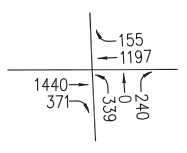
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



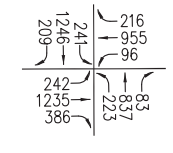
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



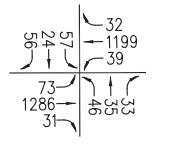
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



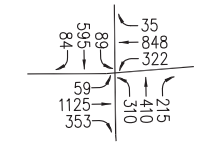
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



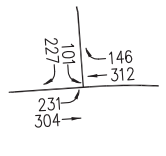
No. 56
Woodman Ave/
Devonshire St

o:\job_file\4056-4\dwg\f5-1.dwg LDP 11:05:21 03/09/2017 rodriquez

NOT TO SCALE

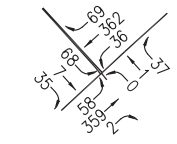
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-1
EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

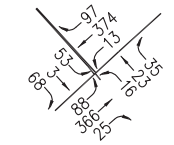


No. 1
Arleta Ave/
Devonshire St

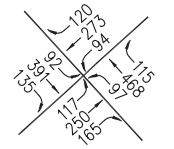
No. 2
Arleta Ave/
Paxton St



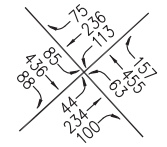
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



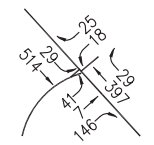
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



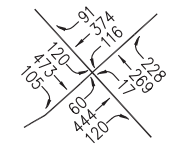
No. 5
Laurel Canyon Blvd/
Branford St



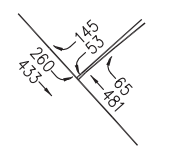
No. 6
San Fernando Rd/
Branford St



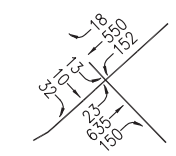
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



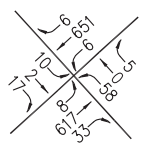
No. 8
Laurel Canyon Blvd/
Sheldon St



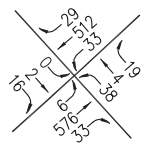
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



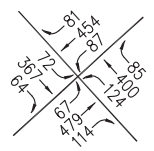
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



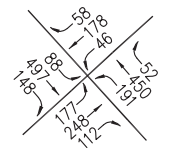
No. 11
Haddon Ave/
Sheldon St



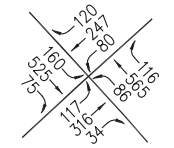
No. 12
Telfair Ave/
Sheldon St



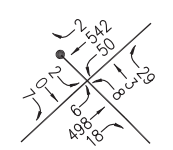
No. 13
San Fernando Rd/
Sheldon St



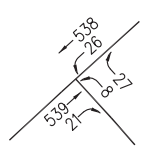
No. 14
Glenoaks Blvd/
Sheldon St



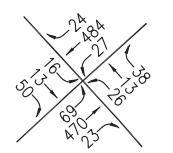
No. 15
Laurel Canyon Blvd/
Paxton St



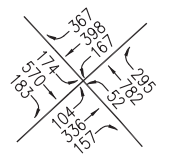
No. 16
Haddon Ave/
Paxton St



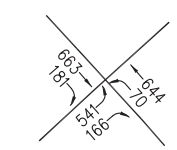
No. 17
Kewen Ave/
Paxton St



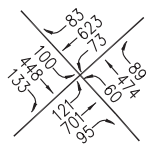
No. 18
Telfair Ave/
Paxton St



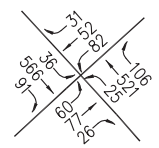
No. 19
San Fernando Rd/
Paxton St



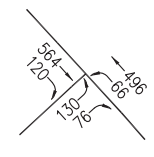
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



No. 21
San Fernando Rd/
Van Nuys Blvd

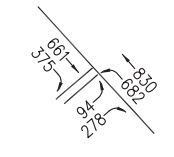


No. 22
San Fernando Rd/
Pierce St



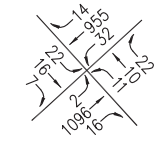
No. 23
San Fernando Rd/
Terra Bella St

No. 24
San Fernando Rd/
Osborne St

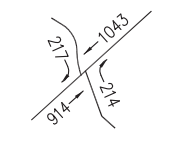


No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps

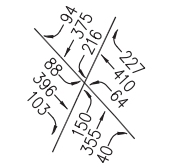
No. 26
Arleta Ave/
Van Nuys Blvd



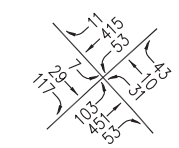
No. 27
Bartee Ave/
Van Nuys Blvd



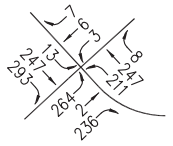
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



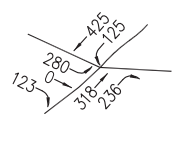
No. 29
Glenoaks Blvd/
Osborne St



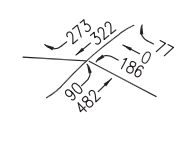
No. 30
Dronfield Ave/
Osborne St



No. 31
Foothill Blvd/
Osborne St-Dwy

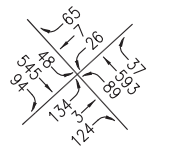


No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

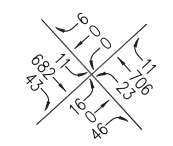


No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St



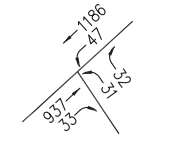
No. 35
Glenoaks Blvd/
Branford St



No. 36
Glenoaks Blvd/
Truesdale St

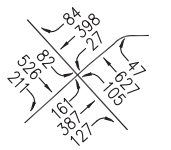
No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

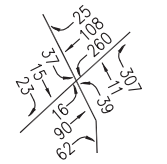


No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

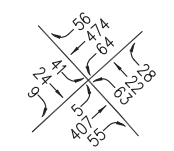


No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

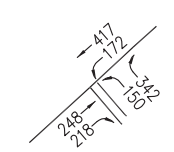


No. 42
Tujunga Ave/
Penrose St

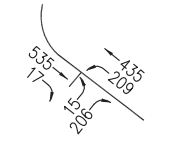
No. 43
San Fernando Rd (W)/
Penrose St



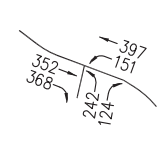
No. 44
San Fernando Rd (E)/
Penrose St



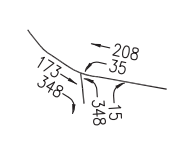
No. 45
I-5 Fwy SB Ramps/
Penrose St



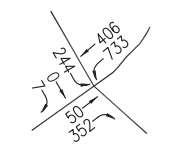
No. 46
San Fernando Rd/
Sunshine Canyon Rd



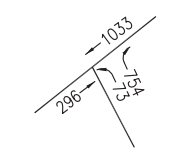
No. 47
Balboa Rd/
San Fernando Rd



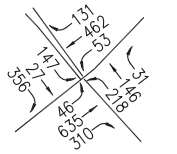
No. 48
Sepulveda Blvd/
San Fernando Rd



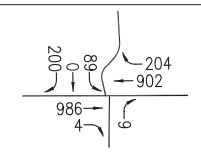
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



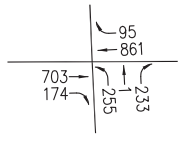
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



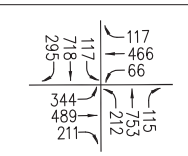
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



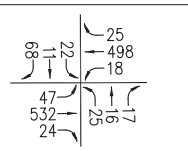
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



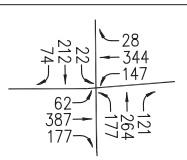
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



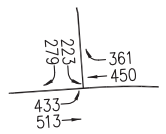
No. 56
Woodman Ave/
Devonshire St

o:\job_file\4056-4\dwg\5-2.dwg LDP 11:06:34 03/09/2017 rodriquez

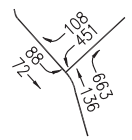
NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

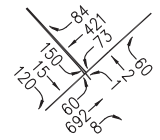
FIGURE 5-2
EXISTING TRAFFIC VOLUMES
WEEKDAY MID-DAY PEAK HOUR
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



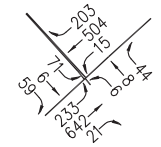
No. 1
Arleta Ave/
Devonshire St



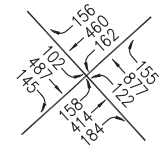
No. 2
Arleta Ave/
Paxton St



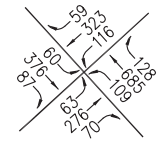
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



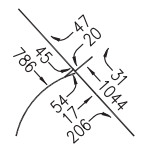
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



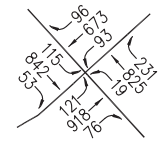
No. 5
Laurel Canyon Blvd/
Branford St



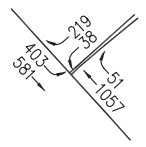
No. 6
San Fernando Rd/
Branford St



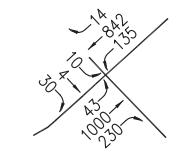
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



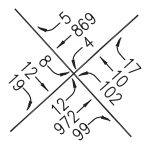
No. 8
Laurel Canyon Blvd/
Sheldon St



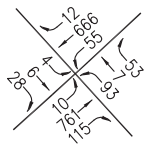
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St

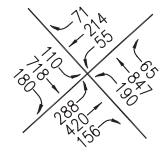


No. 11
Haddon Ave/
Sheldon St

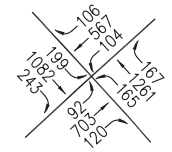


No. 12
Telfair Ave/
Sheldon St

No. 13
San Fernando Rd/
Sheldon St

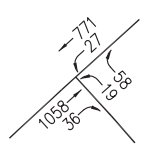


No. 14
Glenoaks Blvd/
Sheldon St

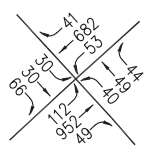


No. 15
Laurel Canyon Blvd/
Paxton St

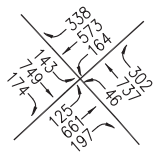
No. 16
Haddon Ave/
Paxton St



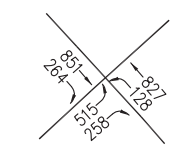
No. 17
Kewen Ave/
Paxton St



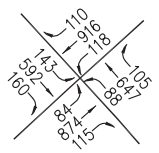
No. 18
Telfair Ave/
Paxton St



No. 19
San Fernando Rd/
Paxton St

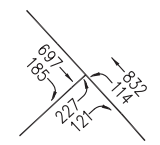


No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps

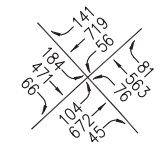


No. 21
San Fernando Rd/
Van Nuys Blvd

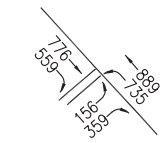
No. 22
San Fernando Rd/
Pierce St



No. 23
San Fernando Rd/
Terra Bella St

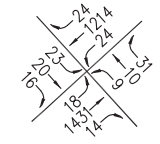


No. 24
San Fernando Rd/
Osborne St

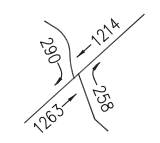


No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps

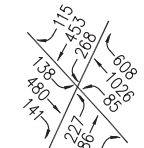
No. 26
Arleta Ave/
Van Nuys Blvd



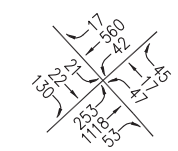
No. 27
Bartee Ave/
Van Nuys Blvd



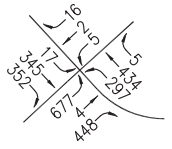
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



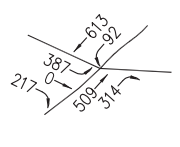
No. 29
Glenoaks Blvd/
Osborne St



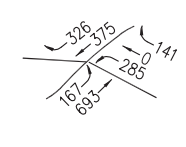
No. 30
Dronfield Ave/
Osborne St



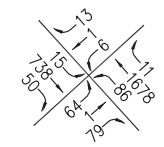
No. 31
Foothill Blvd/
Osborne St-Dwy



No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



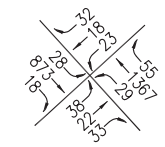
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



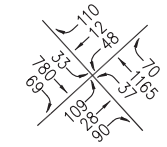
No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

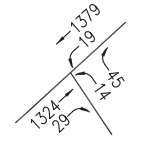
No. 36
Glenoaks Blvd/
Truesdale St



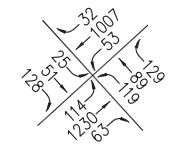
No. 37
Glenoaks Blvd/
Peoria St



No. 38
Glenoaks Blvd/
Pendleton St

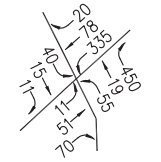


No. 39
San Fernando Rd (E)/
Tuxford St

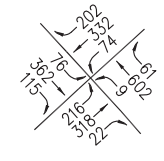


No. 40
Bradley Ave/
Tuxford St

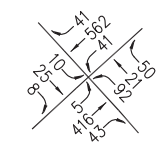
No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd



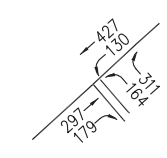
No. 42
Tujunga Ave/
Penrose St



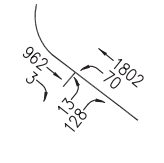
No. 43
San Fernando Rd (W)/
Penrose St



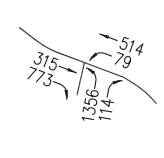
No. 44
San Fernando Rd (E)/
Penrose St



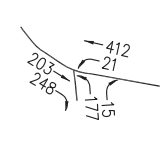
No. 45
I-5 Fwy SB Ramps/
Penrose St



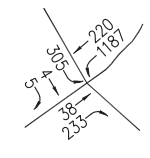
No. 46
San Fernando Rd/
Sunshine Canyon Rd



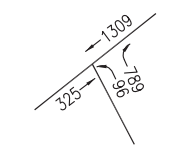
No. 47
Balboa Rd/
San Fernando Rd



No. 48
Sepulveda Blvd/
San Fernando Rd



No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



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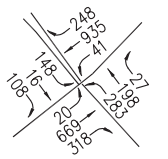

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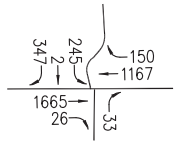

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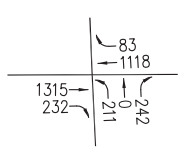

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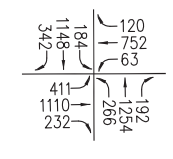

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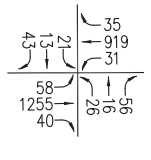
Devonshire St



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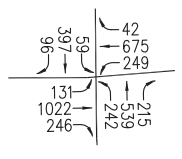

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Woodman Ave/
Devonshire St

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NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-3
EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

6.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak-hour and daily basis. For projects, the traffic generation potential is typically forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersections throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Level of Service [LOS]) conditions at selected key locations using existing and expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

6.1 Project Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Trip generation equations and/or rates provided in the ITE *Trip Generation Manual* publication[3] were not utilized to forecast traffic generation for the proposed project, as the ITE document does not contain trip rates for specifically this type of expected construction-related hauling operation. Therefore, the project trip generation forecast was derived based on the development of employee and truck forecasts given the expected hauling capacities as well as the application of passenger car equivalency (PCE) factors, as described more fully below.

Traffic volumes expected to be generated by the proposed Pacoima Spreading Grounds Improvement project were based on coordination with LACFCD staff. The forecast of employee vehicle trips was provided and accounts for the employees at the Pacoima Spreading Grounds facility. Two inbound and two outbound vehicle trips are anticipated during each of the weekday analysis time periods.

[3] *Trip Generation Manual*, Institute of Transportation Engineers, 9th Edition, 2012.

In developing the forecast of truck trip generation several factors were taken into consideration:

- Hours of Hauling Operation
- Capacity of Haul Trucks (14 or 18 cubic yards per truck)
- Application of PCE Factors
- Amount of Anticipated Export

The proposed project hourly outbound (loaded) truck trips during the AM peak hour, Mid-day peak hour, and PM peak hour are summarized in ***Table 6-1***. As shown in *Table 6-1*, transport of sediment material to the Vulcan Materials site/s via Modified Haul Route A and Haul Route B is assumed while the transport of sediment to the Sunshine Canyon Landfill site via Haul Route C is assumed. Utilizing 18 cubic yard haul trucks, an average of eight hourly outbound truck trips via Modified Haul Route A, five hourly outbound truck trips via Haul Route B, and ten hourly outbound truck trips via Haul Route C for a total of 23 hourly outbound truck trips have been determined. Similarly, utilizing 14 cubic yard haul trucks, an average of ten hourly outbound truck trips via Modified Haul Route A, seven hourly outbound truck trips via Haul Route B, and 13 hourly outbound truck trips via Haul Route C for a total of 30 hourly outbound truck trips have been determined.

As noted above, in order to account for the affect that trucks have on overall intersection operations, PCE factors were accounted for in the analysis of potential construction-related traffic impacts. Based on a review of the size of haul trucks expected to be utilized by the County, a PCE factor of 2.5 or 3.0 was incorporated into the traffic analysis (i.e., it is assumed that a single 14 cubic yard haul truck has the same overall affect on traffic operations as 2.5 passenger cars and that a single 18 cubic yard haul truck has the same overall affect on traffic operations as 3.0 passenger cars). This assumption is conservative and accounts for the heavy vehicle type and slower speeds when fully loaded. The traffic generation forecast for the proposed project assuming the use of 18 cubic-yard capacity haul trucks is summarized in ***Table 6-2***. The traffic generation forecast for the proposed project assuming the use of 14 cubic-yard capacity haul trucks is summarized in ***Table 6-3***.

As presented in *Table 6-2*, using haul trucks with 18 cubic yard capacity per truck, the proposed project is expected to generate 142 PCE-adjusted vehicle trips (71 inbound trips and 71 outbound trips) during the weekday AM peak hour, mid-day peak hour, and PM peak hour. The proposed project is expected to generate 1,134 PCE-adjusted daily trip ends during a typical weekday (567 inbound trips and 567 outbound trips), including 18 employee trip ends. This equates to a total of 372 daily haul truck trips, if only 18 cubic yard trucks were used.

As presented in *Table 6-3*, using haul trucks with 14 cubic yard capacity per truck, the proposed project is expected to generate 156 PCE-adjusted vehicle trips (78 inbound trips and 78 outbound trips) during the weekday AM peak hour, mid-day peak hour, and PM peak hour. The proposed project is expected to generate 1,214 PCE-adjusted daily trip ends during a typical weekday (607

Table 6-1
PROPOSED PROJECT PEAK HOURLY OUTBOUND (LOADED) TRUCK TRIPS [1]

TRAFFIC ANALYSIS TIME PERIOD	OUTBOUND TO VULCAN MATERIALS SITE/S		OUTBOUND TO SUNSHINE CANYON LANDFILL	TOTAL
	MODIFIED HAUL ROUTE A	HAUL ROUTE B	HAUL ROUTE C	
Using 18 Cubic-Yard Capacity Trucks				
AM Peak Hour [2]	8	5	10	23
Mid-day Peak Hour [3]	8	5	10	23
PM Peak Hour [4]	8	5	10	23
Using 14 Cubic-Yard Capacity Trucks				
AM Peak Hour [2]	10	7	13	30
Mid-day Peak Hour [3]	10	7	13	30
PM Peak Hour [4]	10	7	13	30

Notes:

[1] Based on coordination with LA County staff, proposed hauling operations will occur Mondays through Fridays, between 9:00 AM and 5:30 PM (i.e., eight-hour days plus half-hour lunch).

[2] Typical weekday morning peak commute period is from 7:00 am to 10:00 am. For project-related traffic generation purposes, the AM Peak Hour reflects the hourly outbound total from 9:00 am to 10:00 am, since the hauling operations are proposed to begin at 9:00 am.

[3] Typical weekday mid-day period is from 10:00 am to 3:00 pm. For project-related traffic generation purposes, the Mid-day Peak Hour reflects the peak hourly outbound total between 10:00 am and approximately 2:30 pm (for approximately four hours during the Mid-day period).

[4] Typical weekday afternoon peak commute period is from 3:00 pm to 6:00 pm. For project-related traffic generation purposes, the PM Peak Hour reflects the peak hourly outbound total between approximately 2:30 pm and 5:30 pm (for approximately three hours during the PM peak period).

Table 6-2
PROJECT TRIP GENERATION USING 18 CUBIC-YARD CAPACITY TRUCKS [1]

LAND USE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			MID-DAY PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
[A] Employees at Pacoima Spreading Grounds	18	2	2	4	2	2	4	2	2	4
[B] Vulcan: 18-cy Truck Trips (unadjusted) [3]	208	13	13	26	13	13	26	13	13	26
[C] Sunshine Canyon: 18-cy Truck Trips (unadjusted) [4]	164	10	10	20	10	10	20	10	10	20
[D] Vulcan: PCE Adjusted 18-cy Truck Trips [5]	624	39	39	78	39	39	78	39	39	78
[E] Sunshine Canyon: PCE Adjusted 18-cy Truck Trips [5]	492	30	30	60	30	30	60	30	30	60
Net Increase with 18-CY Trucks ([A]+[B]+[C])	**390**	**25**	**25**	**50**	**25**	**25**	**50**	**25**	**25**	**50**
Net PCE Increase with 18-CY Trucks ([A]+[D]+[E])	**1,134**	**71**	**71**	**142**	**71**	**71**	**142**	**71**	**71**	**142**

[1] Source: Based on coordination with LA County representatives and Psomas, the following are assumed:
Total sediment to be exported = 1,370,000 cubic yards (cy), with 1 cy = 1.5 tons
Up to 2,800 tons per day (tpd) will be exported to the Vulcan site/s and up to 2,200 tpd will be exported to the Sunshine Canyon Landfill site.
Hours of Truck Hauling Operations: Mondays to Fridays, 9:00 AM to 5:30 PM (8 hours of hauling per day are assumed)

[2] Trips are one-way traffic movements, entering or leaving.

[3] Daily truck trips to/from the Vulcan site/s were derived based on the following, using 18 cubic yard (cy) capacity per haul truck:
(2,800 tons per day) x (1 cy per 1.5 tons) = 1,867 cy per day / 18 cy per truck = 104 inbound trips + 104 outbound trips = 208 total daily truck trips.
Peak Hour Truck Trips = 104 trips / 8 hours = 13 one-way truck trips per hour.
Thus, for analysis purposes 13 inbound truck trips + 13 outbound truck trips = 26 total truck trips per hour have been assumed.

[4] Daily truck trips to/from the Sunshine Canyon Landfill site were derived based on the following, using 18 cubic yard (cy) capacity per haul truck:
(2,200 tons per day) x (1 cy per 1.5 tons) = 1,467 cy per day / 18 cy per truck = 82 inbound trips + 82 outbound trips = 164 total daily truck trips.
Peak Hour Truck Trips = 82 trips / 8 hours = 10 one-way truck trips per hour.
Thus, for analysis purposes 10 inbound truck trips + 10 outbound truck trips = 20 total truck trips per hour have been assumed.

[5] A passenger car equivalency (PCE) factor of 3.0 was employed for analysis purposes. This accounts for the assumption that a single 18 cubic yard capacity haul truck has the same overall affect on intersection traffic operations as 3.0 passenger cars.

Table 6-3
PROJECT TRIP GENERATION USING 14 CUBIC-YARD CAPACITY TRUCKS [1]

LAND USE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			MID-DAY PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
[A] Employees at Pacoima Spreading Grounds	18	2	2	4	2	2	4	2	2	4
[B] Vulcan: 14-cy Truck Trips (unadjusted) [3]	268	17	17	34	17	17	34	17	17	34
[C] Sunshine Canyon: 14-cy Truck Trips (unadjusted) [4]	210	13	13	26	13	13	26	13	13	26
[D] Vulcan: PCE Adjusted 14-cy Truck Trips [5]	670	43	43	86	43	43	86	43	43	86
[E] Sunshine Canyon: PCE Adjusted 14-cy Truck Trips [5]	526	33	33	66	33	33	66	33	33	66
Net Increase with 14-CY Trucks ([A]+[B]+[C])	**496**	**32**	**32**	**64**	**32**	**32**	**64**	**32**	**32**	**64**
Net PCE Increase with 14-CY Trucks ([A]+[D]+[E])	**1,214**	**78**	**78**	**156**	**78**	**78**	**156**	**78**	**78**	**156**

[1] Source: Based on coordination with LA County representatives and Psomas, the following are assumed:
Total sediment to be exported = 1,370,000 cubic yards (cy), with 1 cy = 1.5 tons
Up to 2,800 tons per day (tpd) will be exported to the Vulcan site/s and up to 2,200 tpd will be exported to the Sunshine Canyon Landfill site.
Hours of Truck Hauling Operations: Mondays to Fridays, 9:00 AM to 5:30 PM (8 hours of hauling per day are assumed)

[2] Trips are one-way traffic movements, entering or leaving.

[3] Daily truck trips to/from the Vulcan site/s were derived based on the following, using 14 cubic yard (cy) capacity per haul truck:
(2,800 tons per day) x (1 cy per 1.5 tons) = 1,867 cy per day / 14 cy per truck = 134 inbound trips + 134 outbound trips = 268 total daily truck trips.
Peak Hour Truck Trips = 134 trips / 8 hours = 17 one-way truck trips per hour.
Thus, for analysis purposes 17 inbound truck trips + 17 outbound truck trips = 34 total truck trips per hour have been assumed.

[4] Daily truck trips to/from the Sunshine Canyon Landfill site were derived based on the following, using 14 cubic yard (cy) capacity per haul truck:
(2,200 tons per day) x (1 cy per 1.5 tons) = 1,467 cy per day / 14 cy per truck = 105 inbound trips + 105 outbound trips = 210 total daily truck trips.
Peak Hour Truck Trips = 105 trips / 8 hours = 13 one-way truck trips per hour.
Thus, for analysis purposes 13 inbound truck trips + 13 outbound truck trips = 26 total truck trips per hour have been assumed.

[5] A passenger car equivalency (PCE) factor of 2.5 was employed for analysis purposes. This accounts for the assumption that a single 14 cubic yard capacity haul truck has the same overall affect on intersection traffic operations as 2.5 passenger cars.

inbound trips and 607 outbound trips), including 18 employee trip ends. This equates to a total of 478 daily haul truck trips, if only 14 cubic yard trucks were used. In reality, both size trucks will likely be used (i.e., resulting between 372 and 478 total daily truck trips).

By comparison, using haul trucks with 14 cubic yard capacity per truck will provide a slightly higher, more conservative assessment of potential project trip generation. Therefore, this traffic impact analysis utilizes the project trip generation forecasts based on the use of 14 cubic yard haul trucks so as to provide a conservative assessment of potential project-related traffic impacts.

6.2 Project Trip Distribution and Assignment

Project traffic volumes both entering and exiting the Pacoima Spreading Grounds site have been distributed and assigned to the adjacent street system based on the following considerations:

- The Pacoima Spreading Grounds site's proximity to major traffic corridors to and from the Vulcan Materials disposal site/s (i.e., I-5 Freeway, SR-118 Freeway, I-210 Freeway, Laurel Canyon Boulevard, San Fernando Road, Glenoaks Boulevard, Paxton Street, Branford Street, Tuxford Street, etc.);

- The Pacoima Spreading Grounds site's proximity to major traffic corridors to and from the Sunshine Canyon Landfill site (i.e., I-405 Freeway, I-5 Freeway, Devonshire Street, Roxford Street, Sepulveda Boulevard, San Fernando Road, etc.);

- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;

- Existing intersection traffic volumes;

- Ingress/egress availability at each of the sediment disposal sites;

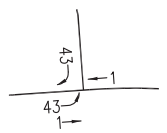
- The proposed haul routes to and from each of the four sediment disposal sites;

- The daily amount of sediment to be exported (i.e., 2,800 tons per day to the Vulcan Materials disposal site/s, 2,200 tons per day to the Sunshine Canyon Landfill site); and

- A generalized distribution of 60% via I-5/SR-118/I-210 Freeways (Modified Haul Route A) and 40% via San Fernando Road (Haul Route B) for the proportion of truck trips to and from the Vulcan Materials disposal site/s.

The PCE-adjusted traffic volumes at the study intersections for the weekday AM, Mid-day and PM peak hours are displayed in ***Figures 6–1***, ***6-2***, ***6-3***, and ***6-4*** for Alternatives 1, 2, 3, and 4, respectively. As discussed earlier in Subsection 2.2 herein, the following alternatives have been fully analyzed for purposes of this traffic analysis:

- Alternative 1: Concurrent Use of All Three Vulcan Materials Sediment Disposal Sites (Boulevard Pit, Sheldon Pit, and the Cal-Mat Pit) and Sunshine Canyon Landfill



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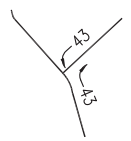
Devonshire St



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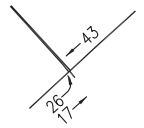
Paxton St



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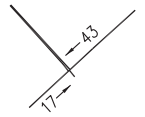

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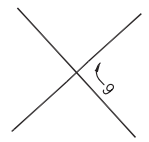

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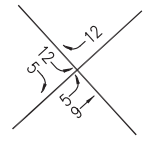

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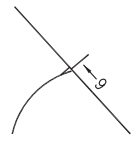

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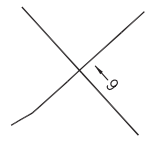

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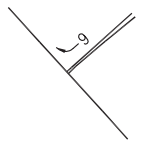

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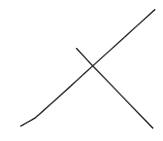

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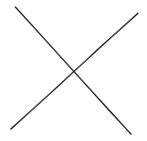
Sheldon St



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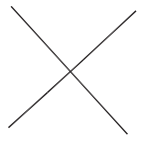

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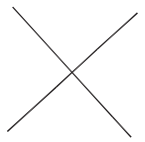

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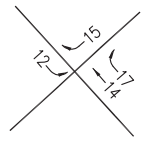

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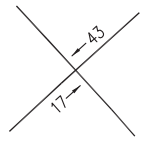

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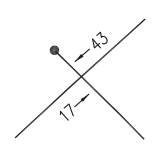

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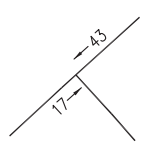
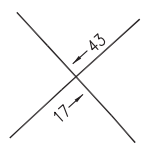
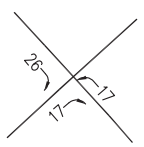


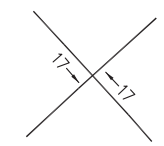
No. 17
Kewen Ave/
Paxton St



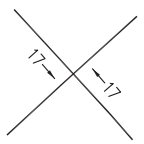
No. 18
Telfair Ave/
Paxton St



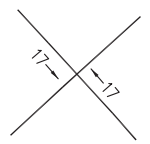
No. 19
San Fernando Rd/
Paxton St



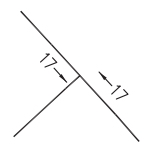
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



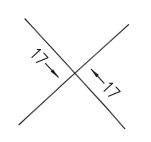
No. 21
San Fernando Rd/
Van Nuys Blvd



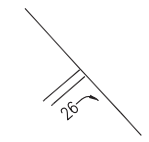
No. 22
San Fernando Rd/
Pierce St



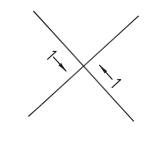
No. 23
San Fernando Rd/
Terra Bella St



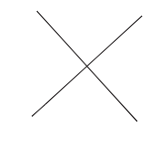
No. 24
San Fernando Rd/
Osborne St



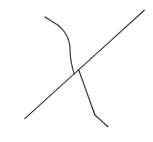
No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



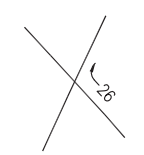
No. 26
Arleta Ave/
Van Nuys Blvd



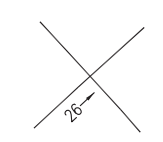
No. 27
Bartee Ave/
Van Nuys Blvd



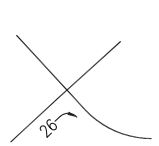
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



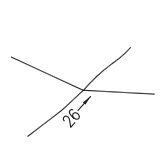
No. 29
Glenoaks Blvd/
Osborne St



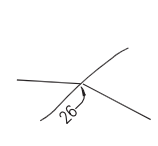
No. 30
Dronfield Ave/
Osborne St



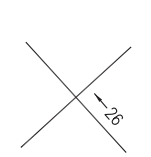
No. 31
Foothill Blvd/
Osborne St-Dwy



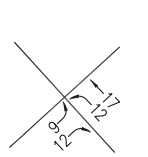
No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



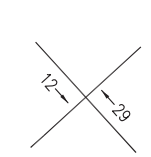
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



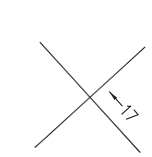
No. 34
Glenoaks Blvd/
Montague St



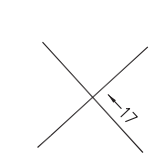
No. 35
Glenoaks Blvd/
Branford St



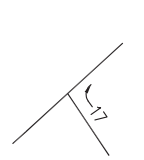
No. 36
Glenoaks Blvd/
Truesdale St



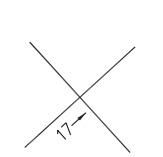
No. 37
Glenoaks Blvd/
Peoria St



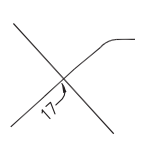
No. 38
Glenoaks Blvd/
Pendleton St



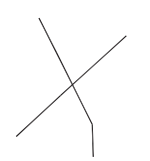
No. 39
San Fernando Rd (E)/
Tuxford St



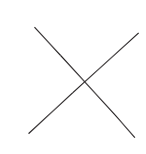
No. 40
Bradley Ave/
Tuxford St



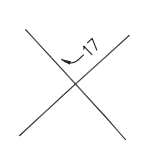
No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd



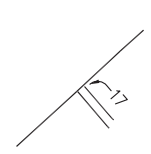
No. 42
Tujunga Ave/
Penrose St



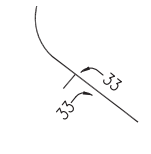
No. 43
San Fernando Rd (W)/
Penrose St



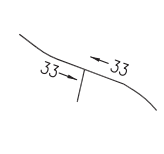
No. 44
San Fernando Rd (E)/
Penrose St



No. 45
I-5 Fwy SB Ramps/
Penrose St

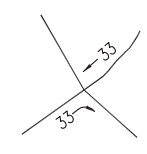


No. 46
San Fernando Rd/
Sunshine Canyon Rd

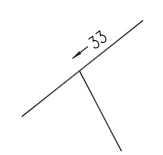


No. 47
Balboa Rd/
San Fernando Rd

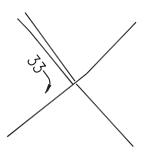
No. 48
Sepulveda Blvd/
San Fernando Rd



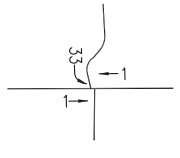
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



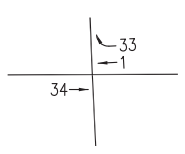
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



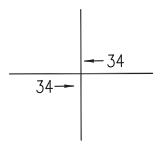
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



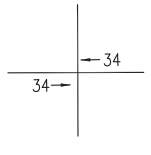
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



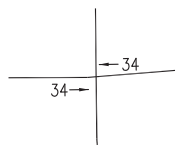
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

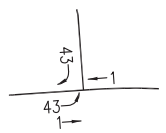
o:\job_file\4056-4\dwg\f6-1.dwg LDP 08:38:20 06/30/2017 rodriquez

N

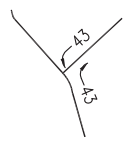
NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

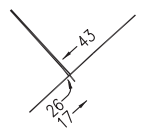
FIGURE 6-1
PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 1
WEEKDAY AM, MID-DAY AND PM PEAK HOUR
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



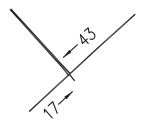
No. 1
Arleta Ave/
Devonshire St



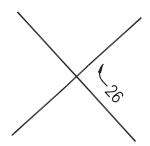
No. 2
Arleta Ave/
Paxton St



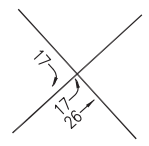
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



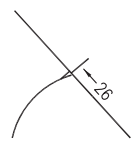
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



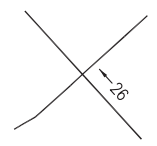
No. 5
Laurel Canyon Blvd/
Branford St



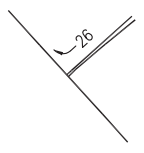
No. 6
San Fernando Rd/
Branford St



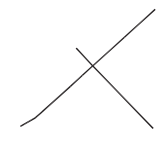
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



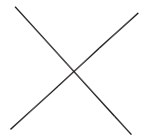
No. 8
Laurel Canyon Blvd/
Sheldon St



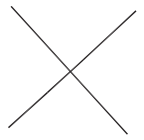
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



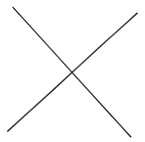
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



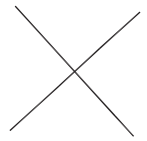
No. 11
Haddon Ave/
Sheldon St



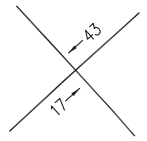
No. 12
Telfair Ave/
Sheldon St



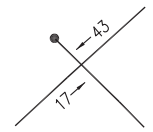
No. 13
San Fernando Rd/
Sheldon St



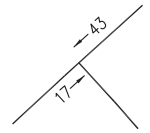
No. 14
Glenoaks Blvd/
Sheldon St



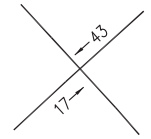
No. 15
Laurel Canyon Blvd/
Paxton St



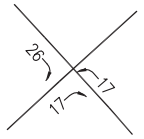
No. 16
Haddon Ave/
Paxton St



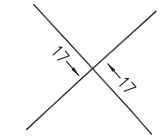
No. 17
Kewen Ave/
Paxton St



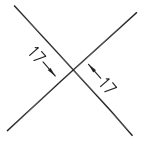
No. 18
Telfair Ave/
Paxton St



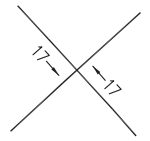
No. 19
San Fernando Rd/
Paxton St



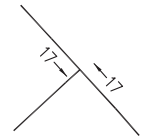
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



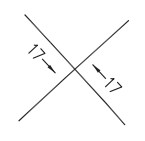
No. 21
San Fernando Rd/
Van Nuys Blvd



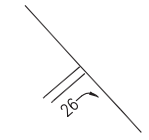
No. 22
San Fernando Rd/
Pierce St



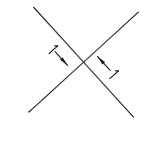
No. 23
San Fernando Rd/
Terra Bella St



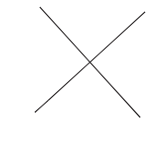
No. 24
San Fernando Rd/
Osborne St



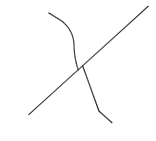
No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



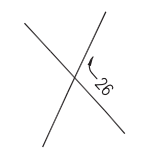
No. 26
Arleta Ave/
Van Nuys Blvd



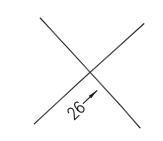
No. 27
Bartee Ave/
Van Nuys Blvd



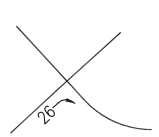
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



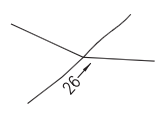
No. 29
Glenoaks Blvd/
Osborne St



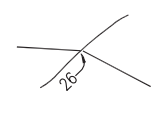
No. 30
Dronfield Ave/
Osborne St



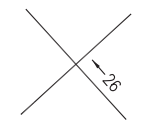
No. 31
Foothill Blvd/
Osborne St-Dwy



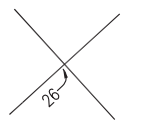
No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



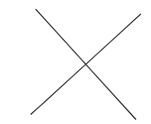
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



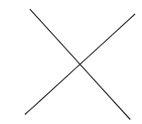
No. 34
Glenoaks Blvd/
Montague St



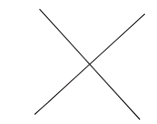
No. 35
Glenoaks Blvd/
Branford St



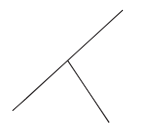
No. 36
Glenoaks Blvd/
Truesdale St



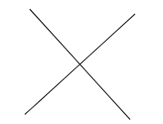
No. 37
Glenoaks Blvd/
Peoria St



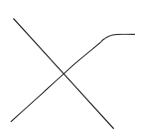
No. 38
Glenoaks Blvd/
Pendleton St



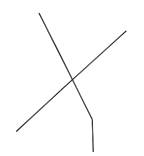
No. 39
San Fernando Rd (E)/
Tuxford St



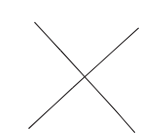
No. 40
Bradley Ave/
Tuxford St



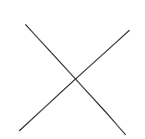
No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd



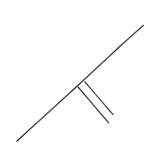
No. 42
Tujunga Ave/
Penrose St



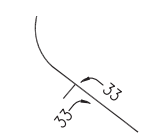
No. 43
San Fernando Rd (W)/
Penrose St



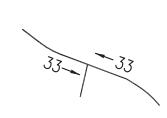
No. 44
San Fernando Rd (E)/
Penrose St



No. 45
I-5 Fwy SB Ramps/
Penrose St

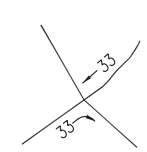


No. 46
San Fernando Rd/
Sunshine Canyon Rd

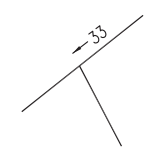


No. 47
Balboa Rd/
San Fernando Rd

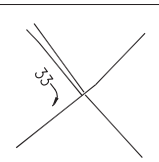
No. 48
Sepulveda Blvd/
San Fernando Rd



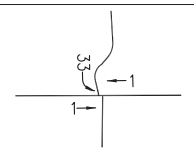
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



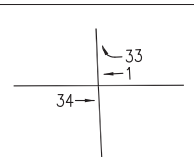
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



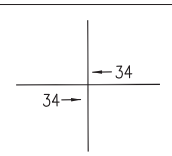
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



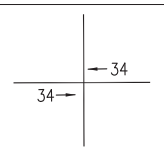
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



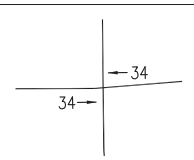
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



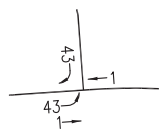
No. 56
Woodman Ave/
Devonshire St

NOT TO SCALE

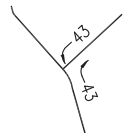
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-2
PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 2
WEEKDAY AM, MID-DAY AND PM PEAK HOUR
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

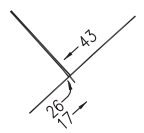
o:\job_file\4056-4\dwg\f6-2.dwg LDP 17:38:57 06/29/2017 rodriquez



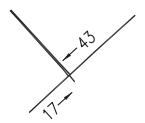
No. 1
Arleta Ave/
Devonshire St



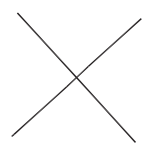
No. 2
Arleta Ave/
Paxton St



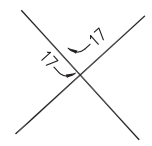
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



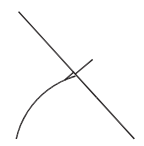
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



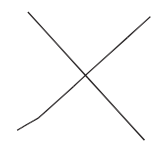
No. 5
Laurel Canyon Blvd/
Branford St



No. 6
San Fernando Rd/
Branford St

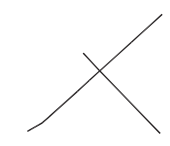


No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St

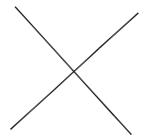


No. 8
Laurel Canyon Blvd/
Sheldon St

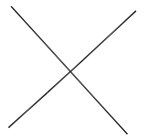
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



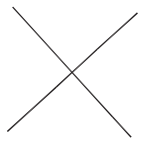
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



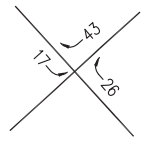
No. 11
Haddon Ave/
Sheldon St



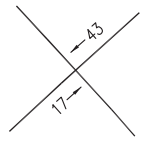
No. 12
Telfair Ave/
Sheldon St



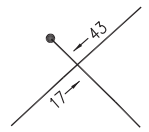
No. 13
San Fernando Rd/
Sheldon St



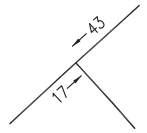
No. 14
Glenoaks Blvd/
Sheldon St



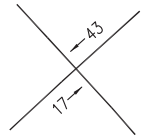
No. 15
Laurel Canyon Blvd/
Paxton St



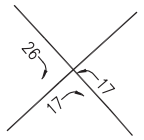
No. 16
Haddon Ave/
Paxton St



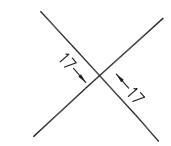
No. 17
Kewen Ave/
Paxton St



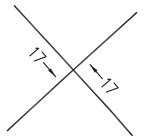
No. 18
Telfair Ave/
Paxton St



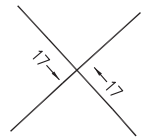
No. 19
San Fernando Rd/
Paxton St



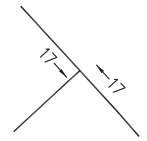
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



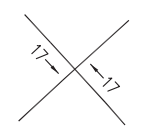
No. 21
San Fernando Rd/
Van Nuys Blvd



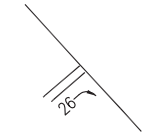
No. 22
San Fernando Rd/
Pierce St



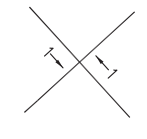
No. 23
San Fernando Rd/
Terra Bella St



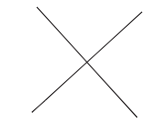
No. 24
San Fernando Rd/
Osborne St



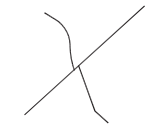
No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



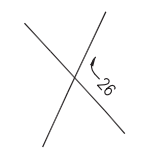
No. 26
Arleta Ave/
Van Nuys Blvd



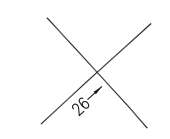
No. 27
Bartee Ave/
Van Nuys Blvd



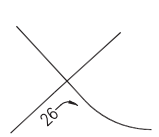
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



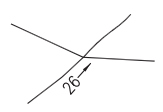
No. 29
Glenoaks Blvd/
Osborne St



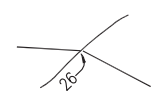
No. 30
Dronfield Ave/
Osborne St



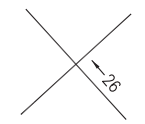
No. 31
Foothill Blvd/
Osborne St-Dwy



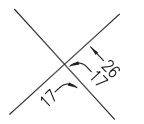
No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



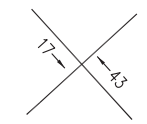
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



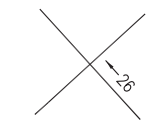
No. 34
Glenoaks Blvd/
Montague St



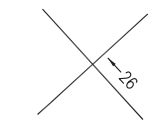
No. 35
Glenoaks Blvd/
Branford St



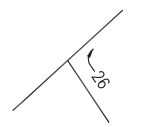
No. 36
Glenoaks Blvd/
Truesdale St



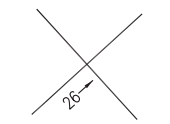
No. 37
Glenoaks Blvd/
Peoria St



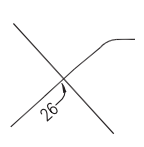
No. 38
Glenoaks Blvd/
Pendleton St



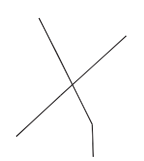
No. 39
San Fernando Rd (E)/
Tuxford St



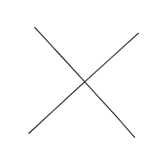
No. 40
Bradley Ave/
Tuxford St



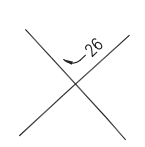
No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd



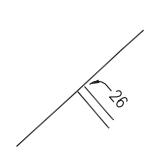
No. 42
Tujunga Ave/
Penrose St



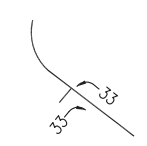
No. 43
San Fernando Rd (W)/
Penrose St



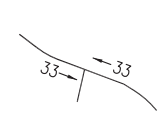
No. 44
San Fernando Rd (E)/
Penrose St



No. 45
I-5 Fwy SB Ramps/
Penrose St

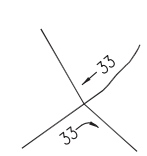


No. 46
San Fernando Rd/
Sunshine Canyon Rd

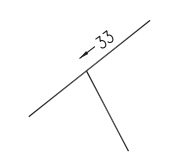


No. 47
Balboa Rd/
San Fernando Rd

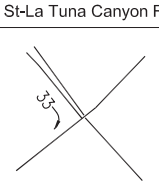
No. 48
Sepulveda Blvd/
San Fernando Rd



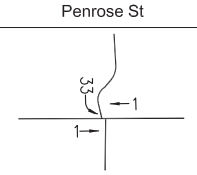
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



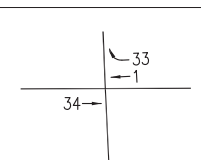
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



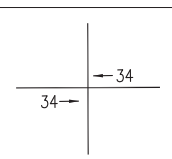
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



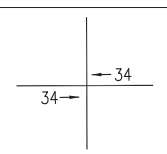
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



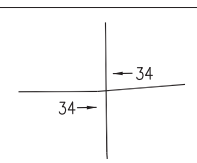
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

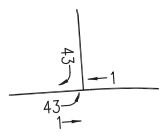
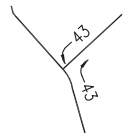
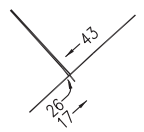
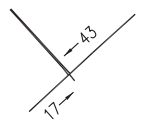
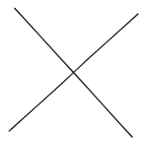
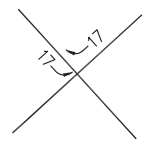
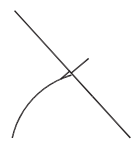
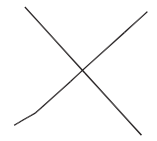
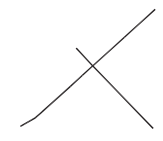
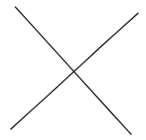
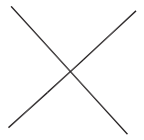
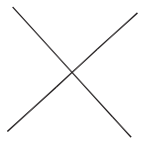
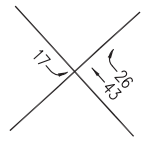
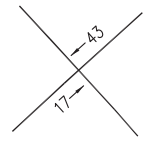
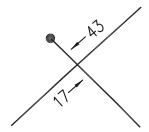
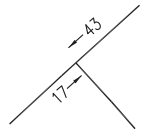
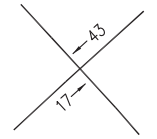
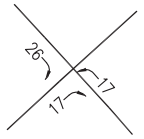
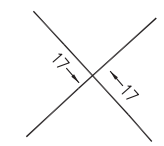
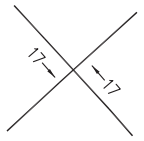
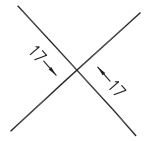
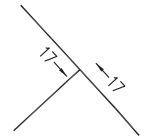
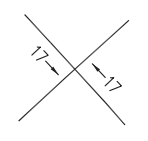
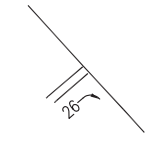
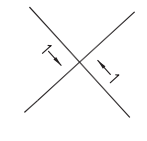
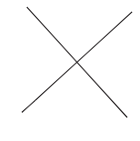
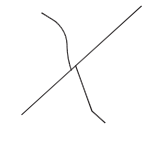
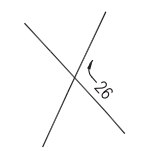
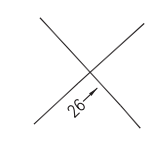
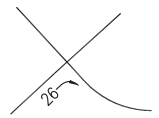
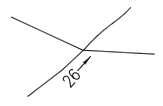
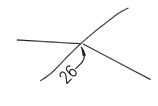
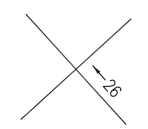
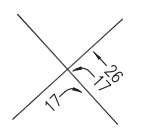
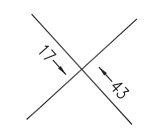
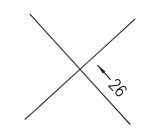
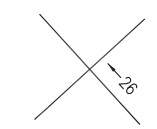
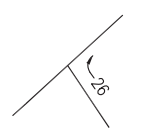
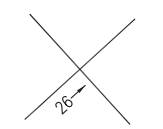
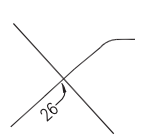
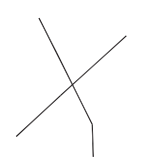
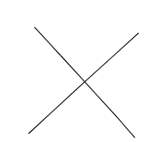
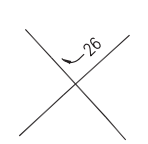
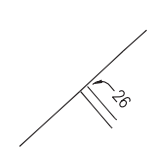
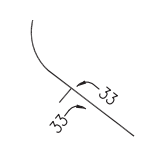
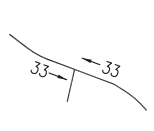
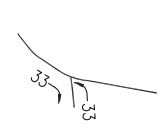
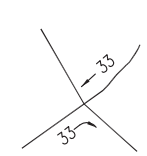
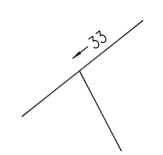
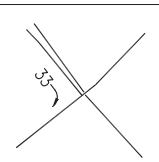
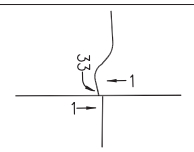
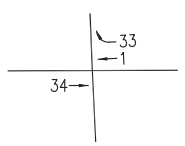
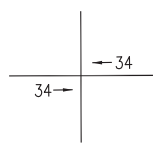
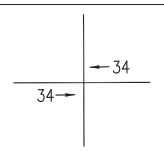
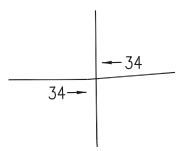
o:\job_file\4056-4\dwg\f6-3.dwg LDP 18:00:13 06/29/2017 rodriquez

N

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-3
PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 3
WEEKDAY AM, MID-DAY AND PM PEAK HOUR
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

 No. 1 Arleta Ave/ Devonshire St	 No. 2 Arleta Ave/ Paxton St	 No. 3 I-5 Fwy SB Ramps-Sharp Ave/ Paxton St	 No. 4 I-5 Fwy NB Ramps-Remick Ave/ Paxton St	 No. 5 Laurel Canyon Blvd/ Branford St	 No. 6 San Fernando Rd/ Branford St	 No. 7 Laurel Canyon Blvd/I-5 Fwy NB Off-Ramp-Jerome St	 No. 8 Laurel Canyon Blvd/ Sheldon St	No. 9 Laurel Canyon Blvd/ I-5 Fwy SB Ramps	 No. 10 I-5 Fwy NB On-Ramp-Rincon Ave/ Sheldon St
 No. 11 Haddon Ave/ Sheldon St	 No. 12 Telfair Ave/ Sheldon St	 No. 13 San Fernando Rd/ Sheldon St	 No. 14 Glenoaks Blvd/ Sheldon St	 No. 15 Laurel Canyon Blvd/ Paxton St	 No. 16 Haddon Ave/ Paxton St	 No. 17 Kewen Ave/ Paxton St	 No. 18 Telfair Ave/ Paxton St	 No. 19 San Fernando Rd/ Paxton St	 No. 20 San Fernando Rd/ SR-118 Fwy EB Ramps
 No. 21 San Fernando Rd/ Van Nuys Blvd	 No. 22 San Fernando Rd/ Pierce St	 No. 23 San Fernando Rd/ Terra Bella St	 No. 24 San Fernando Rd/ Osborne St	 No. 25 San Fernando Rd/ SR-118 Fwy WB Ramps	 No. 26 Arleta Ave/ Van Nuys Blvd	 No. 27 Bartee Ave/ Van Nuys Blvd	 No. 28 I-5 Fwy NB Off-Ramp/ Van Nuys Blvd	 No. 29 Glenoaks Blvd/ Osborne St	 No. 30 Dronfield Ave/ Osborne St
 No. 31 Foothill Blvd/ Osborne St-Dwy	 No. 32 Foothill Blvd/ I-210 Fwy EB Ramps	 No. 33 Foothill Blvd/ I-210 Fwy WB Ramps	 No. 34 Glenoaks Blvd/ Montague St	 No. 35 Glenoaks Blvd/ Branford St	 No. 36 Glenoaks Blvd/ Truesdale St	 No. 37 Glenoaks Blvd/ Peoria St	 No. 38 Glenoaks Blvd/ Pendleton St	 No. 39 San Fernando Rd (E)/ Tuxford St	 No. 40 Bradley Ave/ Tuxford St
 No. 41 Glenoaks Blvd/Tuxford St-La Tuna Canyon Rd	 No. 42 Tujunga Ave/ Penrose St	 No. 43 San Fernando Rd (W)/ Penrose St	 No. 44 San Fernando Rd (E)/ Penrose St	 No. 45 I-5 Fwy SB Ramps/ Penrose St	 No. 46 San Fernando Rd/ Sunshine Canyon Rd	 No. 47 Balboa Rd/ San Fernando Rd	 No. 48 Sepulveda Blvd/ San Fernando Rd	 No. 49 I-5 Fwy SB Ramps/ Sepulveda Blvd-Roxford St	 No. 50 I-5 Fwy NB Off-Ramp/ Roxford St
 No. 51 I-5 Fwy NB Ramps-Encinitas Ave/Roxford St	 No. 52 I-405 Fwy SB Ramps-Blucher Ave/Devonshire St	 No. 53 I-405 Fwy NB Ramps/ Devonshire St	 No. 54 Sepulveda Blvd/ Devonshire St	 No. 55 Lemona Ave/ Devonshire St	 No. 56 Woodman Ave/ Devonshire St				

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NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-4
PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 4
WEEKDAY AM, MID-DAY AND PM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

- Alternative 2: Use of Boulevard Pit Only and Sunshine Canyon Landfill
- Alternative 3: Use of Sheldon Pit Only and Sunshine Canyon Landfill
- Alternative 4: Use of Cal-Mat Pit Only and Sunshine Canyon Landfill

Any combination of the use of only two of the three disposal sites (e.g., concurrent use of only the Boulevard and Sheldon Pits) would have the same or less potential temporary traffic impacts than those identified under either Alternative 2 or Alternative 3. Therefore, since all combinations of two of the three disposal sites would have the same or less traffic impacts than those identified under Alternative 2 and Alternative 3 (i.e., the two Alternatives each with one significant temporary traffic impact to/from the Vulcan Materials disposal sites), all potential traffic impacts have been covered for environmental review purposes.

7.0 FUTURE DEVELOPMENT

The forecast of future conditions was prepared in accordance with procedures outlined in Section 15130 of the California Environmental Quality Act (CEQA) Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis using the City of Los Angeles methodology provides a highly conservative estimate of future traffic volumes as it incorporates both the "A" and "B" options outlined in CEQA Guidelines for purposes of developing the forecast. This has been confirmed with City staff prior to commencement of the traffic analysis.

7.1 Related Projects

A forecast of on-street traffic conditions was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at both the County of Los Angeles Department of Regional Planning and the City of Los Angeles Departments of Planning and Transportation, as well as the LACFCD to determine any projects with overlapping haul routes and schedules. The list of related projects in the project study area is presented in ***Table 7-1***. The location of the related projects is shown in ***Figure 7-1***.

As shown in *Table 7-1*, the Devils Gate Sediment Removal Project and the Lopez Spreading Grounds Improvement Project are included as related projects (Map Nos. 24 and 25, respectively). Other LACFCD projects have been considered but are not included in *Table 7-1* because they either; 1) do not have any haul route overlaps with the proposed project during the weekday conditions, 2) they are forecast to begin only after the completion of the proposed project, or 3) they propose to use conveyor belts only for the transport of materials (i.e., no trucks).

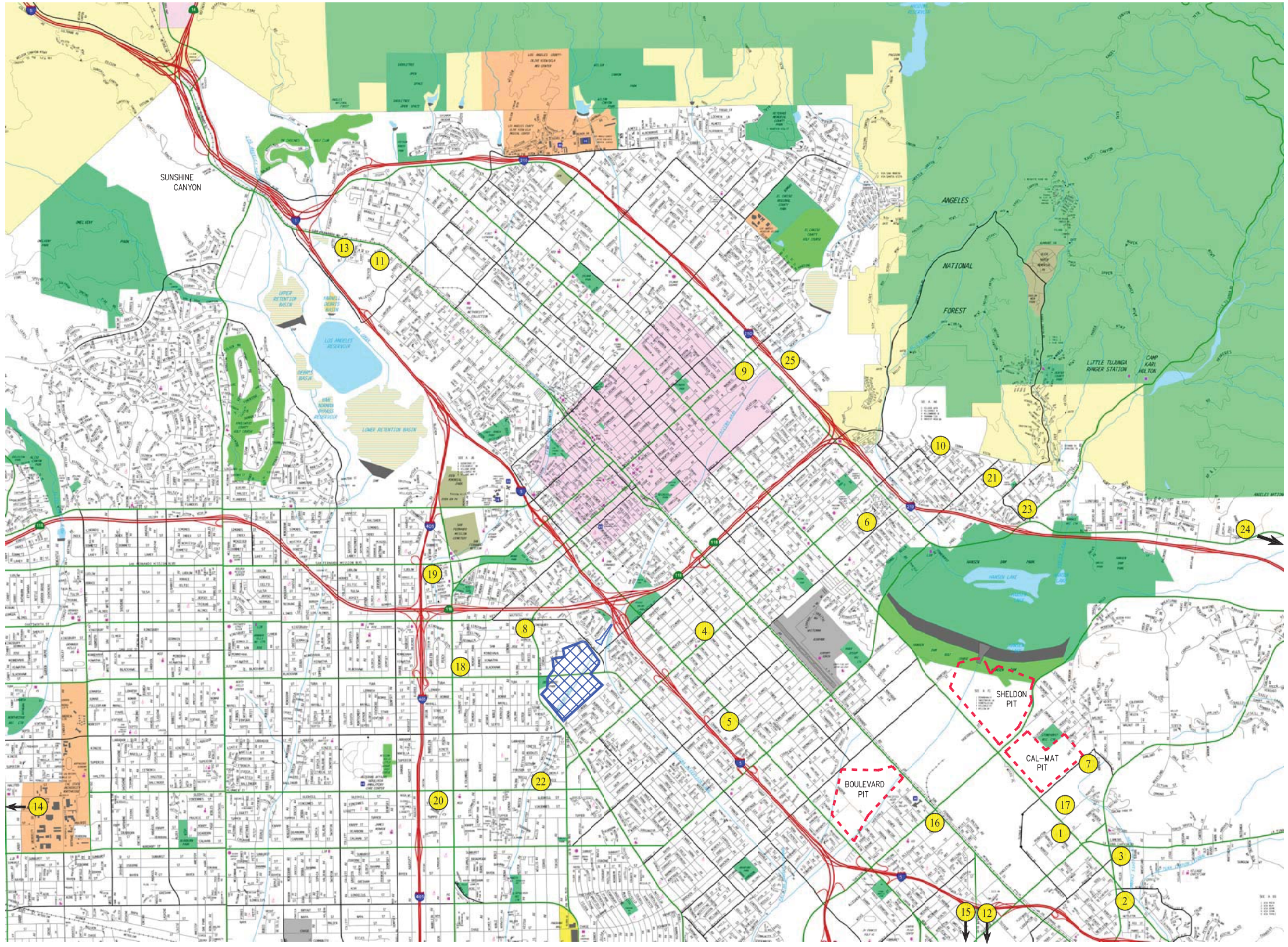
Table 7-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS		LAND USE DATA		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			MID-DAY PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
1	Proposed	Community Recycling & Resource Recovery 9189 De Garmo Avenue	Industrial	2,200 GSF	1,534	135	130	265	162	147	309	162	147	309
2	Proposed	Sunland Commercial 8652 Sunland Boulevard	Retail Office	17,000 GLSF 7,000 GSF	760 173	12 20	8 3	20 23	33 15	36 72	69 87	33 15	36 72	69 87
3	Proposed	Sun Valley Care Ministries 9000 Sunland Boulevard	School School Retail Office Single-Family Residential (Less Existing School) (Less Existing Single-Family) (Less Existing Retail) (Less Existing Office)	140 Seats 50 Seats 15,040 GLSF 17,040 GSF 2 DU (40) Seats (2) DU (3,632) GLSF (1,604) GSF	1,582	89	48	137	74	103	177	74	103	177
4	Proposed	Hotel Pacoima 13535 Van Nuys Boulevard	Hotel	44 Rooms	359	15	10	25	14	12	26	14	12	26
5	Proposed	Discovery Charter Preparatory School 9989 Laurel Canyon Boulevard	Private High School	400 Students	1,680	221	147	368	Nom.	Nom.	Nom.	64	104	168
6	Proposed	Fenton Charter Elementary School 11351 Dronfield Avenue	School Expansion	300 Students	1,800	150	125	275	Nom.	Nom.	Nom.	85	95	180
7	Proposed	11038 Peoria Street	TV and Commercial Stage	[1]	914	125	21	146	15	60	75	15	60	75
8	Proposed	St. Ephraim Cathedral [3], [4], [5] 10635 N. Woodman Avenue	Church Multi-purpose building Fellowship Hall/Administration Senior Housing Bishops Residence	45,998 SF 28 DU 2 DU	419 96 19	16 2 1	10 4 1	26 6 2	12 4 1	13 3 1	25 7 2	12 4 1	13 3 1	25 7 2
9	Proposed	13260 W. Maclay Street [6]	Apartment Retail	141 DU 10,115 GLSF	1,370	25	74	99	79	52	131	79	52	131
10	Proposed	11887 Terra Vista Way	Condominium	78 DU	610	13	39	52	35	26	61	35	26	61
11	Proposed	15900 Olden Street	Industrial	245,631 GSF	1,336	155	21	176	23	165	188	23	165	188
12	Proposed	7934 Lankershim Boulevard	Retail	60,000 GLSF	3,195	74	74	148	138	138	276	138	138	276
13	Proposed	13505 San Fernando Road	Industrial Recreational Facility Sylmar Flyaway	225,000 GSF 10 Acres 1,290 Spaces	4,202	266	71	337	108	277	385	108	277	385

Table 7-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS		LAND USE DATA		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			MID-DAY PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
14	Proposed	Lakeside Park 15300 W. Lakeside Street	Park	25,000 GSF	810	145	38	183	155	160	315	155	160	315
15	Proposed	7-Eleven 7955 Laurel Canyon Boulevard	Convenience Store Retail	2,500 GSF 2,000 GLSF	586	35	37	72	14	12	26	14	12	26
16	Proposed	Alliance Middle & High School 11933 Allegheny Street	Middle School High School	450 Seats 600 Seats	1,953	389	249	638	Nom.	Nom.	Nom.	58	76	134
17	Proposed	11063 Pendleton Street [7]	Warehouse	364,690 GSF	613	28	12	40	14	30	44	14	30	44
18	Under Construction	10310 Sepulveda Boulevard [8]	Shopping Center	159,439 GSF	1,764	89	82	171	130	116	246	130	107	237
19	Proposed	15530 San Fernando Mission Boulevard [9]	Senior Assisted Living	191 Beds	523	23	11	34	28	27	55	28	27	55
20	Proposed	15508 Plummer Street	Townhome	78 DU	513	7	32	39	30	16	46	30	16	46
21	Proposed	11604 Eldridge Avenue	Single-Family Residence	70 DU	666	13	40	53	44	26	70	44	26	70
22	Proposed	14709 Plummer Street	Apartment	28 DU	248	5	14	19	16	10	26	16	10	26
23	Proposed	11348 Lexicon Avenue	Retail Convenience Store Gas Station	2,603 GLSF 2,940 GSF 8 VFP	1,863	82	81	163	71	70	141	71	70	141
24	Proposed	Devil's Gate Reservoir Sediment Removal and Management Project [10]	Sediment Removal	480,000 CY	442	127	152	279	127	152	279	127	152	279
25	Proposed	Lopez Spreading Grounds Sediment Removal Project [11]	Sediment Removal	230,000 CY	660	43	43	86	43	43	86	43	43	86
TOTAL					30,690	2,305	1,577	3,882	1,385	1,767	3,152	1,592	2,033	3,625

[1] Source: City of Los Angeles Department of Transportation (LADOT), and Los Angeles County Flood Control District (LACFCD), except as noted below. The peak hour traffic volumes were forecast based on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th Edition, 2012. For those related projects that LADOT provided trip data, the peak hour directional distribution data provided in the ITE "Trip Generation Manual" were utilized.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 560 (Church) trip generation average rates.
[4] ITE Land Use Code 252 (Senior Adult Housing-Attached) trip generation average rates.
[5] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
[6] Daily trip rates were not provided, therefore ITE Land Use Codes 220 (Apartment) and 820 (Shopping Center) trip generation average rates were utilized.
[7] ITE Land Use Code 152 (High-Cube Warehouse/Distribution Center) trip generation average rates.
[8] Source: "Olivo Shopping Center at Mission Hills Initial Study/Mitigated Negative Declaration", prepared by Parker Environmental Consultants, December 21, 2015.
[9] ITE Land Use Code 254 (Assisted Living) trip generation average rates.
[10] Source: "Devil's Gate Reservoir Sediment Removal and Management Project TIS", prepared by Hall & Foreman, Inc., October 18, 2013.
[11] Source: Based on initial coordination with Los Angeles County Department of Public Works staff.



MAP SOURCE: RAND MCNALLY & COMPANY

EXISTING PACOIMA SPREADING GROUNDS

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NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-1
LOCATION OF RELATED PROJECTS

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

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Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM peak hour, mid-day peak hour, PM peak hour and weekday daily, is summarized in *Table 7-1*. The traffic analysis accounts for the distribution of the related projects traffic volumes to the study intersections during the weekday AM peak hour, mid-day peak hour, and PM peak hour.

7.2 Ambient Traffic Growth Factor

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. In order to account for area-wide regional growth not included in this analysis in the future condition as well as to increase traffic counts from 2014 through 2016 to 2017 levels, the existing traffic volumes were increased at an annual rate of one and a half percent (1.5%) to the year 2020 (i.e., the anticipated year of project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the "CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the project study area (i.e., Regional Statistical Area (RSA) No. 14 – San Fernando, Granada Hills, Sylmar, Tujunga), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately 0.49% per year between the years 2010 and 2020. Thus, application of the 1.5% annual growth factor allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

8.1 Intersection Analysis Methodology

All of the 56 study intersections are under either sole City of Los Angeles jurisdiction or joint City of Los Angeles/Caltrans jurisdiction. As such, the study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis that determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Levels of Service is provided in ***Appendix B***.

In addition, in order to analyze the potential vehicle queuing at the corresponding I-5, SR-118, and I-405 Freeway Off Ramp intersections (which are under joint City of Los Angeles and Caltrans jurisdiction), the methodologies outlined in the *Highway Capacity Manual 6th Edition* have been utilized.

8.2 Intersection Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed project during the weekday AM peak hour, Mid-day, and PM peak hour was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

As all study intersections are under either sole City of Los Angeles jurisdiction or joint City of Los Angeles/Caltrans jurisdiction, the significance of the potential project-generated traffic impacts was identified using criteria set forth in LADOT's *Transportation Impact Study Guidelines*. According to the City of Los Angeles' Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the sliding scale criteria presented in ***Table 8-1***.

Table 8-1
CITY OF LOS ANGELES
INTERSECTION IMPACT THRESHOLD CRITERIA

Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901 - 1.000	E	equal to or greater than 0.010
Greater than 1.000	F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase in the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

It should be noted that LADOT's impact criteria and thresholds are typically applied to land use development projects with permanent/recurring increases in project traffic volumes. As discussed previously, the proposed construction-related hauling operations are anticipated to last for approximately 20 months. Once the proposed hauling operations are completed, traffic conditions for the surrounding street system are expected to revert back to the pre-project levels. Thus, applying LADOT's criteria to the proposed project is considered a conservative approach.

8.3 Intersection Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions pursuant to City of Los Angeles requirements:

[a] Existing conditions.

[b] Condition [a] with the proposed project.

[c] Condition [a] plus 1.5% annual ambient traffic growth through year 2020 and with completion and occupancy of the related projects (i.e., year 2020 cumulative baseline).

[d] Condition [c] with the proposed project.

[e] Condition [d] with implementation of project mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

9.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the study intersections using the CMA methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in ***Tables 9-1, 9-2, 9-3,*** and ***9-4*** for Alternatives 1, 2, 3, and 4, respectively. The corresponding weekday AM, Mid-day, and PM peak hour CMA data worksheets are contained in ***Appendix C***.

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Tables 9-1, 9-2, 9-3,* and *9-4*, 48 of the 56 study intersections are presently operating at LOS D or better during the weekday AM, Mid-day, and PM peak hours under existing conditions. The following eight study intersections are operating at LOS E or LOS F during the weekday AM and/or PM peak hour under existing conditions:

- Int. 15: Laurel Canyon Boulevard/Paxton Street — PM Peak Hour: *v/c*=0.903, LOS E
- Int. 29: Glenoaks Boulevard/Osborne Street — AM Peak Hour: *v/c*=1.032, LOS F
- Int. 47: Balboa Road/San Fernando Road — AM Peak Hour: *v/c*=0.988, LOS E
- Int. 49: I-5 SB Ramps/Roxford St-Sepulveda Blvd — AM Peak Hour: *v/c*=1.015, LOS F
- Int. 50: I-5 NB Off-Ramp/Roxford Street — AM Peak Hour: *v/c*=0.965, LOS E; PM Peak Hour: *v/c*=0.915, LOS E
- Int. 52: I-405 SB Ramps-Blucher Av/Devonshire St — AM Peak Hour: *v/c*=0.912, LOS E
- Int. 54: Sepulveda Boulevard/Devonshire Street — PM Peak Hour: *v/c*=0.944, LOS E
- Int. 56: Woodman Avenue/Devonshire Street — AM Peak Hour: *v/c*=0.986, LOS E

The existing conditions CMA data worksheets for the City of Los Angeles study intersections during the weekday AM, Mid-day, and PM peak hours are contained in *Appendix C*. The existing traffic volumes at the study intersections during the weekday AM, Mid-day, and PM peak hours are displayed in *Figures 5-1*, *5-2*, and *5-3*, respectively.

9.1.2 *Existing With Project Conditions*

As shown in column [2] of *Tables 9-1, 9-2, 9-3,* and *9-4,* application of the City of Los Angeles' threshold criteria to the "Existing With Project" scenario indicates that the proposed project is expected to create significant temporary traffic impacts at the following study intersections during the analysis peak hour(s) shown under Alternatives 1, 2, 3, and 4 conditions:

- Int. 46: San Fernando Road/Sunshine Canyon Road (AM Peak Hour)
- Int. 49: I-5 SB Ramps/Roxford St-Sepulveda Blvd (AM Peak Hour)
- Int. 50: I-5 NB Off-Ramp/Roxford Street (AM and PM Peak Hours)
- Int. 54: Sepulveda Boulevard/Devonshire Street (PM Peak Hour)
- Int. 56: Woodman Avenue/Devonshire Street (AM Peak Hour)

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 1: Concurrent Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	Arleta Avenue/	AM	0.584	A	0.624	B	0.040	No	0.629	B	0.669	B	0.040	No	0.655	B	0.026	---
	Devonshire Street	MID	0.242	A	0.273	A	0.031	No	0.267	A	0.298	A	0.031	No	0.298	A	0.031	---
		PM	0.516	A	0.551	A	0.035	No	0.551	A	0.586	A	0.035	No	0.593	A	0.042	---
2	Arleta Avenue/	AM	0.634	B	0.672	B	0.038	No	0.667	B	0.705	C	0.038	No	0.692	B	0.025	---
	Paxton Street	MID	0.337	A	0.375	A	0.038	No	0.359	A	0.397	A	0.038	No	0.397	A	0.038	---
		PM	0.614	B	0.653	B	0.039	No	0.648	B	0.686	B	0.038	No	0.693	B	0.045	---
3	I-5 Freeway SB Ramps-Sharp Avenue/	AM	0.673	B	0.703	C	0.030	No	0.708	C	0.737	C	0.029	No	0.728	C	0.020	---
	Paxton Street	MID	0.317	A	0.356	A	0.039	No	0.336	A	0.375	A	0.039	No	0.374	A	0.038	---
		PM	0.530	A	0.538	A	0.008	No	0.562	A	0.568	A	0.006	No	0.572	A	0.010	---
4	I-5 Freeway NB Ramps-Remick Avenue/	AM	0.600	A	0.618	B	0.018	No	0.634	B	0.653	B	0.019	No	0.646	B	0.012	---
	Paxton Street	MID	0.376	A	0.393	A	0.017	No	0.398	A	0.416	A	0.018	No	0.416	A	0.018	---
		PM	0.597	A	0.614	B	0.017	No	0.631	B	0.648	B	0.017	No	0.652	B	0.021	---
5	Laurel Canyon Boulevard/	AM	0.816	D	0.816	D	0.000	No	0.932	E	0.932	E	0.000	No	0.932	E	0.000	---
	Branford Street	MID	0.414	A	0.417	A	0.003	No	0.458	A	0.461	A	0.003	No	0.461	A	0.003	---
		PM	0.735	C	0.739	C	0.004	No	0.812	D	0.815	D	0.003	No	0.814	D	0.002	---
6	San Fernando Road/	AM	0.756	C	0.765	C	0.009	No	0.907	E	0.915	E	0.008	No	0.912	E	0.005	---
	Branford Street	MID	0.525	A	0.546	A	0.021	No	0.594	A	0.615	B	0.021	No	0.616	B	0.022	---
		PM	0.648	B	0.669	B	0.021	No	0.730	C	0.751	C	0.021	No	0.760	C	0.030	---
7	Laurel Canyon Boulevard/	AM	0.802	D	0.802	D	0.000	No	0.903	E	0.903	E	0.000	No	0.903	E	0.000	---
	I-5 Freeway NB Off-Ramp-Jerome Street	MID	0.351	A	0.351	A	0.000	No	0.385	A	0.385	A	0.000	No	0.385	A	0.000	---
		PM	0.674	B	0.678	B	0.004	No	0.728	C	0.731	C	0.003	No	0.731	C	0.003	---
8	Laurel Canyon Boulevard/	AM	0.839	D	0.839	D	0.000	No	0.911	E	0.911	E	0.000	No	0.911	E	0.000	---
	Sheldon Street	MID	0.369	A	0.369	A	0.000	No	0.415	A	0.415	A	0.000	No	0.415	A	0.000	---
		PM	0.645	B	0.648	B	0.003	No	0.722	C	0.725	C	0.003	No	0.725	C	0.003	---
9	Laurel Canyon Boulevard/	AM	0.814	D	0.814	D	0.000	No	0.907	E	0.907	E	0.000	No	0.907	E	0.000	---
	I-5 Freeway SB Ramps	MID	0.488	A	0.488	A	0.000	No	0.531	A	0.531	A	0.000	No	0.531	A	0.000	---
		PM	0.829	D	0.829	D	0.000	No	0.898	D	0.898	D	0.000	No	0.898	D	0.000	---
10	I-5 Freeway NB On-Ramp-Rincon Avenue/	AM	0.704	C	0.704	C	0.000	No	0.859	D	0.859	D	0.000	No	0.859	D	0.000	---
	Sheldon Street	MID	0.500	A	0.500	A	0.000	No	0.539	A	0.539	A	0.000	No	0.539	A	0.000	---
		PM	0.662	B	0.662	B	0.000	No	0.727	C	0.727	C	0.000	No	0.727	C	0.000	---

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 1: Concurrent Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Haddon Avenue/	AM	0.483	A	0.483	A	0.000	No	0.564	A	0.564	A	0.000	No	0.564	A	0.000	---
	Sheldon Street	MID	0.183	A	0.183	A	0.000	No	0.206	A	0.206	A	0.000	No	0.206	A	0.000	---
		PM	0.354	A	0.354	A	0.000	No	0.392	A	0.392	A	0.000	No	0.392	A	0.000	---
12	Telfair Avenue/	AM	0.551	A	0.551	A	0.000	No	0.771	C	0.771	C	0.000	No	0.771	C	0.000	---
	Sheldon Street	MID	0.170	A	0.170	A	0.000	No	0.193	A	0.193	A	0.000	No	0.193	A	0.000	---
		PM	0.347	A	0.347	A	0.000	No	0.409	A	0.409	A	0.000	No	0.409	A	0.000	---
13	San Fernando Road/	AM	0.761	C	0.761	C	0.000	No	0.882	D	0.882	D	0.000	No	0.882	D	0.000	---
	Sheldon Street	MID	0.427	A	0.427	A	0.000	No	0.486	A	0.486	A	0.000	No	0.486	A	0.000	---
		PM	0.679	B	0.679	B	0.000	No	0.757	C	0.757	C	0.000	No	0.757	C	0.000	---
14	Glenoaks Boulevard/	AM	0.801	D	0.805	D	0.004	No	0.931	E	0.936	E	0.005	No	0.934	E	0.003	---
	Sheldon Street	MID	0.439	A	0.445	A	0.006	No	0.557	A	0.562	A	0.005	No	0.562	A	0.005	---
		PM	0.613	B	0.618	B	0.005	No	0.741	C	0.745	C	0.004	No	0.746	C	0.005	---
15	Laurel Canyon Boulevard/	AM	0.815	D	0.821	D	0.006	No	0.888	D	0.894	D	0.006	No	0.892	D	0.004	---
	Paxton Street	MID	0.463	A	0.478	A	0.015	No	0.500	A	0.515	A	0.015	No	0.515	A	0.015	---
		PM	0.903	E	0.908	E	0.005	No	0.967	E	0.973	E	0.006	No	0.976	E	0.009	---
16	Haddon Avenue/	AM	0.514	A	0.521	A	0.007	No	0.538	A	0.546	A	0.008	No	0.543	A	0.005	---
	Paxton Street	MID	0.292	A	0.299	A	0.007	No	0.307	A	0.313	A	0.006	No	0.314	A	0.007	---
		PM	0.579	A	0.586	A	0.007	No	0.607	B	0.613	B	0.006	No	0.617	B	0.010	---
17	Kewen Avenue/	AM	0.533	A	0.540	A	0.007	No	0.558	A	0.566	A	0.008	No	0.563	A	0.005	---
	Paxton Street	MID	0.284	A	0.292	A	0.008	No	0.299	A	0.306	A	0.007	No	0.307	A	0.008	---
		PM	0.543	A	0.550	A	0.007	No	0.570	A	0.577	A	0.007	No	0.580	A	0.010	---
18	Telfair Avenue/	AM	0.401	A	0.407	A	0.006	No	0.426	A	0.431	A	0.005	No	0.429	A	0.003	---
	Paxton Street	MID	0.185	A	0.200	A	0.015	No	0.201	A	0.215	A	0.014	No	0.215	A	0.014	---
		PM	0.380	A	0.385	A	0.005	No	0.403	A	0.408	A	0.005	No	0.411	A	0.008	---
19	San Fernando Road/	AM	0.869	D	0.869	D	0.000	No	0.949	E	0.949	E	0.000	No	0.949	E	0.000	---
	Paxton Street	MID	0.712	C	0.712	C	0.000	No	0.768	C	0.768	C	0.000	No	0.768	C	0.000	---
		PM	0.845	D	0.845	D	0.000	No	0.915	E	0.915	E	0.000	No	0.915	E	0.000	---
20	San Fernando Road/	AM	0.562	A	0.567	A	0.005	No	0.629	B	0.634	B	0.005	No	0.632	B	0.003	---
	SR-118 Freeway EB Ramps	MID	0.404	A	0.409	A	0.005	No	0.447	A	0.453	A	0.006	No	0.453	A	0.006	---
		PM	0.527	A	0.533	A	0.006	No	0.583	A	0.588	A	0.005	No	0.591	A	0.008	---

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 1: Concurrent Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	San Fernando Road/	AM	0.797	C	0.803	D	0.006	No	0.916	E	0.923	E	0.007	No	0.920	E	0.004	---
	Van Nuys Boulevard	MID	0.493	A	0.499	A	0.006	No	0.544	A	0.550	A	0.006	No	0.550	A	0.006	---
		PM	0.681	B	0.688	B	0.007	No	0.761	C	0.767	C	0.006	No	0.770	C	0.009	---
22	San Fernando Road/	AM	0.820	D	0.826	D	0.006	No	0.938	E	0.944	E	0.006	No	0.941	E	0.003	---
	Pierce Street	MID	0.393	A	0.399	A	0.006	No	0.435	A	0.442	A	0.007	No	0.442	A	0.007	---
		PM	0.707	C	0.714	C	0.007	No	0.803	D	0.808	D	0.005	No	0.811	D	0.008	---
23	San Fernando Road/	AM	0.594	A	0.599	A	0.005	No	0.679	B	0.685	B	0.006	No	0.682	B	0.003	---
	Terra Bella Street	MID	0.259	A	0.265	A	0.006	No	0.294	A	0.299	A	0.005	No	0.300	A	0.006	---
		PM	0.421	A	0.427	A	0.006	No	0.475	A	0.480	A	0.005	No	0.483	A	0.008	---
24	San Fernando Road/	AM	0.835	D	0.841	D	0.006	No	0.940	E	0.946	E	0.006	No	0.944	E	0.004	---
	Osborne Street	MID	0.627	B	0.633	B	0.006	No	0.691	B	0.698	B	0.007	No	0.698	B	0.007	---
		PM	0.842	D	0.848	D	0.006	No	0.931	E	0.936	E	0.005	No	0.939	E	0.008	---
25	San Fernando Road/	AM	0.722	C	0.722	C	0.000	No	0.793	C	0.793	C	0.000	No	0.793	C	0.000	---
	SR-118 Freeway WB Ramps	MID	0.677	B	0.677	B	0.000	No	0.732	C	0.732	C	0.000	No	0.732	C	0.000	---
		PM	0.808	D	0.808	D	0.000	No	0.865	D	0.865	D	0.000	No	0.865	D	0.000	---
26	Arleta Avenue/	AM	0.896	D	0.897	D	0.001	No	0.972	E	0.973	E	0.001	No	0.973	E	0.001	---
	Van Nuys Boulevard	MID	0.502	A	0.502	A	0.000	No	0.544	A	0.545	A	0.001	No	0.545	A	0.001	---
		PM	0.893	D	0.893	D	0.000	No	0.963	E	0.964	E	0.001	No	0.964	E	0.001	---
27	Bartee Avenue/	AM	0.515	A	0.515	A	0.000	No	0.561	A	0.561	A	0.000	No	0.561	A	0.000	---
	Van Nuys Boulevard	MID	0.335	A	0.335	A	0.000	No	0.363	A	0.363	A	0.000	No	0.363	A	0.000	---
		PM	0.447	A	0.447	A	0.000	No	0.484	A	0.484	A	0.000	No	0.484	A	0.000	---
28	I-5 Freeway NB Off-Ramp/	AM	0.705	C	0.705	C	0.000	No	0.773	C	0.773	C	0.000	No	0.773	C	0.000	---
	Van Nuys Boulevard	MID	0.533	A	0.533	A	0.000	No	0.570	A	0.570	A	0.000	No	0.570	A	0.000	---
		PM	0.645	B	0.645	B	0.000	No	0.698	B	0.698	B	0.000	No	0.698	B	0.000	---
29	Glenoaks Boulevard/	AM	1.032	F	1.032	F	0.000	No	1.200	F	1.200	F	0.000	No	1.200	F	0.000	---
	Osborne Street	MID	0.415	A	0.415	A	0.000	No	0.542	A	0.542	A	0.000	No	0.542	A	0.000	---
		PM	0.818	D	0.818	D	0.000	No	0.971	E	0.980	E	0.009	No	0.979	E	0.008	---
30	Dronfield Avenue/	AM	0.527	A	0.527	A	0.000	No	0.614	B	0.614	B	0.000	No	0.614	B	0.000	---
	Osborne Street	MID	0.233	A	0.233	A	0.000	No	0.293	A	0.293	A	0.000	No	0.293	A	0.000	---
		PM	0.447	A	0.456	A	0.009	No	0.517	A	0.525	A	0.008	No	0.525	A	0.008	---

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 1: Concurrent Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
31	Foothill Boulevard/	AM	0.711	C	0.711	C	0.000	No	0.875	D	0.875	D	0.000	No	0.875	D	0.000	---
	Osborne Street-Driveway	MID	0.278	A	0.278	A	0.000	No	0.393	A	0.393	A	0.000	No	0.393	A	0.000	---
		PM	0.507	A	0.507	A	0.000	No	0.635	B	0.635	B	0.000	No	0.635	B	0.000	---
32	Foothill Boulevard/	AM	0.585	A	0.594	A	0.009	No	0.684	B	0.693	B	0.009	No	0.690	B	0.006	---
	I-210 Freeway EB Ramps	MID	0.303	A	0.311	A	0.008	No	0.390	A	0.395	A	0.005	No	0.394	A	0.004	---
		PM	0.437	A	0.446	A	0.009	No	0.527	A	0.536	A	0.009	No	0.536	A	0.009	---
33	Foothill Boulevard/	AM	0.493	A	0.510	A	0.017	No	0.596	A	0.613	B	0.017	No	0.608	B	0.012	---
	I-210 Freeway WB Ramps	MID	0.247	A	0.264	A	0.017	No	0.332	A	0.349	A	0.017	No	0.349	A	0.017	---
		PM	0.387	A	0.405	A	0.018	No	0.480	A	0.497	A	0.017	No	0.497	A	0.017	---
34	Glenoaks Boulevard/	AM	0.587	A	0.587	A	0.000	No	0.672	B	0.672	B	0.000	No	0.672	B	0.000	---
	Montague Street	MID	0.235	A	0.235	A	0.000	No	0.299	A	0.299	A	0.000	No	0.299	A	0.000	---
		PM	0.569	A	0.578	A	0.009	No	0.647	B	0.656	B	0.009	No	0.655	B	0.008	---
35	Glenoaks Boulevard/	AM	0.576	A	0.590	A	0.014	No	0.671	B	0.685	B	0.014	No	0.680	B	0.009	---
	Branford Street	MID	0.279	A	0.293	A	0.014	No	0.360	A	0.374	A	0.014	No	0.373	A	0.013	---
		PM	0.662	B	0.674	B	0.012	No	0.743	C	0.755	C	0.012	No	0.755	C	0.012	---
36	Glenoaks Boulevard/	AM	0.479	A	0.483	A	0.004	No	0.569	A	0.573	A	0.004	No	0.571	A	0.002	---
	Truesdale Street	MID	0.184	A	0.194	A	0.010	No	0.253	A	0.261	A	0.008	No	0.261	A	0.008	---
		PM	0.473	A	0.483	A	0.010	No	0.554	A	0.563	A	0.009	No	0.565	A	0.011	---
37	Glenoaks Boulevard/	AM	0.427	A	0.427	A	0.000	No	0.526	A	0.526	A	0.000	No	0.526	A	0.000	---
	Peoria Street	MID	0.248	A	0.251	A	0.003	No	0.359	A	0.365	A	0.006	No	0.365	A	0.006	---
		PM	0.452	A	0.457	A	0.005	No	0.572	A	0.578	A	0.006	No	0.578	A	0.006	---
38	Glenoaks Boulevard/	AM	0.435	A	0.435	A	0.000	No	0.583	A	0.583	A	0.000	No	0.583	A	0.000	---
	Pendleton Street	MID	0.330	A	0.336	A	0.006	No	0.469	A	0.469	A	0.000	No	0.469	A	0.000	---
		PM	0.497	A	0.502	A	0.005	No	0.631	B	0.637	B	0.006	No	0.637	B	0.006	---
39	San Fernando Road (East)/	AM	0.676	B	0.690	B	0.014	No	0.743	C	0.757	C	0.014	No	0.753	C	0.010	---
	Tuxford Street	MID	0.547	A	0.561	A	0.014	No	0.613	B	0.627	B	0.014	No	0.627	B	0.014	---
		PM	0.624	B	0.638	B	0.014	No	0.694	B	0.708	C	0.014	No	0.708	C	0.014	---
40	Bradley Avenue/	AM	0.611	B	0.611	B	0.000	No	0.671	B	0.671	B	0.000	No	0.671	B	0.000	---
	Tuxford Street	MID	0.573	A	0.573	A	0.000	No	0.636	B	0.636	B	0.000	No	0.636	B	0.000	---
		PM	0.587	A	0.593	A	0.006	No	0.647	B	0.652	B	0.005	No	0.652	B	0.005	---

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 1: Concurrent Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
41	Glenoaks Boulevard/	AM	0.769	C	0.781	C	0.012	No	0.877	D	0.890	D	0.013	No	0.886	D	0.009	---
	Tuxford Street-La Tuna Canyon Road	MID	0.480	A	0.493	A	0.013	No	0.565	A	0.578	A	0.013	No	0.578	A	0.013	---
		PM	0.758	C	0.758	C	0.000	No	0.843	D	0.855	D	0.012	No	0.855	D	0.012	---
42	Tujunga Avenue/	AM	0.581	A	0.581	A	0.000	No	0.608	B	0.608	B	0.000	No	0.608	B	0.000	---
	Penrose Street	MID	0.535	A	0.535	A	0.000	No	0.560	A	0.560	A	0.000	No	0.560	A	0.000	---
		PM	0.658	B	0.658	B	0.000	No	0.688	B	0.688	B	0.000	No	0.688	B	0.000	---
43	San Fernando Road (West)/	AM	0.536	A	0.536	A	0.000	No	0.589	A	0.589	A	0.000	No	0.589	A	0.000	---
	Penrose Street	MID	0.443	A	0.443	A	0.000	No	0.483	A	0.483	A	0.000	No	0.483	A	0.000	---
		PM	0.595	A	0.595	A	0.000	No	0.645	B	0.645	B	0.000	No	0.645	B	0.000	---
44	San Fernando Road (East)/	AM	0.347	A	0.347	A	0.000	No	0.369	A	0.369	A	0.000	No	0.369	A	0.000	---
	Penrose Street	MID	0.381	A	0.381	A	0.000	No	0.405	A	0.405	A	0.000	No	0.405	A	0.000	---
		PM	0.376	A	0.376	A	0.000	No	0.398	A	0.398	A	0.000	No	0.398	A	0.000	---
45	I-5 Freeway SB Ramps/	AM	0.656	B	0.656	B	0.000	No	0.688	B	0.688	B	0.000	No	0.688	B	0.000	---
	Penrose Street	MID	0.745	C	0.745	C	0.000	No	0.781	C	0.781	C	0.000	No	0.781	C	0.000	---
		PM	0.710	C	0.710	C	0.000	No	0.744	C	0.744	C	0.000	No	0.744	C	0.000	---
46	San Fernando Road/	**AM**	**0.785**	**C**	**0.808**	**D**	**0.023**	**Yes**	**0.825**	**D**	**0.848**	**D**	**0.023**	**Yes**	**0.834**	**D**	**0.009**	**Yes**
	Sunshine Canyon Road	MID	0.251	A	0.274	A	0.023	No	0.268	A	0.291	A	0.023	No	0.298	A	0.030	---
		PM	0.573	A	0.573	A	0.000	No	0.604	B	0.604	B	0.000	No	0.604	B	0.000	---
47	Balboa Road/	AM	0.988	E	0.988	E	0.000	No	1.045	F	1.045	F	0.000	No	1.045	F	0.000	---
	San Fernando Road	MID	0.381	A	0.405	A	0.024	No	0.439	A	0.462	A	0.023	No	0.469	A	0.030	---
		PM	0.692	B	0.715	C	0.023	No	0.764	C	0.787	C	0.023	No	0.780	C	0.016	---
48	Sepulveda Boulevard/	AM	0.343	A	0.357	A	0.014	No	0.377	A	0.390	A	0.013	No	0.382	A	0.005	---
	San Fernando Road	MID	0.253	A	0.267	A	0.014	No	0.270	A	0.284	A	0.014	No	0.288	A	0.018	---
		PM	0.252	A	0.266	A	0.014	No	0.283	A	0.296	A	0.013	No	0.292	A	0.009	---
49	I-5 Freeway SB Ramps/	**AM**	**1.015**	**F**	**1.038**	**F**	**0.023**	**Yes**	**1.118**	**F**	**1.141**	**F**	**0.023**	**Yes**	**1.127**	**F**	**0.009**	**Yes**
	Roxford Street-Sepulveda Boulevard	MID	0.603	B	0.649	B	0.046	No	0.682	B	0.705	C	0.023	No	0.712	C	0.030	---
		PM	0.736	C	0.759	C	0.023	No	**0.823**	**D**	**0.846**	**D**	**0.023**	**Yes**	**0.839**	**D**	**0.016**	**Yes**
50	I-5 Freeway NB Off-Ramp/	**AM**	**0.965**	**E**	**0.978**	**E**	**0.013**	**Yes**	**1.053**	**F**	**1.067**	**F**	**0.014**	**Yes**	**1.058**	**F**	**0.005**	**Yes**
	Roxford Street	MID	0.776	C	0.789	C	0.013	No	0.866	D	0.880	D	0.014	No	0.884	D	0.018	---
		PM	**0.915**	**E**	**0.928**	**E**	**0.013**	**Yes**	**1.012**	**F**	**1.025**	**F**	**0.013**	**Yes**	**1.021**	**F**	**0.009**	**Yes**

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 1: Concurrent Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
51	I-5 Freeway NB Ramps-Encinitas Ave/	AM	0.795	C	0.795	C	0.000	No	0.887	D	0.887	D	0.000	No	0.887	D	0.000	---
	Roxford Street	MID	0.662	B	0.685	B	0.023	No	0.718	C	0.741	C	0.023	No	0.748	C	0.030	---
		PM	0.591	A	0.598	A	0.007	No	0.678	B	0.683	B	0.005	No	0.678	B	0.000	---
52	I-405 Freeway SB Ramps-Blucher Ave/	AM	0.912	E	0.912	E	0.000	No	0.969	E	0.969	E	0.000	No	0.969	E	0.000	---
	Devonshire Street	MID	0.363	A	0.364	A	0.001	No	0.389	A	0.390	A	0.001	No	0.390	A	0.001	---
		PM	0.576	A	0.576	A	0.000	No	0.616	B	0.616	B	0.000	No	0.616	B	0.000	---
53	I-405 Freeway NB Ramps/	AM	0.540	A	0.551	A	0.011	No	0.592	A	0.603	B	0.011	No	0.597	A	0.005	---
	Devonshire Street	MID	0.343	A	0.343	A	0.000	No	0.380	A	0.380	A	0.000	No	0.380	A	0.000	---
		PM	0.500	A	0.511	A	0.011	No	0.548	A	0.559	A	0.011	No	0.556	A	0.008	---
54	Sepulveda Boulevard/	**AM**	0.888	D	0.900	D	0.012	No	**0.960**	**E**	**0.972**	**E**	**0.012**	**Yes**	**0.965**	**E**	**0.005**	**Yes**
	Devonshire Street	MID	0.648	B	0.660	B	0.012	No	0.713	C	0.725	C	0.012	No	0.729	C	0.016	---
		PM	**0.944**	**E**	**0.957**	**E**	**0.013**	**Yes**	**1.026**	**F**	**1.038**	**F**	**0.012**	**Yes**	**1.035**	**F**	**0.009**	**Yes**
55	Lemona Avenue/	AM	0.477	A	0.488	A	0.011	No	0.518	A	0.529	A	0.011	No	0.523	A	0.005	---
	Devonshire Street	MID	0.181	A	0.193	A	0.012	No	0.201	A	0.213	A	0.012	No	0.216	A	0.015	---
		PM	0.419	A	0.430	A	0.011	No	0.449	A	0.461	A	0.012	No	0.457	A	0.008	---
56	Woodman Avenue/	**AM**	**0.986**	**E**	**0.998**	**E**	**0.012**	**Yes**	**1.051**	**F**	**1.064**	**F**	**0.013**	**Yes**	**1.056**	**F**	**0.005**	**Yes**
	Devonshire Street	MID	0.354	A	0.366	A	0.012	No	0.382	A	0.395	A	0.013	No	0.398	A	0.016	---
		PM	0.773	C	0.786	C	0.013	No	0.822	D	0.835	D	0.013	No	0.831	D	0.009	---

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.700 - 0.800	C	equal to or greater than 0.040
>0.800 - 0.900	D	equal to or greater than 0.020
>0.900	E/F	equal to or greater than 0.010

Table 9-2
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 2: Use of Boulevard Pit Only and Sunshine Canyon Landfill

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2020 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	Arleta Avenue/	AM	0.584	A	0.624	B	0.040	No	0.629	B	0.669	B	0.040	No	0.655	B	0.026	---
	Devonshire Street	MID	0.242	A	0.273	A	0.031	No	0.267	A	0.298	A	0.031	No	0.298	A	0.031	---
		PM	0.516	A	0.551	A	0.035	No	0.551	A	0.586	A	0.035	No	0.593	A	0.042	---
2	Arleta Avenue/	AM	0.634	B	0.672	B	0.038	No	0.667	B	0.705	C	0.038	No	0.692	B	0.025	---
	Paxton Street	MID	0.337	A	0.375	A	0.038	No	0.359	A	0.397	A	0.038	No	0.397	A	0.038	---
		PM	0.614	B	0.653	B	0.039	No	0.648	B	0.686	B	0.038	No	0.693	B	0.045	---
3	I-5 Freeway SB Ramps-Sharp Avenue/	AM	0.673	B	0.703	C	0.030	No	0.708	C	0.737	C	0.029	No	0.728	C	0.020	---
	Paxton Street	MID	0.317	A	0.356	A	0.039	No	0.336	A	0.375	A	0.039	No	0.374	A	0.038	---
		PM	0.530	A	0.538	A	0.008	No	0.562	A	0.568	A	0.006	No	0.572	A	0.010	---
4	I-5 Freeway NB Ramps-Remick Avenue/	AM	0.600	A	0.618	B	0.018	No	0.634	B	0.653	B	0.019	No	0.646	B	0.012	---
	Paxton Street	MID	0.376	A	0.393	A	0.017	No	0.398	A	0.416	A	0.018	No	0.416	A	0.018	---
		PM	0.597	A	0.614	B	0.017	No	0.631	B	0.648	B	0.017	No	0.652	B	0.021	---
5	Laurel Canyon Boulevard/	AM	0.816	D	0.816	D	0.000	No	0.932	E	0.932	E	0.000	No	0.932	E	0.000	---
	Branford Street	MID	0.414	A	0.424	A	0.010	No	0.458	A	0.467	A	0.009	No	0.466	A	0.008	---
		PM	0.735	C	0.744	C	0.009	No	0.812	D	0.821	D	0.009	No	0.821	D	0.009	---
6	San Fernando Road/	**AM**	0.756	C	0.781	C	0.025	No	**0.907**	**E**	**0.932**	**E**	**0.025**	**Yes**	**0.923**	**E**	**0.016**	**No**
	Branford Street	MID	0.525	A	0.537	A	0.012	No	0.594	A	0.606	B	0.012	No	0.607	B	0.013	---
		PM	0.648	B	0.660	B	0.012	No	0.730	C	0.742	C	0.012	No	0.748	C	0.018	---
7	Laurel Canyon Boulevard/	AM	0.802	D	0.802	D	0.000	No	0.903	E	0.903	E	0.000	No	0.903	E	0.000	---
	I-5 Freeway NB Off-Ramp-Jerome Street	MID	0.351	A	0.351	A	0.000	No	0.385	A	0.385	A	0.000	No	0.385	A	0.000	---
		PM	0.674	B	0.685	B	0.011	No	0.728	C	0.738	C	0.010	No	0.738	C	0.010	---
8	Laurel Canyon Boulevard/	AM	0.839	D	0.839	D	0.000	No	0.911	E	0.911	E	0.000	No	0.911	E	0.000	---
	Sheldon Street	MID	0.369	A	0.369	A	0.000	No	0.415	A	0.415	A	0.000	No	0.415	A	0.000	---
		PM	0.645	B	0.654	B	0.009	No	0.722	C	0.731	C	0.009	No	0.731	C	0.009	---
9	Laurel Canyon Boulevard/	AM	0.814	D	0.814	D	0.000	No	0.907	E	0.907	E	0.000	No	0.907	E	0.000	---
	I-5 Freeway SB Ramps	MID	0.488	A	0.488	A	0.000	No	0.531	A	0.531	A	0.000	No	0.531	A	0.000	---
		PM	0.829	D	0.834	D	0.005	No	0.898	D	0.902	E	0.004	No	0.901	E	0.003	---
10	I-5 Freeway NB On-Ramp-Rincon Avenue/	AM	0.704	C	0.704	C	0.000	No	0.859	D	0.859	D	0.000	No	0.859	D	0.000	---
	Sheldon Street	MID	0.500	A	0.500	A	0.000	No	0.539	A	0.539	A	0.000	No	0.539	A	0.000	---
		PM	0.662	B	0.662	B	0.000	No	0.727	C	0.727	C	0.000	No	0.727	C	0.000	---

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 2: Use of Boulevard Pit Only and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Haddon Avenue/	AM	0.483	A	0.483	A	0.000	No	0.564	A	0.564	A	0.000	No	0.564	A	0.000	---
	Sheldon Street	MID	0.183	A	0.183	A	0.000	No	0.206	A	0.206	A	0.000	No	0.206	A	0.000	---
		PM	0.354	A	0.354	A	0.000	No	0.392	A	0.392	A	0.000	No	0.392	A	0.000	---
12	Telfair Avenue/	AM	0.551	A	0.551	A	0.000	No	0.771	C	0.771	C	0.000	No	0.771	C	0.000	---
	Sheldon Street	MID	0.170	A	0.170	A	0.000	No	0.193	A	0.193	A	0.000	No	0.193	A	0.000	---
		PM	0.347	A	0.347	A	0.000	No	0.409	A	0.409	A	0.000	No	0.409	A	0.000	---
13	San Fernando Road/	AM	0.761	C	0.761	C	0.000	No	0.882	D	0.882	D	0.000	No	0.882	D	0.000	---
	Sheldon Street	MID	0.427	A	0.427	A	0.000	No	0.486	A	0.486	A	0.000	No	0.486	A	0.000	---
		PM	0.679	B	0.679	B	0.000	No	0.757	C	0.757	C	0.000	No	0.757	C	0.000	---
14	Glenoaks Boulevard/	AM	0.801	D	0.801	D	0.000	No	0.931	E	0.931	E	0.000	No	0.931	E	0.000	---
	Sheldon Street	MID	0.439	A	0.439	A	0.000	No	0.557	A	0.557	A	0.000	No	0.557	A	0.000	---
		PM	0.613	B	0.613	B	0.000	No	0.741	C	0.741	C	0.000	No	0.741	C	0.000	---
15	Laurel Canyon Boulevard/	AM	0.815	D	0.821	D	0.006	No	0.888	D	0.894	D	0.006	No	0.892	D	0.004	---
	Paxton Street	MID	0.463	A	0.478	A	0.015	No	0.500	A	0.515	A	0.015	No	0.515	A	0.015	---
		PM	0.903	E	0.908	E	0.005	No	0.967	E	0.973	E	0.006	No	0.976	E	0.009	---
16	Haddon Avenue/	AM	0.514	A	0.521	A	0.007	No	0.538	A	0.546	A	0.008	No	0.543	A	0.005	---
	Paxton Street	MID	0.292	A	0.299	A	0.007	No	0.307	A	0.313	A	0.006	No	0.314	A	0.007	---
		PM	0.579	A	0.586	A	0.007	No	0.607	B	0.613	B	0.006	No	0.617	B	0.010	---
17	Kewen Avenue/	AM	0.533	A	0.540	A	0.007	No	0.558	A	0.566	A	0.008	No	0.563	A	0.005	---
	Paxton Street	MID	0.284	A	0.292	A	0.008	No	0.299	A	0.306	A	0.007	No	0.307	A	0.008	---
		PM	0.543	A	0.550	A	0.007	No	0.570	A	0.577	A	0.007	No	0.580	A	0.010	---
18	Telfair Avenue/	AM	0.401	A	0.407	A	0.006	No	0.426	A	0.431	A	0.005	No	0.429	A	0.003	---
	Paxton Street	MID	0.185	A	0.200	A	0.015	No	0.201	A	0.215	A	0.014	No	0.215	A	0.014	---
		PM	0.380	A	0.385	A	0.005	No	0.403	A	0.408	A	0.005	No	0.411	A	0.008	---
19	San Fernando Road/	AM	0.869	D	0.869	D	0.000	No	0.949	E	0.949	E	0.000	No	0.949	E	0.000	---
	Paxton Street	MID	0.712	C	0.712	C	0.000	No	0.768	C	0.768	C	0.000	No	0.768	C	0.000	---
		PM	0.845	D	0.845	D	0.000	No	0.915	E	0.915	E	0.000	No	0.915	E	0.000	---
20	San Fernando Road/	AM	0.562	A	0.567	A	0.005	No	0.629	B	0.634	B	0.005	No	0.632	B	0.003	---
	SR-118 Freeway EB Ramps	MID	0.404	A	0.409	A	0.005	No	0.447	A	0.453	A	0.006	No	0.453	A	0.006	---
		PM	0.527	A	0.533	A	0.006	No	0.583	A	0.588	A	0.005	No	0.591	A	0.008	---

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 2: Use of Boulevard Pit Only and Sunshine Canyon Landfill

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2020 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	San Fernando Road/	AM	0.797	C	0.803	D	0.006	No	0.916	E	0.923	E	0.007	No	0.920	E	0.004	---
	Van Nuys Boulevard	MID	0.493	A	0.499	A	0.006	No	0.544	A	0.550	A	0.006	No	0.550	A	0.006	---
		PM	0.681	B	0.688	B	0.007	No	0.761	C	0.767	C	0.006	No	0.770	C	0.009	---
22	San Fernando Road/	AM	0.820	D	0.826	D	0.006	No	0.938	E	0.944	E	0.006	No	0.941	E	0.003	---
	Pierce Street	MID	0.393	A	0.399	A	0.006	No	0.435	A	0.442	A	0.007	No	0.442	A	0.007	---
		PM	0.707	C	0.714	C	0.007	No	0.803	D	0.808	D	0.005	No	0.811	D	0.008	---
23	San Fernando Road/	AM	0.594	A	0.599	A	0.005	No	0.679	B	0.685	B	0.006	No	0.682	B	0.003	---
	Terra Bella Street	MID	0.259	A	0.265	A	0.006	No	0.294	A	0.299	A	0.005	No	0.300	A	0.006	---
		PM	0.421	A	0.427	A	0.006	No	0.475	A	0.480	A	0.005	No	0.483	A	0.008	---
24	San Fernando Road/	AM	0.835	D	0.841	D	0.006	No	0.940	E	0.946	E	0.006	No	0.944	E	0.004	---
	Osborne Street	MID	0.627	B	0.633	B	0.006	No	0.691	B	0.698	B	0.007	No	0.698	B	0.007	---
		PM	0.842	D	0.848	D	0.006	No	0.931	E	0.936	E	0.005	No	0.939	E	0.008	---
25	San Fernando Road/	AM	0.722	C	0.722	C	0.000	No	0.793	C	0.793	C	0.000	No	0.793	C	0.000	---
	SR-118 Freeway WB Ramps	MID	0.677	B	0.677	B	0.000	No	0.732	C	0.732	C	0.000	No	0.732	C	0.000	---
		PM	0.808	D	0.808	D	0.000	No	0.865	D	0.865	D	0.000	No	0.865	D	0.000	---
26	Arleta Avenue/	AM	0.896	D	0.897	D	0.001	No	0.972	E	0.973	E	0.001	No	0.973	E	0.001	---
	Van Nuys Boulevard	MID	0.502	A	0.502	A	0.000	No	0.544	A	0.545	A	0.001	No	0.545	A	0.001	---
		PM	0.893	D	0.893	D	0.000	No	0.963	E	0.964	E	0.001	No	0.964	E	0.001	---
27	Bartee Avenue/	AM	0.515	A	0.515	A	0.000	No	0.561	A	0.561	A	0.000	No	0.561	A	0.000	---
	Van Nuys Boulevard	MID	0.335	A	0.335	A	0.000	No	0.363	A	0.363	A	0.000	No	0.363	A	0.000	---
		PM	0.447	A	0.447	A	0.000	No	0.484	A	0.484	A	0.000	No	0.484	A	0.000	---
28	I-5 Freeway NB Off-Ramp/	AM	0.705	C	0.705	C	0.000	No	0.773	C	0.773	C	0.000	No	0.773	C	0.000	---
	Van Nuys Boulevard	MID	0.533	A	0.533	A	0.000	No	0.570	A	0.570	A	0.000	No	0.570	A	0.000	---
		PM	0.645	B	0.645	B	0.000	No	0.698	B	0.698	B	0.000	No	0.698	B	0.000	---
29	Glenoaks Boulevard/	AM	1.032	F	1.032	F	0.000	No	1.200	F	1.200	F	0.000	No	1.200	F	0.000	---
	Osborne Street	MID	0.415	A	0.415	A	0.000	No	0.542	A	0.542	A	0.000	No	0.542	A	0.000	---
		PM	0.818	D	0.818	D	0.000	No	0.971	E	0.980	E	0.009	No	0.979	E	0.008	---
30	Dronfield Avenue/	AM	0.527	A	0.527	A	0.000	No	0.614	B	0.614	B	0.000	No	0.614	B	0.000	---
	Osborne Street	MID	0.233	A	0.233	A	0.000	No	0.293	A	0.293	A	0.000	No	0.293	A	0.000	---
		PM	0.447	A	0.456	A	0.009	No	0.517	A	0.525	A	0.008	No	0.525	A	0.008	---

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 2: Use of Boulevard Pit Only and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
31	Foothill Boulevard/	AM	0.711	C	0.711	C	0.000	No	0.875	D	0.875	D	0.000	No	0.875	D	0.000	---
	Osborne Street-Driveway	MID	0.278	A	0.278	A	0.000	No	0.393	A	0.393	A	0.000	No	0.393	A	0.000	---
		PM	0.507	A	0.507	A	0.000	No	0.635	B	0.635	B	0.000	No	0.635	B	0.000	---
32	Foothill Boulevard/	AM	0.585	A	0.594	A	0.009	No	0.684	B	0.693	B	0.009	No	0.690	B	0.006	---
	I-210 Freeway EB Ramps	MID	0.303	A	0.311	A	0.008	No	0.390	A	0.395	A	0.005	No	0.394	A	0.004	---
		PM	0.437	A	0.446	A	0.009	No	0.527	A	0.536	A	0.009	No	0.536	A	0.009	---
33	Foothill Boulevard/	AM	0.493	A	0.510	A	0.017	No	0.596	A	0.613	B	0.017	No	0.608	B	0.012	---
	I-210 Freeway WB Ramps	MID	0.247	A	0.264	A	0.017	No	0.332	A	0.349	A	0.017	No	0.349	A	0.017	---
		PM	0.387	A	0.405	A	0.018	No	0.480	A	0.497	A	0.017	No	0.497	A	0.017	---
34	Glenoaks Boulevard/	AM	0.587	A	0.587	A	0.000	No	0.672	B	0.672	B	0.000	No	0.672	B	0.000	---
	Montague Street	MID	0.235	A	0.235	A	0.000	No	0.299	A	0.299	A	0.000	No	0.299	A	0.000	---
		PM	0.569	A	0.578	A	0.009	No	0.647	B	0.656	B	0.009	No	0.655	B	0.008	---
35	Glenoaks Boulevard/	AM	0.576	A	0.593	A	0.017	No	0.671	B	0.689	B	0.018	No	0.683	B	0.012	---
	Branford Street	MID	0.279	A	0.296	A	0.017	No	0.360	A	0.377	A	0.017	No	0.377	A	0.017	---
		PM	0.662	B	0.679	B	0.017	No	0.743	C	0.761	C	0.018	No	0.760	C	0.017	---
36	Glenoaks Boulevard/	AM	0.479	A	0.479	A	0.000	No	0.569	A	0.569	A	0.000	No	0.569	A	0.000	---
	Truesdale Street	MID	0.184	A	0.184	A	0.000	No	0.253	A	0.253	A	0.000	No	0.253	A	0.000	---
		PM	0.473	A	0.473	A	0.000	No	0.554	A	0.554	A	0.000	No	0.554	A	0.000	---
37	Glenoaks Boulevard/	AM	0.427	A	0.427	A	0.000	No	0.526	A	0.526	A	0.000	No	0.526	A	0.000	---
	Peoria Street	MID	0.248	A	0.248	A	0.000	No	0.359	A	0.359	A	0.000	No	0.359	A	0.000	---
		PM	0.452	A	0.452	A	0.000	No	0.572	A	0.572	A	0.000	No	0.572	A	0.000	---
38	Glenoaks Boulevard/	AM	0.435	A	0.435	A	0.000	No	0.583	A	0.583	A	0.000	No	0.583	A	0.000	---
	Pendleton Street	MID	0.330	A	0.330	A	0.000	No	0.469	A	0.469	A	0.000	No	0.469	A	0.000	---
		PM	0.497	A	0.497	A	0.000	No	0.631	B	0.631	B	0.000	No	0.631	B	0.000	---
39	San Fernando Road (East)/	AM	0.676	B	0.676	B	0.000	No	0.743	C	0.743	C	0.000	No	0.743	C	0.000	---
	Tuxford Street	MID	0.547	A	0.547	A	0.000	No	0.613	B	0.613	B	0.000	No	0.613	B	0.000	---
		PM	0.624	B	0.624	B	0.000	No	0.694	B	0.694	B	0.000	No	0.694	B	0.000	---
40	Bradley Avenue/	AM	0.611	B	0.611	B	0.000	No	0.671	B	0.671	B	0.000	No	0.671	B	0.000	---
	Tuxford Street	MID	0.573	A	0.573	A	0.000	No	0.636	B	0.636	B	0.000	No	0.636	B	0.000	---
		PM	0.587	A	0.587	A	0.000	No	0.647	B	0.647	B	0.000	No	0.647	B	0.000	---

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 2: Use of Boulevard Pit Only and Sunshine Canyon Landfill

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2020 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
41	Glenoaks Boulevard/	AM	0.769	C	0.769	C	0.000	No	0.877	D	0.877	D	0.000	No	0.877	D	0.000	---
	Tuxford Street-La Tuna Canyon Road	MID	0.480	A	0.480	A	0.000	No	0.565	A	0.565	A	0.000	No	0.565	A	0.000	---
		PM	0.758	C	0.758	C	0.000	No	0.843	D	0.843	D	0.000	No	0.843	D	0.000	---
42	Tujunga Avenue/	AM	0.581	A	0.581	A	0.000	No	0.608	B	0.608	B	0.000	No	0.608	B	0.000	---
	Penrose Street	MID	0.535	A	0.535	A	0.000	No	0.560	A	0.560	A	0.000	No	0.560	A	0.000	---
		PM	0.658	B	0.658	B	0.000	No	0.688	B	0.688	B	0.000	No	0.688	B	0.000	---
43	San Fernando Road (West)/	AM	0.536	A	0.536	A	0.000	No	0.589	A	0.589	A	0.000	No	0.589	A	0.000	---
	Penrose Street	MID	0.443	A	0.443	A	0.000	No	0.483	A	0.483	A	0.000	No	0.483	A	0.000	---
		PM	0.595	A	0.595	A	0.000	No	0.645	B	0.645	B	0.000	No	0.645	B	0.000	---
44	San Fernando Road (East)/	AM	0.347	A	0.347	A	0.000	No	0.369	A	0.369	A	0.000	No	0.369	A	0.000	---
	Penrose Street	MID	0.381	A	0.381	A	0.000	No	0.405	A	0.405	A	0.000	No	0.405	A	0.000	---
		PM	0.376	A	0.376	A	0.000	No	0.398	A	0.398	A	0.000	No	0.398	A	0.000	---
45	I-5 Freeway SB Ramps/	AM	0.656	B	0.656	B	0.000	No	0.688	B	0.688	B	0.000	No	0.688	B	0.000	---
	Penrose Street	MID	0.745	C	0.745	C	0.000	No	0.781	C	0.781	C	0.000	No	0.781	C	0.000	---
		PM	0.710	C	0.710	C	0.000	No	0.744	C	0.744	C	0.000	No	0.744	C	0.000	---
46	San Fernando Road/	**AM**	**0.785**	**C**	**0.808**	**D**	**0.023**	**Yes**	**0.825**	**D**	**0.848**	**D**	**0.023**	**Yes**	**0.834**	**D**	**0.009**	**Yes**
	Sunshine Canyon Road	MID	0.251	A	0.274	A	0.023	No	0.268	A	0.291	A	0.023	No	0.298	A	0.030	---
		PM	0.573	A	0.573	A	0.000	No	0.604	B	0.604	B	0.000	No	0.604	B	0.000	---
47	Balboa Road/	AM	0.988	E	0.988	E	0.000	No	1.045	F	1.045	F	0.000	No	1.045	F	0.000	---
	San Fernando Road	MID	0.381	A	0.405	A	0.024	No	0.439	A	0.462	A	0.023	No	0.469	A	0.030	---
		PM	0.692	B	0.715	C	0.023	No	0.764	C	0.787	C	0.023	No	0.780	C	0.016	---
48	Sepulveda Boulevard/	AM	0.343	A	0.357	A	0.014	No	0.377	A	0.390	A	0.013	No	0.382	A	0.005	---
	San Fernando Road	MID	0.253	A	0.267	A	0.014	No	0.270	A	0.284	A	0.014	No	0.288	A	0.018	---
		PM	0.252	A	0.266	A	0.014	No	0.283	A	0.296	A	0.013	No	0.292	A	0.009	---
49	I-5 Freeway SB Ramps/	**AM**	**1.015**	**F**	**1.038**	**F**	**0.023**	**Yes**	**1.118**	**F**	**1.141**	**F**	**0.023**	**Yes**	**1.127**	**F**	**0.009**	**Yes**
	Roxford Street-Sepulveda Boulevard	MID	0.603	B	0.649	B	0.046	No	0.682	B	0.705	C	0.023	No	0.712	C	0.030	---
		PM	0.736	C	0.759	C	0.023	No	**0.823**	**D**	**0.846**	**D**	**0.023**	**Yes**	**0.839**	**D**	**0.016**	**Yes**
50	I-5 Freeway NB Off-Ramp/	**AM**	**0.965**	**E**	**0.978**	**E**	**0.013**	**Yes**	**1.053**	**F**	**1.067**	**F**	**0.014**	**Yes**	**1.058**	**F**	**0.005**	**Yes**
	Roxford Street	MID	0.776	C	0.789	C	0.013	No	0.866	D	0.880	D	0.014	No	0.884	D	0.018	---
		PM	**0.915**	**E**	**0.928**	**E**	**0.013**	**Yes**	**1.012**	**F**	**1.025**	**F**	**0.013**	**Yes**	**1.021**	**F**	**0.009**	**Yes**

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 2: Use of Boulevard Pit Only and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
51	I-5 Freeway NB Ramps-Encinitas Ave/	AM	0.795	C	0.795	C	0.000	No	0.887	D	0.887	D	0.000	No	0.887	D	0.000	---
	Roxford Street	MID	0.662	B	0.685	B	0.023	No	0.718	C	0.741	C	0.023	No	0.748	C	0.030	---
		PM	0.591	A	0.598	A	0.007	No	0.678	B	0.683	B	0.005	No	0.678	B	0.000	---
52	I-405 Freeway SB Ramps-Blucher Ave/	AM	0.912	E	0.912	E	0.000	No	0.969	E	0.969	E	0.000	No	0.969	E	0.000	---
	Devonshire Street	MID	0.363	A	0.364	A	0.001	No	0.389	A	0.390	A	0.001	No	0.390	A	0.001	---
		PM	0.576	A	0.576	A	0.000	No	0.616	B	0.616	B	0.000	No	0.616	B	0.000	---
53	I-405 Freeway NB Ramps/	AM	0.540	A	0.551	A	0.011	No	0.592	A	0.603	B	0.011	No	0.597	A	0.005	---
	Devonshire Street	MID	0.343	A	0.343	A	0.000	No	0.380	A	0.380	A	0.000	No	0.380	A	0.000	---
		PM	0.500	A	0.511	A	0.011	No	0.548	A	0.559	A	0.011	No	0.556	A	0.008	---
54	Sepulveda Boulevard/	**AM**	0.888	D	0.900	D	0.012	No	**0.960**	**E**	**0.972**	**E**	**0.012**	**Yes**	**0.965**	**E**	**0.005**	**Yes**
	Devonshire Street	MID	0.648	B	0.660	B	0.012	No	0.713	C	0.725	C	0.012	No	0.729	C	0.016	---
		PM	**0.944**	**E**	**0.957**	**E**	**0.013**	**Yes**	**1.026**	**F**	**1.038**	**F**	**0.012**	**Yes**	**1.035**	**F**	**0.009**	**Yes**
55	Lemona Avenue/	AM	0.477	A	0.488	A	0.011	No	0.518	A	0.529	A	0.011	No	0.523	A	0.005	---
	Devonshire Street	MID	0.181	A	0.193	A	0.012	No	0.201	A	0.213	A	0.012	No	0.216	A	0.015	---
		PM	0.419	A	0.430	A	0.011	No	0.449	A	0.461	A	0.012	No	0.457	A	0.008	---
56	Woodman Avenue/	**AM**	**0.986**	**E**	**0.998**	**E**	**0.012**	**Yes**	**1.051**	**F**	**1.064**	**F**	**0.013**	**Yes**	**1.056**	**F**	**0.005**	**Yes**
	Devonshire Street	MID	0.354	A	0.366	A	0.012	No	0.382	A	0.395	A	0.013	No	0.398	A	0.016	---
		PM	0.773	C	0.786	C	0.013	No	0.822	D	0.835	D	0.013	No	0.831	D	0.009	---

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.700 - 0.800	C	equal to or greater than 0.040
>0.800 - 0.900	D	equal to or greater than 0.020
>0.900	E/F	equal to or greater than 0.010

Table 9-3
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 3: Use of Sheldon Pit Only and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	Arleta Avenue/	AM	0.584	A	0.624	B	0.040	No	0.629	B	0.669	B	0.040	No	0.655	B	0.026	---
	Devonshire Street	MID	0.242	A	0.273	A	0.031	No	0.267	A	0.298	A	0.031	No	0.298	A	0.031	---
		PM	0.516	A	0.551	A	0.035	No	0.551	A	0.586	A	0.035	No	0.593	A	0.042	---
2	Arleta Avenue/	AM	0.634	B	0.672	B	0.038	No	0.667	B	0.705	C	0.038	No	0.692	B	0.025	---
	Paxton Street	MID	0.337	A	0.375	A	0.038	No	0.359	A	0.397	A	0.038	No	0.397	A	0.038	---
		PM	0.614	B	0.653	B	0.039	No	0.648	B	0.686	B	0.038	No	0.693	B	0.045	---
3	I-5 Freeway SB Ramps-Sharp Avenue/	AM	0.673	B	0.703	C	0.030	No	0.708	C	0.737	C	0.029	No	0.728	C	0.020	---
	Paxton Street	MID	0.317	A	0.356	A	0.039	No	0.336	A	0.375	A	0.039	No	0.374	A	0.038	---
		PM	0.530	A	0.538	A	0.008	No	0.562	A	0.568	A	0.006	No	0.572	A	0.010	---
4	I-5 Freeway NB Ramps-Remick Avenue/	AM	0.600	A	0.618	B	0.018	No	0.634	B	0.653	B	0.019	No	0.646	B	0.012	---
	Paxton Street	MID	0.376	A	0.393	A	0.017	No	0.398	A	0.416	A	0.018	No	0.416	A	0.018	---
		PM	0.597	A	0.614	B	0.017	No	0.631	B	0.648	B	0.017	No	0.652	B	0.021	---
5	Laurel Canyon Boulevard/	AM	0.816	D	0.816	D	0.000	No	0.932	E	0.932	E	0.000	No	0.932	E	0.000	---
	Branford Street	MID	0.414	A	0.414	A	0.000	No	0.458	A	0.458	A	0.000	No	0.458	A	0.000	---
		PM	0.735	C	0.735	C	0.000	No	0.812	D	0.812	D	0.000	No	0.812	D	0.000	---
6	San Fernando Road/	AM	0.756	C	0.756	C	0.000	No	0.907	E	0.907	E	0.000	No	0.907	E	0.000	---
	Branford Street	MID	0.525	A	0.549	A	0.024	No	0.594	A	0.619	B	0.025	No	0.620	B	0.026	---
		PM	0.648	B	0.672	B	0.024	No	0.730	C	0.755	C	0.025	No	0.766	C	0.036	---
7	Laurel Canyon Boulevard/	AM	0.802	D	0.802	D	0.000	No	0.903	E	0.903	E	0.000	No	0.903	E	0.000	---
	I-5 Freeway NB Off-Ramp-Jerome Street	MID	0.351	A	0.351	A	0.000	No	0.385	A	0.385	A	0.000	No	0.385	A	0.000	---
		PM	0.674	B	0.674	B	0.000	No	0.728	C	0.728	C	0.000	No	0.728	C	0.000	---
8	Laurel Canyon Boulevard/	AM	0.839	D	0.839	D	0.000	No	0.911	E	0.911	E	0.000	No	0.911	E	0.000	---
	Sheldon Street	MID	0.369	A	0.369	A	0.000	No	0.415	A	0.415	A	0.000	No	0.415	A	0.000	---
		PM	0.645	B	0.645	B	0.000	No	0.722	C	0.722	C	0.000	No	0.722	C	0.000	---
9	Laurel Canyon Boulevard/	AM	0.814	D	0.814	D	0.000	No	0.907	E	0.907	E	0.000	No	0.907	E	0.000	---
	I-5 Freeway SB Ramps	MID	0.488	A	0.488	A	0.000	No	0.531	A	0.531	A	0.000	No	0.531	A	0.000	---
		PM	0.829	D	0.829	D	0.000	No	0.898	D	0.898	D	0.000	No	0.898	D	0.000	---
10	I-5 Freeway NB On-Ramp-Rincon Avenue/	AM	0.704	C	0.704	C	0.000	No	0.859	D	0.859	D	0.000	No	0.859	D	0.000	---
	Sheldon Street	MID	0.500	A	0.500	A	0.000	No	0.539	A	0.539	A	0.000	No	0.539	A	0.000	---
		PM	0.662	B	0.662	B	0.000	No	0.727	C	0.727	C	0.000	No	0.727	C	0.000	---

Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 3: Use of Sheldon Pit Only and Sunshine Canyon Landfill

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2020 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Haddon Avenue/	AM	0.483	A	0.483	A	0.000	No	0.564	A	0.564	A	0.000	No	0.564	A	0.000	---
	Sheldon Street	MID	0.183	A	0.183	A	0.000	No	0.206	A	0.206	A	0.000	No	0.206	A	0.000	---
		PM	0.354	A	0.354	A	0.000	No	0.392	A	0.392	A	0.000	No	0.392	A	0.000	---
12	Telfair Avenue/	AM	0.551	A	0.551	A	0.000	No	0.771	C	0.771	C	0.000	No	0.771	C	0.000	---
	Sheldon Street	MID	0.170	A	0.170	A	0.000	No	0.193	A	0.193	A	0.000	No	0.193	A	0.000	---
		PM	0.347	A	0.347	A	0.000	No	0.409	A	0.409	A	0.000	No	0.409	A	0.000	---
13	San Fernando Road/	AM	0.761	C	0.761	C	0.000	No	0.882	D	0.882	D	0.000	No	0.882	D	0.000	---
	Sheldon Street	MID	0.427	A	0.427	A	0.000	No	0.486	A	0.486	A	0.000	No	0.486	A	0.000	---
		PM	0.679	B	0.679	B	0.000	No	0.757	C	0.757	C	0.000	No	0.757	C	0.000	---
14	Glenoaks Boulevard/	**AM**	0.801	D	0.815	D	0.014	No	**0.931**	**E**	**0.945**	**E**	**0.014**	**Yes**	**0.940**	**E**	**0.009**	**Yes**
	Sheldon Street	MID	0.439	A	0.454	A	0.015	No	0.557	A	0.571	A	0.014	No	0.571	A	0.014	---
		PM	0.613	B	0.627	B	0.014	No	0.741	C	0.755	C	0.014	No	0.757	C	0.016	---
15	Laurel Canyon Boulevard/	AM	0.815	D	0.821	D	0.006	No	0.888	D	0.894	D	0.006	No	0.892	D	0.004	---
	Paxton Street	MID	0.463	A	0.478	A	0.015	No	0.500	A	0.515	A	0.015	No	0.515	A	0.015	---
		PM	0.903	E	0.908	E	0.005	No	0.967	E	0.973	E	0.006	No	0.976	E	0.009	---
16	Haddon Avenue/	AM	0.514	A	0.521	A	0.007	No	0.538	A	0.546	A	0.008	No	0.543	A	0.005	---
	Paxton Street	MID	0.292	A	0.299	A	0.007	No	0.307	A	0.313	A	0.006	No	0.314	A	0.007	---
		PM	0.579	A	0.586	A	0.007	No	0.607	B	0.613	B	0.006	No	0.617	B	0.010	---
17	Kewen Avenue/	AM	0.533	A	0.540	A	0.007	No	0.558	A	0.566	A	0.008	No	0.563	A	0.005	---
	Paxton Street	MID	0.284	A	0.292	A	0.008	No	0.299	A	0.306	A	0.007	No	0.307	A	0.008	---
		PM	0.543	A	0.550	A	0.007	No	0.570	A	0.577	A	0.007	No	0.580	A	0.010	---
18	Telfair Avenue/	AM	0.401	A	0.407	A	0.006	No	0.426	A	0.431	A	0.005	No	0.429	A	0.003	---
	Paxton Street	MID	0.185	A	0.200	A	0.015	No	0.201	A	0.215	A	0.014	No	0.215	A	0.014	---
		PM	0.380	A	0.385	A	0.005	No	0.403	A	0.408	A	0.005	No	0.411	A	0.008	---
19	San Fernando Road/	AM	0.869	D	0.869	D	0.000	No	0.949	E	0.949	E	0.000	No	0.949	E	0.000	---
	Paxton Street	MID	0.712	C	0.712	C	0.000	No	0.768	C	0.768	C	0.000	No	0.768	C	0.000	---
		PM	0.845	D	0.845	D	0.000	No	0.915	E	0.915	E	0.000	No	0.915	E	0.000	---
20	San Fernando Road/	AM	0.562	A	0.567	A	0.005	No	0.629	B	0.634	B	0.005	No	0.632	B	0.003	---
	SR-118 Freeway EB Ramps	MID	0.404	A	0.409	A	0.005	No	0.447	A	0.453	A	0.006	No	0.453	A	0.006	---
		PM	0.527	A	0.533	A	0.006	No	0.583	A	0.588	A	0.005	No	0.591	A	0.008	---

Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 3: Use of Sheldon Pit Only and Sunshine Canyon Landfill

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2020 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	San Fernando Road/	AM	0.797	C	0.803	D	0.006	No	0.916	E	0.923	E	0.007	No	0.920	E	0.004	---
	Van Nuys Boulevard	MID	0.493	A	0.499	A	0.006	No	0.544	A	0.550	A	0.006	No	0.550	A	0.006	---
		PM	0.681	B	0.688	B	0.007	No	0.761	C	0.767	C	0.006	No	0.770	C	0.009	---
22	San Fernando Road/	AM	0.820	D	0.826	D	0.006	No	0.938	E	0.944	E	0.006	No	0.941	E	0.003	---
	Pierce Street	MID	0.393	A	0.399	A	0.006	No	0.435	A	0.442	A	0.007	No	0.442	A	0.007	---
		PM	0.707	C	0.714	C	0.007	No	0.803	D	0.808	D	0.005	No	0.811	D	0.008	---
23	San Fernando Road/	AM	0.594	A	0.599	A	0.005	No	0.679	B	0.685	B	0.006	No	0.682	B	0.003	---
	Terra Bella Street	MID	0.259	A	0.265	A	0.006	No	0.294	A	0.299	A	0.005	No	0.300	A	0.006	---
		PM	0.421	A	0.427	A	0.006	No	0.475	A	0.480	A	0.005	No	0.483	A	0.008	---
24	San Fernando Road/	AM	0.835	D	0.841	D	0.006	No	0.940	E	0.946	E	0.006	No	0.944	E	0.004	---
	Osborne Street	MID	0.627	B	0.633	B	0.006	No	0.691	B	0.698	B	0.007	No	0.698	B	0.007	---
		PM	0.842	D	0.848	D	0.006	No	0.931	E	0.936	E	0.005	No	0.939	E	0.008	---
25	San Fernando Road/	AM	0.722	C	0.722	C	0.000	No	0.793	C	0.793	C	0.000	No	0.793	C	0.000	---
	SR-118 Freeway WB Ramps	MID	0.677	B	0.677	B	0.000	No	0.732	C	0.732	C	0.000	No	0.732	C	0.000	---
		PM	0.808	D	0.808	D	0.000	No	0.865	D	0.865	D	0.000	No	0.865	D	0.000	---
26	Arleta Avenue/	AM	0.896	D	0.897	D	0.001	No	0.972	E	0.973	E	0.001	No	0.973	E	0.001	---
	Van Nuys Boulevard	MID	0.502	A	0.502	A	0.000	No	0.544	A	0.545	A	0.001	No	0.545	A	0.001	---
		PM	0.893	D	0.893	D	0.000	No	0.963	E	0.964	E	0.001	No	0.964	E	0.001	---
27	Bartee Avenue/	AM	0.515	A	0.515	A	0.000	No	0.561	A	0.561	A	0.000	No	0.561	A	0.000	---
	Van Nuys Boulevard	MID	0.335	A	0.335	A	0.000	No	0.363	A	0.363	A	0.000	No	0.363	A	0.000	---
		PM	0.447	A	0.447	A	0.000	No	0.484	A	0.484	A	0.000	No	0.484	A	0.000	---
28	I-5 Freeway NB Off-Ramp/	AM	0.705	C	0.705	C	0.000	No	0.773	C	0.773	C	0.000	No	0.773	C	0.000	---
	Van Nuys Boulevard	MID	0.533	A	0.533	A	0.000	No	0.570	A	0.570	A	0.000	No	0.570	A	0.000	---
		PM	0.645	B	0.645	B	0.000	No	0.698	B	0.698	B	0.000	No	0.698	B	0.000	---
29	Glenoaks Boulevard/	AM	1.032	F	1.032	F	0.000	No	1.200	F	1.200	F	0.000	No	1.200	F	0.000	---
	Osborne Street	MID	0.415	A	0.415	A	0.000	No	0.542	A	0.542	A	0.000	No	0.542	A	0.000	---
		PM	0.818	D	0.818	D	0.000	No	0.971	E	0.980	E	0.009	No	0.979	E	0.008	---
30	Dronfield Avenue/	AM	0.527	A	0.527	A	0.000	No	0.614	B	0.614	B	0.000	No	0.614	B	0.000	---
	Osborne Street	MID	0.233	A	0.233	A	0.000	No	0.293	A	0.293	A	0.000	No	0.293	A	0.000	---
		PM	0.447	A	0.456	A	0.009	No	0.517	A	0.525	A	0.008	No	0.525	A	0.008	---

Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 3: Use of Sheldon Pit Only and Sunshine Canyon Landfill

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2020 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
31	Foothill Boulevard/	AM	0.711	C	0.711	C	0.000	No	0.875	D	0.875	D	0.000	No	0.875	D	0.000	---
	Osborne Street-Driveway	MID	0.278	A	0.278	A	0.000	No	0.393	A	0.393	A	0.000	No	0.393	A	0.000	---
		PM	0.507	A	0.507	A	0.000	No	0.635	B	0.635	B	0.000	No	0.635	B	0.000	---
32	Foothill Boulevard/	AM	0.585	A	0.594	A	0.009	No	0.684	B	0.693	B	0.009	No	0.690	B	0.006	---
	I-210 Freeway EB Ramps	MID	0.303	A	0.311	A	0.008	No	0.390	A	0.395	A	0.005	No	0.394	A	0.004	---
		PM	0.437	A	0.446	A	0.009	No	0.527	A	0.536	A	0.009	No	0.536	A	0.009	---
33	Foothill Boulevard/	AM	0.493	A	0.510	A	0.017	No	0.596	A	0.613	B	0.017	No	0.608	B	0.012	---
	I-210 Freeway WB Ramps	MID	0.247	A	0.264	A	0.017	No	0.332	A	0.349	A	0.017	No	0.349	A	0.017	---
		PM	0.387	A	0.405	A	0.018	No	0.480	A	0.497	A	0.017	No	0.497	A	0.017	---
34	Glenoaks Boulevard/	AM	0.587	A	0.587	A	0.000	No	0.672	B	0.672	B	0.000	No	0.672	B	0.000	---
	Montague Street	MID	0.235	A	0.235	A	0.000	No	0.299	A	0.299	A	0.000	No	0.299	A	0.000	---
		PM	0.569	A	0.578	A	0.009	No	0.647	B	0.656	B	0.009	No	0.655	B	0.008	---
35	Glenoaks Boulevard/	AM	0.576	A	0.587	A	0.011	No	0.671	B	0.683	B	0.012	No	0.678	B	0.007	---
	Branford Street	MID	0.279	A	0.290	A	0.011	No	0.360	A	0.371	A	0.011	No	0.372	A	0.012	---
		PM	0.662	B	0.671	B	0.009	No	0.743	C	0.752	C	0.009	No	0.752	C	0.009	---
36	Glenoaks Boulevard/	AM	0.479	A	0.485	A	0.006	No	0.569	A	0.575	A	0.006	No	0.572	A	0.003	---
	Truesdale Street	MID	0.184	A	0.199	A	0.015	No	0.253	A	0.265	A	0.012	No	0.265	A	0.012	---
		PM	0.473	A	0.488	A	0.015	No	0.554	A	0.568	A	0.014	No	0.571	A	0.017	---
37	Glenoaks Boulevard/	AM	0.427	A	0.427	A	0.000	No	0.526	A	0.526	A	0.000	No	0.526	A	0.000	---
	Peoria Street	MID	0.248	A	0.255	A	0.007	No	0.359	A	0.368	A	0.009	No	0.368	A	0.009	---
		PM	0.452	A	0.461	A	0.009	No	0.572	A	0.581	A	0.009	No	0.581	A	0.009	---
38	Glenoaks Boulevard/	AM	0.435	A	0.435	A	0.000	No	0.583	A	0.583	A	0.000	No	0.583	A	0.000	---
	Pendleton Street	MID	0.330	A	0.339	A	0.009	No	0.469	A	0.469	A	0.000	No	0.469	A	0.000	---
		PM	0.497	A	0.505	A	0.008	No	0.631	B	0.640	B	0.009	No	0.639	B	0.008	---
39	San Fernando Road (East)/	AM	0.676	B	0.698	B	0.022	No	0.743	C	0.764	C	0.021	No	0.758	C	0.015	---
	Tuxford Street	MID	0.547	A	0.568	A	0.021	No	0.613	B	0.634	B	0.021	No	0.633	B	0.020	---
		PM	0.624	B	0.646	B	0.022	No	0.694	B	0.716	C	0.022	No	0.715	C	0.021	---
40	Bradley Avenue/	AM	0.611	B	0.611	B	0.000	No	0.671	B	0.671	B	0.000	No	0.671	B	0.000	---
	Tuxford Street	MID	0.573	A	0.573	A	0.000	No	0.636	B	0.636	B	0.000	No	0.636	B	0.000	---
		PM	0.587	A	0.595	A	0.008	No	0.647	B	0.655	B	0.008	No	0.655	B	0.008	---

Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 3: Use of Sheldon Pit Only and Sunshine Canyon Landfill

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2020 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
41	Glenoaks Boulevard/	AM	0.769	C	0.788	C	0.019	No	0.877	D	0.896	D	0.019	No	0.891	D	0.014	---
	Tuxford Street-La Tuna Canyon Road	MID	0.480	A	0.499	A	0.019	No	0.565	A	0.584	A	0.019	No	0.584	A	0.019	---
		PM	0.758	C	0.763	C	0.005	No	0.843	D	0.861	D	0.018	No	0.861	D	0.018	---
42	Tujunga Avenue/	AM	0.581	A	0.581	A	0.000	No	0.608	B	0.608	B	0.000	No	0.608	B	0.000	---
	Penrose Street	MID	0.535	A	0.535	A	0.000	No	0.560	A	0.560	A	0.000	No	0.560	A	0.000	---
		PM	0.658	B	0.658	B	0.000	No	0.688	B	0.688	B	0.000	No	0.688	B	0.000	---
43	San Fernando Road (West)/	AM	0.536	A	0.536	A	0.000	No	0.589	A	0.589	A	0.000	No	0.589	A	0.000	---
	Penrose Street	MID	0.443	A	0.443	A	0.000	No	0.483	A	0.483	A	0.000	No	0.483	A	0.000	---
		PM	0.595	A	0.595	A	0.000	No	0.645	B	0.645	B	0.000	No	0.645	B	0.000	---
44	San Fernando Road (East)/	AM	0.347	A	0.347	A	0.000	No	0.369	A	0.369	A	0.000	No	0.369	A	0.000	---
	Penrose Street	MID	0.381	A	0.381	A	0.000	No	0.405	A	0.405	A	0.000	No	0.405	A	0.000	---
		PM	0.376	A	0.376	A	0.000	No	0.398	A	0.398	A	0.000	No	0.398	A	0.000	---
45	I-5 Freeway SB Ramps/	AM	0.656	B	0.656	B	0.000	No	0.688	B	0.688	B	0.000	No	0.688	B	0.000	---
	Penrose Street	MID	0.745	C	0.745	C	0.000	No	0.781	C	0.781	C	0.000	No	0.781	C	0.000	---
		PM	0.710	C	0.710	C	0.000	No	0.744	C	0.744	C	0.000	No	0.744	C	0.000	---
46	San Fernando Road/	**AM**	**0.785**	**C**	**0.808**	**D**	**0.023**	**Yes**	**0.825**	**D**	**0.848**	**D**	**0.023**	**Yes**	**0.834**	**D**	**0.009**	**Yes**
	Sunshine Canyon Road	MID	0.251	A	0.274	A	0.023	No	0.268	A	0.291	A	0.023	No	0.298	A	0.030	---
		PM	0.573	A	0.573	A	0.000	No	0.604	B	0.604	B	0.000	No	0.604	B	0.000	---
47	Balboa Road/	AM	0.988	E	0.988	E	0.000	No	1.045	F	1.045	F	0.000	No	1.045	F	0.000	---
	San Fernando Road	MID	0.381	A	0.405	A	0.024	No	0.439	A	0.462	A	0.023	No	0.469	A	0.030	---
		PM	0.692	B	0.715	C	0.023	No	0.764	C	0.787	C	0.023	No	0.780	C	0.016	---
48	Sepulveda Boulevard/	AM	0.343	A	0.357	A	0.014	No	0.377	A	0.390	A	0.013	No	0.382	A	0.005	---
	San Fernando Road	MID	0.253	A	0.267	A	0.014	No	0.270	A	0.284	A	0.014	No	0.288	A	0.018	---
		PM	0.252	A	0.266	A	0.014	No	0.283	A	0.296	A	0.013	No	0.292	A	0.009	---
49	I-5 Freeway SB Ramps/	**AM**	**1.015**	**F**	**1.038**	**F**	**0.023**	**Yes**	**1.118**	**F**	**1.141**	**F**	**0.023**	**Yes**	**1.127**	**F**	**0.009**	**Yes**
	Roxford Street-Sepulveda Boulevard	MID	0.603	B	0.649	B	0.046	No	0.682	B	0.705	C	0.023	No	0.712	C	0.030	---
		PM	0.736	C	0.759	C	0.023	No	**0.823**	**D**	**0.846**	**D**	**0.023**	**Yes**	**0.839**	**D**	**0.016**	**Yes**
50	I-5 Freeway NB Off-Ramp/	**AM**	**0.965**	**E**	**0.978**	**E**	**0.013**	**Yes**	**1.053**	**F**	**1.067**	**F**	**0.014**	**Yes**	**1.058**	**F**	**0.005**	**Yes**
	Roxford Street	MID	0.776	C	0.789	C	0.013	No	0.866	D	0.880	D	0.014	No	0.884	D	0.018	---
		PM	**0.915**	**E**	**0.928**	**E**	**0.013**	**Yes**	**1.012**	**F**	**1.025**	**F**	**0.013**	**Yes**	**1.021**	**F**	**0.009**	**Yes**

Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 3: Use of Sheldon Pit Only and Sunshine Canyon Landfill

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2020 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
51	I-5 Freeway NB Ramps-Encinitas Ave/	AM	0.795	C	0.795	C	0.000	No	0.887	D	0.887	D	0.000	No	0.887	D	0.000	---
	Roxford Street	MID	0.662	B	0.685	B	0.023	No	0.718	C	0.741	C	0.023	No	0.748	C	0.030	---
		PM	0.591	A	0.598	A	0.007	No	0.678	B	0.683	B	0.005	No	0.678	B	0.000	---
52	I-405 Freeway SB Ramps-Blucher Ave/	AM	0.912	E	0.912	E	0.000	No	0.969	E	0.969	E	0.000	No	0.969	E	0.000	---
	Devonshire Street	MID	0.363	A	0.364	A	0.001	No	0.389	A	0.390	A	0.001	No	0.390	A	0.001	---
		PM	0.576	A	0.576	A	0.000	No	0.616	B	0.616	B	0.000	No	0.616	B	0.000	---
53	I-405 Freeway NB Ramps/	AM	0.540	A	0.551	A	0.011	No	0.592	A	0.603	B	0.011	No	0.597	A	0.005	---
	Devonshire Street	MID	0.343	A	0.343	A	0.000	No	0.380	A	0.380	A	0.000	No	0.380	A	0.000	---
		PM	0.500	A	0.511	A	0.011	No	0.548	A	0.559	A	0.011	No	0.556	A	0.008	---
54	Sepulveda Boulevard/	**AM**	0.888	D	0.900	D	0.012	No	**0.960**	**E**	**0.972**	**E**	**0.012**	**Yes**	**0.965**	**E**	**0.005**	**Yes**
	Devonshire Street	MID	0.648	B	0.660	B	0.012	No	0.713	C	0.725	C	0.012	No	0.729	C	0.016	---
		PM	**0.944**	**E**	**0.957**	**E**	**0.013**	**Yes**	**1.026**	**F**	**1.038**	**F**	**0.012**	**Yes**	**1.035**	**F**	**0.009**	**Yes**
55	Lemona Avenue/	AM	0.477	A	0.488	A	0.011	No	0.518	A	0.529	A	0.011	No	0.523	A	0.005	---
	Devonshire Street	MID	0.181	A	0.193	A	0.012	No	0.201	A	0.213	A	0.012	No	0.216	A	0.015	---
		PM	0.419	A	0.430	A	0.011	No	0.449	A	0.461	A	0.012	No	0.457	A	0.008	---
56	Woodman Avenue/	**AM**	**0.986**	**E**	**0.998**	**E**	**0.012**	**Yes**	**1.051**	**F**	**1.064**	**F**	**0.013**	**Yes**	**1.056**	**F**	**0.005**	**Yes**
	Devonshire Street	MID	0.354	A	0.366	A	0.012	No	0.382	A	0.395	A	0.013	No	0.398	A	0.016	---
		PM	0.773	C	0.786	C	0.013	No	0.822	D	0.835	D	0.013	No	0.831	D	0.009	---

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.700 - 0.800	C	equal to or greater than 0.040
>0.800 - 0.900	D	equal to or greater than 0.020
>0.900	E/F	equal to or greater than 0.010

Table 9-4
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 4: Use of Cal-Mat Pit Only and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	Arleta Avenue/	AM	0.584	A	0.624	B	0.040	No	0.629	B	0.669	B	0.040	No	0.655	B	0.026	---
	Devonshire Street	MID	0.242	A	0.273	A	0.031	No	0.267	A	0.298	A	0.031	No	0.298	A	0.031	---
		PM	0.516	A	0.551	A	0.035	No	0.551	A	0.586	A	0.035	No	0.593	A	0.042	---
2	Arleta Avenue/	AM	0.634	B	0.672	B	0.038	No	0.667	B	0.705	C	0.038	No	0.692	B	0.025	---
	Paxton Street	MID	0.337	A	0.375	A	0.038	No	0.359	A	0.397	A	0.038	No	0.397	A	0.038	---
		PM	0.614	B	0.653	B	0.039	No	0.648	B	0.686	B	0.038	No	0.693	B	0.045	---
3	I-5 Freeway SB Ramps-Sharp Avenue/	AM	0.673	B	0.703	C	0.030	No	0.708	C	0.737	C	0.029	No	0.728	C	0.020	---
	Paxton Street	MID	0.317	A	0.356	A	0.039	No	0.336	A	0.375	A	0.039	No	0.374	A	0.038	---
		PM	0.530	A	0.538	A	0.008	No	0.562	A	0.568	A	0.006	No	0.572	A	0.010	---
4	I-5 Freeway NB Ramps-Remick Avenue/	AM	0.600	A	0.618	B	0.018	No	0.634	B	0.653	B	0.019	No	0.646	B	0.012	---
	Paxton Street	MID	0.376	A	0.393	A	0.017	No	0.398	A	0.416	A	0.018	No	0.416	A	0.018	---
		PM	0.597	A	0.614	B	0.017	No	0.631	B	0.648	B	0.017	No	0.652	B	0.021	---
5	Laurel Canyon Boulevard/	AM	0.816	D	0.816	D	0.000	No	0.932	E	0.932	E	0.000	No	0.932	E	0.000	---
	Branford Street	MID	0.414	A	0.414	A	0.000	No	0.458	A	0.458	A	0.000	No	0.458	A	0.000	---
		PM	0.735	C	0.735	C	0.000	No	0.812	D	0.812	D	0.000	No	0.812	D	0.000	---
6	San Fernando Road/	AM	0.756	C	0.756	C	0.000	No	0.907	E	0.907	E	0.000	No	0.907	E	0.000	---
	Branford Street	MID	0.525	A	0.549	A	0.024	No	0.594	A	0.619	B	0.025	No	0.620	B	0.026	---
		PM	0.648	B	0.672	B	0.024	No	0.730	C	0.755	C	0.025	No	0.766	C	0.036	---
7	Laurel Canyon Boulevard/	AM	0.802	D	0.802	D	0.000	No	0.903	E	0.903	E	0.000	No	0.903	E	0.000	---
	I-5 Freeway NB Off-Ramp-Jerome Street	MID	0.351	A	0.351	A	0.000	No	0.385	A	0.385	A	0.000	No	0.385	A	0.000	---
		PM	0.674	B	0.674	B	0.000	No	0.728	C	0.728	C	0.000	No	0.728	C	0.000	---
8	Laurel Canyon Boulevard/	AM	0.839	D	0.839	D	0.000	No	0.911	E	0.911	E	0.000	No	0.911	E	0.000	---
	Sheldon Street	MID	0.369	A	0.369	A	0.000	No	0.415	A	0.415	A	0.000	No	0.415	A	0.000	---
		PM	0.645	B	0.645	B	0.000	No	0.722	C	0.722	C	0.000	No	0.722	C	0.000	---
9	Laurel Canyon Boulevard/	AM	0.814	D	0.814	D	0.000	No	0.907	E	0.907	E	0.000	No	0.907	E	0.000	---
	I-5 Freeway SB Ramps	MID	0.488	A	0.488	A	0.000	No	0.531	A	0.531	A	0.000	No	0.531	A	0.000	---
		PM	0.829	D	0.829	D	0.000	No	0.898	D	0.898	D	0.000	No	0.898	D	0.000	---
10	I-5 Freeway NB On-Ramp-Rincon Avenue/	AM	0.704	C	0.704	C	0.000	No	0.859	D	0.859	D	0.000	No	0.859	D	0.000	---
	Sheldon Street	MID	0.500	A	0.500	A	0.000	No	0.539	A	0.539	A	0.000	No	0.539	A	0.000	---
		PM	0.662	B	0.662	B	0.000	No	0.727	C	0.727	C	0.000	No	0.727	C	0.000	---

Table 9-4 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 4: Use of Cal-Mat Pit Only and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Haddon Avenue/	AM	0.483	A	0.483	A	0.000	No	0.564	A	0.564	A	0.000	No	0.564	A	0.000	---
	Sheldon Street	MID	0.183	A	0.183	A	0.000	No	0.206	A	0.206	A	0.000	No	0.206	A	0.000	---
		PM	0.354	A	0.354	A	0.000	No	0.392	A	0.392	A	0.000	No	0.392	A	0.000	---
12	Telfair Avenue/	AM	0.551	A	0.551	A	0.000	No	0.771	C	0.771	C	0.000	No	0.771	C	0.000	---
	Sheldon Street	MID	0.170	A	0.170	A	0.000	No	0.193	A	0.193	A	0.000	No	0.193	A	0.000	---
		PM	0.347	A	0.347	A	0.000	No	0.409	A	0.409	A	0.000	No	0.409	A	0.000	---
13	San Fernando Road/	AM	0.761	C	0.761	C	0.000	No	0.882	D	0.882	D	0.000	No	0.882	D	0.000	---
	Sheldon Street	MID	0.427	A	0.427	A	0.000	No	0.486	A	0.486	A	0.000	No	0.486	A	0.000	---
		PM	0.679	B	0.679	B	0.000	No	0.757	C	0.757	C	0.000	No	0.757	C	0.000	---
14	Glenoaks Boulevard/	AM	0.801	D	0.801	D	0.000	No	0.931	E	0.931	E	0.000	No	0.931	E	0.000	---
	Sheldon Street	MID	0.439	A	0.439	A	0.000	No	0.557	A	0.557	A	0.000	No	0.557	A	0.000	---
		PM	0.613	B	0.613	B	0.000	No	0.741	C	0.741	C	0.000	No	0.741	C	0.000	---
15	Laurel Canyon Boulevard/	AM	0.815	D	0.821	D	0.006	No	0.888	D	0.894	D	0.006	No	0.892	D	0.004	---
	Paxton Street	MID	0.463	A	0.478	A	0.015	No	0.500	A	0.515	A	0.015	No	0.515	A	0.015	---
		PM	0.903	E	0.908	E	0.005	No	0.967	E	0.973	E	0.006	No	0.976	E	0.009	---
16	Haddon Avenue/	AM	0.514	A	0.521	A	0.007	No	0.538	A	0.546	A	0.008	No	0.543	A	0.005	---
	Paxton Street	MID	0.292	A	0.299	A	0.007	No	0.307	A	0.313	A	0.006	No	0.314	A	0.007	---
		PM	0.579	A	0.586	A	0.007	No	0.607	B	0.613	B	0.006	No	0.617	B	0.010	---
17	Kewen Avenue/	AM	0.533	A	0.540	A	0.007	No	0.558	A	0.566	A	0.008	No	0.563	A	0.005	---
	Paxton Street	MID	0.284	A	0.292	A	0.008	No	0.299	A	0.306	A	0.007	No	0.307	A	0.008	---
		PM	0.543	A	0.550	A	0.007	No	0.570	A	0.577	A	0.007	No	0.580	A	0.010	---
18	Telfair Avenue/	AM	0.401	A	0.407	A	0.006	No	0.426	A	0.431	A	0.005	No	0.429	A	0.003	---
	Paxton Street	MID	0.185	A	0.200	A	0.015	No	0.201	A	0.215	A	0.014	No	0.215	A	0.014	---
		PM	0.380	A	0.385	A	0.005	No	0.403	A	0.408	A	0.005	No	0.411	A	0.008	---
19	San Fernando Road/	AM	0.869	D	0.869	D	0.000	No	0.949	E	0.949	E	0.000	No	0.949	E	0.000	---
	Paxton Street	MID	0.712	C	0.712	C	0.000	No	0.768	C	0.768	C	0.000	No	0.768	C	0.000	---
		PM	0.845	D	0.845	D	0.000	No	0.915	E	0.915	E	0.000	No	0.915	E	0.000	---
20	San Fernando Road/	AM	0.562	A	0.567	A	0.005	No	0.629	B	0.634	B	0.005	No	0.632	B	0.003	---
	SR-118 Freeway EB Ramps	MID	0.404	A	0.409	A	0.005	No	0.447	A	0.453	A	0.006	No	0.453	A	0.006	---
		PM	0.527	A	0.533	A	0.006	No	0.583	A	0.588	A	0.005	No	0.591	A	0.008	---

Table 9-4 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 4: Use of Cal-Mat Pit Only and Sunshine Canyon Landfill

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2020 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	San Fernando Road/	AM	0.797	C	0.803	D	0.006	No	0.916	E	0.923	E	0.007	No	0.920	E	0.004	---
	Van Nuys Boulevard	MID	0.493	A	0.499	A	0.006	No	0.544	A	0.550	A	0.006	No	0.550	A	0.006	---
		PM	0.681	B	0.688	B	0.007	No	0.761	C	0.767	C	0.006	No	0.770	C	0.009	---
22	San Fernando Road/	AM	0.820	D	0.826	D	0.006	No	0.938	E	0.944	E	0.006	No	0.941	E	0.003	---
	Pierce Street	MID	0.393	A	0.399	A	0.006	No	0.435	A	0.442	A	0.007	No	0.442	A	0.007	---
		PM	0.707	C	0.714	C	0.007	No	0.803	D	0.808	D	0.005	No	0.811	D	0.008	---
23	San Fernando Road/	AM	0.594	A	0.599	A	0.005	No	0.679	B	0.685	B	0.006	No	0.682	B	0.003	---
	Terra Bella Street	MID	0.259	A	0.265	A	0.006	No	0.294	A	0.299	A	0.005	No	0.300	A	0.006	---
		PM	0.421	A	0.427	A	0.006	No	0.475	A	0.480	A	0.005	No	0.483	A	0.008	---
24	San Fernando Road/	AM	0.835	D	0.841	D	0.006	No	0.940	E	0.946	E	0.006	No	0.944	E	0.004	---
	Osborne Street	MID	0.627	B	0.633	B	0.006	No	0.691	B	0.698	B	0.007	No	0.698	B	0.007	---
		PM	0.842	D	0.848	D	0.006	No	0.931	E	0.936	E	0.005	No	0.939	E	0.008	---
25	San Fernando Road/	AM	0.722	C	0.722	C	0.000	No	0.793	C	0.793	C	0.000	No	0.793	C	0.000	---
	SR-118 Freeway WB Ramps	MID	0.677	B	0.677	B	0.000	No	0.732	C	0.732	C	0.000	No	0.732	C	0.000	---
		PM	0.808	D	0.808	D	0.000	No	0.865	D	0.865	D	0.000	No	0.865	D	0.000	---
26	Arleta Avenue/	AM	0.896	D	0.897	D	0.001	No	0.972	E	0.973	E	0.001	No	0.973	E	0.001	---
	Van Nuys Boulevard	MID	0.502	A	0.502	A	0.000	No	0.544	A	0.545	A	0.001	No	0.545	A	0.001	---
		PM	0.893	D	0.893	D	0.000	No	0.963	E	0.964	E	0.001	No	0.964	E	0.001	---
27	Bartee Avenue/	AM	0.515	A	0.515	A	0.000	No	0.561	A	0.561	A	0.000	No	0.561	A	0.000	---
	Van Nuys Boulevard	MID	0.335	A	0.335	A	0.000	No	0.363	A	0.363	A	0.000	No	0.363	A	0.000	---
		PM	0.447	A	0.447	A	0.000	No	0.484	A	0.484	A	0.000	No	0.484	A	0.000	---
28	I-5 Freeway NB Off-Ramp/	AM	0.705	C	0.705	C	0.000	No	0.773	C	0.773	C	0.000	No	0.773	C	0.000	---
	Van Nuys Boulevard	MID	0.533	A	0.533	A	0.000	No	0.570	A	0.570	A	0.000	No	0.570	A	0.000	---
		PM	0.645	B	0.645	B	0.000	No	0.698	B	0.698	B	0.000	No	0.698	B	0.000	---
29	Glenoaks Boulevard/	AM	1.032	F	1.032	F	0.000	No	1.200	F	1.200	F	0.000	No	1.200	F	0.000	---
	Osborne Street	MID	0.415	A	0.415	A	0.000	No	0.542	A	0.542	A	0.000	No	0.542	A	0.000	---
		PM	0.818	D	0.818	D	0.000	No	0.971	E	0.980	E	0.009	No	0.979	E	0.008	---
30	Dronfield Avenue/	AM	0.527	A	0.527	A	0.000	No	0.614	B	0.614	B	0.000	No	0.614	B	0.000	---
	Osborne Street	MID	0.233	A	0.233	A	0.000	No	0.293	A	0.293	A	0.000	No	0.293	A	0.000	---
		PM	0.447	A	0.456	A	0.009	No	0.517	A	0.525	A	0.008	No	0.525	A	0.008	---

Table 9-4 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 4: Use of Cal-Mat Pit Only and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
31	Foothill Boulevard/	AM	0.711	C	0.711	C	0.000	No	0.875	D	0.875	D	0.000	No	0.875	D	0.000	---
	Osborne Street-Driveway	MID	0.278	A	0.278	A	0.000	No	0.393	A	0.393	A	0.000	No	0.393	A	0.000	---
		PM	0.507	A	0.507	A	0.000	No	0.635	B	0.635	B	0.000	No	0.635	B	0.000	---
32	Foothill Boulevard/	AM	0.585	A	0.594	A	0.009	No	0.684	B	0.693	B	0.009	No	0.690	B	0.006	---
	I-210 Freeway EB Ramps	MID	0.303	A	0.311	A	0.008	No	0.390	A	0.395	A	0.005	No	0.394	A	0.004	---
		PM	0.437	A	0.446	A	0.009	No	0.527	A	0.536	A	0.009	No	0.536	A	0.009	---
33	Foothill Boulevard/	AM	0.493	A	0.510	A	0.017	No	0.596	A	0.613	B	0.017	No	0.608	B	0.012	---
	I-210 Freeway WB Ramps	MID	0.247	A	0.264	A	0.017	No	0.332	A	0.349	A	0.017	No	0.349	A	0.017	---
		PM	0.387	A	0.405	A	0.018	No	0.480	A	0.497	A	0.017	No	0.497	A	0.017	---
34	Glenoaks Boulevard/	AM	0.587	A	0.587	A	0.000	No	0.672	B	0.672	B	0.000	No	0.672	B	0.000	---
	Montague Street	MID	0.235	A	0.235	A	0.000	No	0.299	A	0.299	A	0.000	No	0.299	A	0.000	---
		PM	0.569	A	0.578	A	0.009	No	0.647	B	0.656	B	0.009	No	0.655	B	0.008	---
35	Glenoaks Boulevard/	AM	0.576	A	0.587	A	0.011	No	0.671	B	0.683	B	0.012	No	0.678	B	0.007	---
	Branford Street	MID	0.279	A	0.290	A	0.011	No	0.360	A	0.371	A	0.011	No	0.372	A	0.012	---
		PM	0.662	B	0.671	B	0.009	No	0.743	C	0.752	C	0.009	No	0.752	C	0.009	---
36	Glenoaks Boulevard/	AM	0.479	A	0.485	A	0.006	No	0.569	A	0.575	A	0.006	No	0.572	A	0.003	---
	Truesdale Street	MID	0.184	A	0.199	A	0.015	No	0.253	A	0.265	A	0.012	No	0.265	A	0.012	---
		PM	0.473	A	0.488	A	0.015	No	0.554	A	0.568	A	0.014	No	0.571	A	0.017	---
37	Glenoaks Boulevard/	AM	0.427	A	0.427	A	0.000	No	0.526	A	0.526	A	0.000	No	0.526	A	0.000	---
	Peoria Street	MID	0.248	A	0.255	A	0.007	No	0.359	A	0.368	A	0.009	No	0.368	A	0.009	---
		PM	0.452	A	0.461	A	0.009	No	0.572	A	0.581	A	0.009	No	0.581	A	0.009	---
38	Glenoaks Boulevard/	AM	0.435	A	0.435	A	0.000	No	0.583	A	0.583	A	0.000	No	0.583	A	0.000	---
	Pendleton Street	MID	0.330	A	0.339	A	0.009	No	0.469	A	0.469	A	0.000	No	0.469	A	0.000	---
		PM	0.497	A	0.505	A	0.008	No	0.631	B	0.640	B	0.009	No	0.639	B	0.008	---
39	San Fernando Road (East)/	AM	0.676	B	0.698	B	0.022	No	0.743	C	0.764	C	0.021	No	0.758	C	0.015	---
	Tuxford Street	MID	0.547	A	0.568	A	0.021	No	0.613	B	0.634	B	0.021	No	0.633	B	0.020	---
		PM	0.624	B	0.646	B	0.022	No	0.694	B	0.716	C	0.022	No	0.715	C	0.021	---
40	Bradley Avenue/	AM	0.611	B	0.611	B	0.000	No	0.671	B	0.671	B	0.000	No	0.671	B	0.000	---
	Tuxford Street	MID	0.573	A	0.573	A	0.000	No	0.636	B	0.636	B	0.000	No	0.636	B	0.000	---
		PM	0.587	A	0.595	A	0.008	No	0.647	B	0.655	B	0.008	No	0.655	B	0.008	---

Table 9-4 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 4: Use of Cal-Mat Pit Only and Sunshine Canyon Landfill

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE W/O PROJECT V/C	LOS	YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
41	Glenoaks Boulevard/	AM	0.769	C	0.788	C	0.019	No	0.877	D	0.896	D	0.019	No	0.891	D	0.014	---
	Tuxford Street-La Tuna Canyon Road	MID	0.480	A	0.499	A	0.019	No	0.565	A	0.584	A	0.019	No	0.584	A	0.019	---
		PM	0.758	C	0.763	C	0.005	No	0.843	D	0.861	D	0.018	No	0.861	D	0.018	---
42	Tujunga Avenue/	AM	0.581	A	0.581	A	0.000	No	0.608	B	0.608	B	0.000	No	0.608	B	0.000	---
	Penrose Street	MID	0.535	A	0.535	A	0.000	No	0.560	A	0.560	A	0.000	No	0.560	A	0.000	---
		PM	0.658	B	0.658	B	0.000	No	0.688	B	0.688	B	0.000	No	0.688	B	0.000	---
43	San Fernando Road (West)/	AM	0.536	A	0.536	A	0.000	No	0.589	A	0.589	A	0.000	No	0.589	A	0.000	---
	Penrose Street	MID	0.443	A	0.443	A	0.000	No	0.483	A	0.483	A	0.000	No	0.483	A	0.000	---
		PM	0.595	A	0.595	A	0.000	No	0.645	B	0.645	B	0.000	No	0.645	B	0.000	---
44	San Fernando Road (East)/	AM	0.347	A	0.347	A	0.000	No	0.369	A	0.369	A	0.000	No	0.369	A	0.000	---
	Penrose Street	MID	0.381	A	0.381	A	0.000	No	0.405	A	0.405	A	0.000	No	0.405	A	0.000	---
		PM	0.376	A	0.376	A	0.000	No	0.398	A	0.398	A	0.000	No	0.398	A	0.000	---
45	I-5 Freeway SB Ramps/	AM	0.656	B	0.656	B	0.000	No	0.688	B	0.688	B	0.000	No	0.688	B	0.000	---
	Penrose Street	MID	0.745	C	0.745	C	0.000	No	0.781	C	0.781	C	0.000	No	0.781	C	0.000	---
		PM	0.710	C	0.710	C	0.000	No	0.744	C	0.744	C	0.000	No	0.744	C	0.000	---
46	San Fernando Road/	**AM**	**0.785**	**C**	**0.808**	**D**	**0.023**	**Yes**	**0.825**	**D**	**0.848**	**D**	**0.023**	**Yes**	**0.834**	**D**	**0.009**	**Yes**
	Sunshine Canyon Road	MID	0.251	A	0.274	A	0.023	No	0.268	A	0.291	A	0.023	No	0.298	A	0.030	---
		PM	0.573	A	0.573	A	0.000	No	0.604	B	0.604	B	0.000	No	0.604	B	0.000	---
47	Balboa Road/	AM	0.988	E	0.988	E	0.000	No	1.045	F	1.045	F	0.000	No	1.045	F	0.000	---
	San Fernando Road	MID	0.381	A	0.405	A	0.024	No	0.439	A	0.462	A	0.023	No	0.469	A	0.030	---
		PM	0.692	B	0.715	C	0.023	No	0.764	C	0.787	C	0.023	No	0.780	C	0.016	---
48	Sepulveda Boulevard/	AM	0.343	A	0.357	A	0.014	No	0.377	A	0.390	A	0.013	No	0.382	A	0.005	---
	San Fernando Road	MID	0.253	A	0.267	A	0.014	No	0.270	A	0.284	A	0.014	No	0.288	A	0.018	---
		PM	0.252	A	0.266	A	0.014	No	0.283	A	0.296	A	0.013	No	0.292	A	0.009	---
49	I-5 Freeway SB Ramps/	**AM**	**1.015**	**F**	**1.038**	**F**	**0.023**	**Yes**	**1.118**	**F**	**1.141**	**F**	**0.023**	**Yes**	**1.127**	**F**	**0.009**	**Yes**
	Roxford Street-Sepulveda Boulevard	MID	0.603	B	0.649	B	0.046	No	0.682	B	0.705	C	0.023	No	0.712	C	0.030	---
		PM	0.736	C	0.759	C	0.023	No	**0.823**	**D**	**0.846**	**D**	**0.023**	**Yes**	**0.839**	**D**	**0.016**	**Yes**
50	I-5 Freeway NB Off-Ramp/	**AM**	**0.965**	**E**	**0.978**	**E**	**0.013**	**Yes**	**1.053**	**F**	**1.067**	**F**	**0.014**	**Yes**	**1.058**	**F**	**0.005**	**Yes**
	Roxford Street	MID	0.776	C	0.789	C	0.013	No	0.866	D	0.880	D	0.014	No	0.884	D	0.018	---
		PM	**0.915**	**E**	**0.928**	**E**	**0.013**	**Yes**	**1.012**	**F**	**1.025**	**F**	**0.013**	**Yes**	**1.021**	**F**	**0.009**	**Yes**

Table 9-4 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS
Alternate Route 4: Use of Cal-Mat Pit Only and Sunshine Canyon Landfill

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2020 FUTURE W/O PROJECT V/C	LOS	[4] YEAR 2020 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2020 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
51	I-5 Freeway NB Ramps-Encinitas Ave/	AM	0.795	C	0.795	C	0.000	No	0.887	D	0.887	D	0.000	No	0.887	D	0.000	---
	Roxford Street	MID	0.662	B	0.685	B	0.023	No	0.718	C	0.741	C	0.023	No	0.748	C	0.030	---
		PM	0.591	A	0.598	A	0.007	No	0.678	B	0.683	B	0.005	No	0.678	B	0.000	---
52	I-405 Freeway SB Ramps-Blucher Ave/	AM	0.912	E	0.912	E	0.000	No	0.969	E	0.969	E	0.000	No	0.969	E	0.000	---
	Devonshire Street	MID	0.363	A	0.364	A	0.001	No	0.389	A	0.390	A	0.001	No	0.390	A	0.001	---
		PM	0.576	A	0.576	A	0.000	No	0.616	B	0.616	B	0.000	No	0.616	B	0.000	---
53	I-405 Freeway NB Ramps/	AM	0.540	A	0.551	A	0.011	No	0.592	A	0.603	B	0.011	No	0.597	A	0.005	---
	Devonshire Street	MID	0.343	A	0.343	A	0.000	No	0.380	A	0.380	A	0.000	No	0.380	A	0.000	---
		PM	0.500	A	0.511	A	0.011	No	0.548	A	0.559	A	0.011	No	0.556	A	0.008	---
54	Sepulveda Boulevard/	**AM**	0.888	D	0.900	D	0.012	No	**0.960**	**E**	**0.972**	**E**	**0.012**	**Yes**	**0.965**	**E**	**0.005**	**Yes**
	Devonshire Street	MID	0.648	B	0.660	B	0.012	No	0.713	C	0.725	C	0.012	No	0.729	C	0.016	---
		PM	**0.944**	**E**	**0.957**	**E**	**0.013**	**Yes**	**1.026**	**F**	**1.038**	**F**	**0.012**	**Yes**	**1.035**	**F**	**0.009**	**Yes**
55	Lemona Avenue/	AM	0.477	A	0.488	A	0.011	No	0.518	A	0.529	A	0.011	No	0.523	A	0.005	---
	Devonshire Street	MID	0.181	A	0.193	A	0.012	No	0.201	A	0.213	A	0.012	No	0.216	A	0.015	---
		PM	0.419	A	0.430	A	0.011	No	0.449	A	0.461	A	0.012	No	0.457	A	0.008	---
56	Woodman Avenue/	**AM**	**0.986**	**E**	**0.998**	**E**	**0.012**	**Yes**	**1.051**	**F**	**1.064**	**F**	**0.013**	**Yes**	**1.056**	**F**	**0.005**	**Yes**
	Devonshire Street	MID	0.354	A	0.366	A	0.012	No	0.382	A	0.395	A	0.013	No	0.398	A	0.016	---
		PM	0.773	C	0.786	C	0.013	No	0.822	D	0.835	D	0.013	No	0.831	D	0.009	---

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.700 - 0.800	C	equal to or greater than 0.040
>0.800 - 0.900	D	equal to or greater than 0.020
>0.900	E/F	equal to or greater than 0.010

It should be noted that all five study intersections expected to be significantly impacted by the proposed project under the Existing with Project conditions are located along Haul Route C (i.e., to and from the Sunshine Canyon Landfill site). Incremental, but not significant, traffic impacts are noted in column [2] at the remaining 51 study intersections under Alternatives 1, 2, 3, and 4 conditions. Furthermore, no significant traffic impacts are expected at any of the study intersections during the mid-day peak hour conditions. The existing with project traffic volumes at the study intersections for Alternative Routes 1, 2, 3, and 4 during the weekday AM, mid-day, and PM peak hours are provided in ***Appendix C-1***.

9.2 Year 2020 Conditions

9.2.1 *Year 2020 Cumulative Without Project Conditions*

The year 2020 cumulative without project conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 7-1*. As presented in column [3] of *Tables 9-1, 9-2, 9-3,* and *9-4*, 37 of the 56 study intersections are expected to continue operating at LOS D or better during the weekday AM, Mid-day, and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the Year 2020 cumulative without project conditions. The following 19 study intersections are expected to operate at LOS E or LOS F during the weekday AM and/or PM peak hour with the addition of ambient traffic growth and traffic due to the related projects:

- Int. 5: Laurel Canyon Boulevard/Branford Street — AM Peak Hour: *v/c*=0.932, LOS E
- Int. 6: San Fernando Road/Branford Street — AM Peak Hour: *v/c*=0.907, LOS E
- Int. 7: Laurel Canyon Bl/I-5 NB Off-Ramp-Jerome St — AM Peak Hour: *v/c*=0.903, LOS E
- Int. 8: Laurel Canyon Boulevard/Sheldon Street — AM Peak Hour: *v/c*=0.911, LOS E
- Int. 9: Laurel Canyon Boulevard/I-5 SB Ramps — AM Peak Hour: *v/c*=0.907, LOS E
- Int. 14: Glenoaks Boulevard/Sheldon Street — AM Peak Hour: *v/c*=0.931, LOS E
- Int. 15: Laurel Canyon Boulevard/Paxton Street — PM Peak Hour: *v/c*=0.967, LOS E
- Int. 19: San Fernando Road/Paxton Street — AM Peak Hour: *v/c*=0.949, LOS E; PM Peak Hour: *v/c*=0.915, LOS E
- Int. 21: San Fernando Road/Van Nuys Boulevard — AM Peak Hour: *v/c*=0.916, LOS E
- Int. 22: San Fernando Road/Pierce Street — AM Peak Hour: *v/c*=0.938, LOS E
- Int. 24: San Fernando Road/Osborne Street — AM Peak Hour: *v/c*=0.940, LOS E; PM Peak Hour: *v/c*=0.931, LOS E
- Int. 26: Arleta Avenue/Van Nuys Boulevard — AM Peak Hour: *v/c*=0.972, LOS E; PM Peak Hour: *v/c*=0.963, LOS E

- Int. 29: Glenoaks Boulevard/Osborne Street — AM Peak Hour: *v/c*=1.200, LOS F; PM Peak Hour: *v/c*=0.971, LOS E
- Int. 47: Balboa Road/San Fernando Road — AM Peak Hour: *v/c*=1.045, LOS F
- Int. 49: I-5 SB Ramps/Roxford St-Sepulveda Blvd — AM Peak Hour: *v/c*=1.118, LOS F
- Int. 50: I-5 NB Off-Ramp/Roxford Street — AM Peak Hour: *v/c*=1.053, LOS F; PM Peak Hour: *v/c*=1.012, LOS F
- Int. 52: I-405 SB Ramps-Blucher Ave/Devonshire St — AM Peak Hour: *v/c*=0.969, LOS E
- Int. 54: Sepulveda Boulevard/Devonshire Street — AM Peak Hour: *v/c*=0.960, LOS E; PM Peak Hour: *v/c*=1.026, LOS F
- Int. 56: Woodman Avenue/Devonshire Street — AM Peak Hour: *v/c*=1.051, LOS F

The Year 2020 cumulative without project (existing, ambient growth, and related projects) traffic volumes at the study intersections are shown in ***Appendix C-2***.

9.2.2 *Year 2020 Cumulative With Project Conditions*

As shown in column [4] of *Tables 9-1, 9-2, 9-3,* and *9-4,* application of the City of Los Angeles' threshold criteria to the "Year 2020 With Project" scenario indicates that the proposed project is expected to create significant temporary traffic impacts at five study intersections under Alternative Route 1, six study intersections under Alternative Route 2, six study intersections under Alternative Route 3, and five study intersections under Alternative Route 4, as follows:

Alternative Route 1: Concurrent Use of All Three Vulcan Materials Disposal Sites (Boulevard Pit, Sheldon Pit, and the Cal-Mat Pit) and Sunshine Canyon Landfill

- Int. 46: San Fernando Road/Sunshine Canyon Road (AM Peak Hour)
- Int. 49: I-5 SB Ramps/Roxford St-Sepulveda Blvd (AM and PM Peak Hours)
- Int. 50: I-5 NB Off-Ramp/Roxford Street (AM and PM Peak Hours)
- Int. 54: Sepulveda Boulevard/Devonshire Street (AM and PM Peak Hours)
- Int. 56: Woodman Avenue/Devonshire Street (AM Peak Hour)

Alternative Route 2: Use of Boulevard Pit Only and Sunshine Canyon Landfill

- Int. 6: San Fernando Road/Branford Street (AM peak hour)
- Int. 46: San Fernando Road/Sunshine Canyon Road (AM Peak Hour)
- Int. 49: I-5 SB Ramps/Roxford St-Sepulveda Blvd (AM and PM Peak Hours)
- Int. 50: I-5 NB Off-Ramp/Roxford Street (AM and PM Peak Hours)
- Int. 54: Sepulveda Boulevard/Devonshire Street (AM and PM Peak Hours)
- Int. 56: Woodman Avenue/Devonshire Street (AM Peak Hour)

Alternative Route 3: Use of Sheldon Pit Only and Sunshine Canyon Landfill

- Int. 14: Glenoaks Boulevard/Sheldon Street (AM peak hour)
- Int. 46: San Fernando Road/Sunshine Canyon Road (AM Peak Hour)
- Int. 49: I-5 SB Ramps/Roxford St-Sepulveda Blvd (AM and PM Peak Hours)
- Int. 50: I-5 NB Off-Ramp/Roxford Street (AM and PM Peak Hours)
- Int. 54: Sepulveda Boulevard/Devonshire Street (AM and PM Peak Hours)
- Int. 56: Woodman Avenue/Devonshire Street (AM Peak Hour)

Alternative Route 4: Use of Cal-Mat Pit Only and Sunshine Canyon Landfill

- Int. 46: San Fernando Road/Sunshine Canyon Road (AM Peak Hour)
- Int. 49: I-5 SB Ramps/Roxford St-Sepulveda Blvd (AM and PM Peak Hours)
- Int. 50: I-5 NB Off-Ramp/Roxford Street (AM and PM Peak Hours)
- Int. 54: Sepulveda Boulevard/Devonshire Street (AM and PM Peak Hours)
- Int. 56: Woodman Avenue/Devonshire Street (AM Peak Hour)

It should be noted that five of the study intersections expected to be significantly impacted by the proposed project under the Year 2020 with Project conditions are located along Haul Route C (i.e., to and from the Sunshine Canyon Landfill site). Since Haul Route C is proposed to be utilized in conjunction with any of the four alternative routes, the same level of significant temporary traffic impacts are expected at these five study intersections under any of the alternative route conditions. In addition, one study intersection under the Alternative Route 2 condition (to and from the Boulevard Pit) and one study intersection under the Alternative Route 3 condition (to and from the Sheldon Pit) are also expected to be significantly impacted by the proposed project under the Year 2020 with Project conditions.

Incremental, but not significant, traffic impacts are noted in column [4] at the remaining study intersections with the addition of growth in ambient traffic, related projects traffic, and project traffic under Alternative Routes 1, 2, 3, and 4 conditions. Furthermore, no significant traffic impacts are expected at any of the study intersections during the mid-day peak hour conditions. The Year 2020 cumulative with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections for Alternative Routes 1, 2, 3, and 4 during the weekday AM, Mid-day, and PM peak hours are shown in ***Appendix C-3***.

10.0 TRANSPORTATION IMPROVEMENT MEASURES

Based on the City of Los Angeles traffic analyses summarized in Section 9.0, it was determined that the proposed project could be expected to result in significant temporary traffic impacts at five study intersections under Alternative Route 1, six study intersections under Alternative Route 2, six study intersections under Alternative Route 3, and five study intersections under Alternative Route 4 in the Year 2020 Cumulative with Project conditions.

10.1 Transportation Mitigation Program

Transportation mitigation measures typically consist of improvements such as traffic signal installations/modifications and/or intersection restriping and roadway widening to accommodate additional travel lanes. However, as the project consists of a temporary condition comprised of hauling of removed sediment to one or more sediment disposal sites, no permanent transportation improvement measures are recommended. Therefore, the following paragraphs provide an overview of transportation demand management (TDM) measures recommended to reduce the respective temporary significant impacts to less than significant levels.

Transportation Demand Management Measures

Through consultation with LA County staff, a detailed sensitivity assessment was prepared aimed at reducing the project's significant traffic impacts to less than significant levels. The sensitivity assessment was prepared based on the following considerations:

- Evaluation of the potential (expanded) sediment disposal sites;
- Review of the various haul route options;
- Proposed hours of hauling operations;
- Review of the study intersection operations, particularly focusing on those locations documented to have current operational issues during either the AM and/or PM commute peak hours; and
- Evaluation of those study locations identified to be significantly impacted by the proposed project.

In order to minimize potential traffic impacts to the surrounding street system, it is recommended that TDM measures be implemented such that the proposed hauling operation would be scheduled with greater overall truck activity/operations occurring during the mid-day time period (generally from 10:00 AM to 3:00 PM), when background traffic volumes are typically lower than either the morning commute peak period (7:00 AM to 10:00 AM) or afternoon commute peak period (3:00 PM to 6:00 PM).

As shown previously in *Table 6-1*, a total of 23 trucks with 18 cubic-yard capacity or 30 trucks with 14 cubic-yard capacity was assigned during each of the AM, Mid-day, and PM peak hours

from the Pacoima Spreading Grounds site to the various disposal sites via a combination of Modified Haul Route A, Haul Route B, and Haul Route C. The recommended project hourly outbound (loaded) truck trips during the AM peak hour, Mid-day peak hour, and PM peak hour are summarized in ***Table 10-1***. The following traffic demand management strategies are recommended:

- For the AM peak hour condition, reduce the transport of 18-cy capacity trucks from a total of 23 trucks to 13 trucks, or reduce the transport of 14-cy capacity trucks from a total of 30 trucks to 16 trucks;

- For the Mid-day condition (approximately four hours), increase the transport of 18-cy capacity trucks from a total of 23 trucks hourly to 26 trucks, or increase the transport of 14-cy capacity trucks from a total of 30 trucks hourly to 34 trucks;

- For the PM peak period condition (approximately three hours), maintain the transport of 18-cy capacity trucks at a total of 23 trucks hourly (but with an adjusted assignment for Haul Route B and Haul Route C), or reduce the transport of 14-cy capacity trucks from a total of 30 trucks hourly to 29 trucks.

The recommended number of respective 18-cy capacity trucks and 14-cy capacity trucks utilizing the Modified Haul Route A, Haul Route B, and Haul Route C during the AM, Mid-day, and PM peak hour conditions are summarized in *Table 10-1*. The traffic generation forecast for the proposed project (with implementation of TDM measures) assuming the use of 18 cubic-yard capacity haul trucks is summarized in ***Table 10-2***. The traffic generation forecast for the proposed project (with implementation of TDM measures) assuming the use of 14 cubic-yard capacity haul trucks is summarized in ***Table 10-3***.

As presented in *Table 10-2*, using haul trucks with 18 cubic yard capacity per truck, the proposed project (with implementation of TDM measures) is expected to generate 82 PCE-adjusted vehicle trips (41 inbound trips and 41 outbound trips) during the weekday AM peak hour, 160 PCE-adjusted vehicle trips (80 inbound trips and 80 outbound trips) during the mid-day peak hour, and 142 PCE-adjusted vehicle trips (71 inbound trips and 71 outbound trips) during the PM peak hour. The proposed project is expected to generate 1,134 PCE-adjusted daily trip ends during a typical weekday (567 inbound trips and 567 outbound trips), including 18 employee trip ends. This equates to a total of 372 daily haul truck trips, if only 18 cubic yard trucks were used.

As presented in *Table 10-3*, using haul trucks with 14 cubic yard capacity per truck, the proposed project (with implementation of TDM measures) is expected to generate 86 PCE-adjusted vehicle trips (43 inbound trips and 43 outbound trips) during the weekday AM peak hour, 176 PCE-adjusted vehicle trips (88 inbound trips and 88 outbound trips) during the mid-day peak hour, and 150 PCE-adjusted vehicle trips (75 inbound trips and 75 outbound trips) during the PM peak hour. The proposed project is expected to generate 1,214 PCE-adjusted daily trip ends during a typical weekday (607 inbound trips and 607 outbound trips), including 18 employee trip ends. This equates to a total of 478 daily haul truck trips, if only 14 cubic yard trucks were used.

Table 10-1
SUMMARY OF RECOMMENDED TRANSPORTATION DEMAND MANAGEMENT MEASURES
PROPOSED PROJECT PEAK HOURLY OUTBOUND (LOADED) TRUCK TRIPS [1]

TRAFFIC ANALYSIS TIME PERIOD	OUTBOUND TO VULCAN MATERIALS SITE/S		OUTBOUND TO SUNSHINE CANYON LANDFILL	TOTAL
	MODIFIED HAUL ROUTE A	HAUL ROUTE B	HAUL ROUTE C	
Using 18 Cubic-Yard Capacity Trucks				
AM Peak Hour [2]	6	3	4	13
Mid-day Peak Hour [3]	8	5	13	26
PM Peak Hour [4]	8	8	7	23
Using 14 Cubic-Yard Capacity Trucks				
AM Peak Hour [2]	7	4	5	16
Mid-day Peak Hour [3]	10	7	17	34
PM Peak Hour [4]	10	10	9	29

Notes:

[1] Based on coordination with LA County staff, proposed hauling operations will occur Mondays through Fridays, between 9:00 AM and 5:30 PM (i.e., eight-hour days plus half-hour lunch).

[2] Typical weekday morning peak commute period is from 7:00 am to 10:00 am. For project-related traffic generation purposes, the AM Peak Hour reflects the hourly outbound total from 9:00 am to 10:00 am, since the hauling operations are proposed to begin at 9:00 am.

[3] Typical weekday mid-day period is from 10:00 am to 3:00 pm. For project-related traffic generation purposes, the Mid-day Peak Hour reflects the peak hourly outbound total between 10:00 am and approximately 2:30 pm (for approximately four hours during the Mid-day period).

[4] Typical weekday afternoon peak commute period is from 3:00 pm to 6:00 pm. For project-related traffic generation purposes, the PM Peak Hour reflects the peak hourly outbound total between approximately 2:30 pm and 5:30 pm (for approximately three hours during the PM peak period).

Table 10-2
RECOMMENDED TRANSPORTATION DEMAND MANAGEMENT MEASURES
PROJECT TRIP GENERATION USING 18 CUBIC-YARD CAPACITY TRUCKS [1]

LAND USE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			MID-DAY PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
[A] Employees at Pacoima Spreading Grounds	18	2	2	4	2	2	4	2	2	4
[B] Vulcan: 18-cy Truck Trips (unadjusted) [3]	208	9	9	18	13	13	26	16	16	32
[C] Sunshine Canyon: 18-cy Truck Trips (unadjusted) [4]	164	4	4	8	13	13	26	7	7	14
[D] Vulcan: PCE Adjusted 18-cy Truck Trips [5]	624	27	27	54	39	39	78	48	48	96
[E] Sunshine Canyon: PCE Adjusted 18-cy Truck Trips [5]	492	12	12	24	39	39	78	21	21	42
Net Increase with 18-CY Trucks ([A]+[B]+[C])	**390**	**15**	**15**	**30**	**28**	**28**	**56**	**25**	**25**	**50**
Net PCE Increase with 18-CY Trucks ([A]+[D]+[E])	**1,134**	**41**	**41**	**82**	**80**	**80**	**160**	**71**	**71**	**142**

[1] Source: Based on coordination with LA County representatives and Psomas, the following are assumed:
Total sediment to be exported = 1,370,000 cubic yards (cy), with 1 cy = 1.5 tons
Up to 2,800 tons per day (tpd) will be exported to the Vulcan site/s and up to 2,200 tpd will be exported to the Sunshine Canyon Landfill site.
Hours of Truck Hauling Operations: Mondays to Fridays, 9:00 AM to 5:30 PM (8 hours of hauling per day are assumed)

[2] Trips are one-way traffic movements, entering or leaving.

[3] Daily truck trips to/from the Vulcan site/s were derived based on the following, using 18 cubic yard (cy) capacity per haul truck:
(2,800 tons per day) x (1 cy per 1.5 tons) = 1,867 cy per day / 18 cy per truck = 104 inbound trips + 104 outbound trips = 208 total daily truck trips.
Recommended transportation demand management measures to Vulcan site/s during the AM, Mid-day, and PM peak hours are as follows:
AM Peak Hour: Reduce the transport of 18-cy capacity trucks from 13 one-way truck trips to 9 one-way truck trips during the AM peak hour.
Mid-day Peak Hour: Maintain the transport of 18-cy capacity trucks at 13 one-way truck trips per hour during the Mid-day period.
PM Peak Hour: Increase the transport of 18-cy capacity trucks from 13 one-way truck trips to 16 one-way truck trips per hour during the PM peak period.

[4] Daily truck trips to/from the Sunshine Canyon Landfill site were derived based on the following, using 18 cubic yard (cy) capacity per haul truck:
(2,200 tons per day) x (1 cy per 1.5 tons) = 1,467 cy per day / 18 cy per truck = 82 inbound trips + 82 outbound trips = 164 total daily truck trips.
Recommended transportation demand management measures to Sunshine Canyon Landfill during the AM, Mid-day, and PM peak hours are as follows:
AM Peak Hour: Reduce the transport of 18-cy capacity trucks from 10 one-way truck trips to 4 one-way truck trips during the AM peak hour.
Mid-day Peak Hour: Increase the transport of 18-cy capacity trucks from 10 one-way truck trips to 13 one-way truck trips per hour during the Mid-day period.
PM Peak Hour: Reduce the transport of 18-cy capacity trucks from 10 one-way truck trips to 7 one-way truck trips per hour during the PM peak period.

[5] A passenger car equivalency (PCE) factor of 3.0 was employed for analysis purposes. This accounts for the assumption that a single 18 cubic yard capacity haul truck has the same overall affect on intersection traffic operations as 3.0 passenger cars.

Table 10-3
RECOMMENDED TRANSPORTATION DEMAND MANAGEMENT MEASURES
PROJECT TRIP GENERATION USING 14 CUBIC-YARD CAPACITY TRUCKS [1]

LAND USE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			MID-DAY PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
[A] Employees at Pacoima Spreading Grounds	18	2	2	4	2	2	4	2	2	4
[B] Vulcan: 14-cy Truck Trips (unadjusted) [3]	268	11	11	22	17	17	34	20	20	40
[C] Sunshine Canyon: 14-cy Truck Trips (unadjusted) [4]	210	5	5	10	17	17	34	9	9	18
[D] Vulcan: PCE Adjusted 14-cy Truck Trips [5]	670	28	28	56	43	43	86	50	50	100
[E] Sunshine Canyon: PCE Adjusted 14-cy Truck Trips [5]	526	13	13	26	43	43	86	23	23	46
Net Increase with 14-CY Trucks ([A]+[B]+[C])	**496**	**18**	**18**	**36**	**36**	**36**	**72**	**31**	**31**	**62**
Net PCE Increase with 14-CY Trucks ([A]+[D]+[E])	**1,214**	**43**	**43**	**86**	**88**	**88**	**176**	**75**	**75**	**150**

[1] Source: Based on coordination with LA County representatives and Psomas, the following are assumed:
Total sediment to be exported = 1,370,000 cubic yards (cy), with 1 cy = 1.5 tons
Up to 2,800 tons per day (tpd) will be exported to the Vulcan site/s and up to 2,200 tpd will be exported to the Sunshine Canyon Landfill site.
Hours of Truck Hauling Operations: Mondays to Fridays, 9:00 AM to 5:30 PM (8 hours of hauling per day are assumed)

[2] Trips are one-way traffic movements, entering or leaving.

[3] Daily truck trips to/from the Vulcan site/s were derived based on the following, using 14 cubic yard (cy) capacity per haul truck:
(2,800 tons per day) x (1 cy per 1.5 tons) = 1,867 cy per day / 14 cy per truck = 134 inbound trips + 134 outbound trips = 268 total daily truck trips.
Recommended transportation demand management measures to Vulcan site/s during the AM, Mid-day, and PM peak hours are as follows:
AM Peak Hour: Reduce the transport of 14-cy capacity trucks from 17 one-way truck trips to 11 one-way truck trips during the AM peak hour.
Mid-day Peak Hour: Maintain the transport of 14-cy capacity trucks at 17 one-way truck trips per hour during the Mid-day period.
PM Peak Hour: Increase the transport of 14-cy capacity trucks from 17 one-way truck trips to 20 one-way truck trips per hour during the PM peak period.

[4] Daily truck trips to/from the Sunshine Canyon Landfill site were derived based on the following, using 14 cubic yard (cy) capacity per haul truck:
(2,200 tons per day) x (1 cy per 1.5 tons) = 1,467 cy per day / 14 cy per truck = 105 inbound trips + 105 outbound trips = 210 total daily truck trips.
Recommended transportation demand management measures to Sunshine Canyon Landfill during the AM, Mid-day, and PM peak hours are as follows:
AM Peak Hour: Reduce the transport of 14-cy capacity trucks from 13 one-way truck trips to 5 one-way truck trips during the AM peak hour.
Mid-day Peak Hour: Increase the transport of 14-cy capacity trucks from 13 one-way truck trips to 17 one-way truck trips per hour during the Mid-day period.
PM Peak Hour: Reduce the transport of 14-cy capacity trucks from 13 one-way truck trips to 9 one-way truck trips per hour during the PM peak period.

[5] A passenger car equivalency (PCE) factor of 2.5 was employed for analysis purposes. This accounts for the assumption that a single 14 cubic yard capacity haul truck has the same overall affect on intersection traffic operations as 2.5 passenger cars.

Other Considerations

In addition to the above transportation demand management strategies, the following recommendations are noted for consideration so as to minimize to the extent feasible the significant traffic impacts (potential benefits due to these measures are not included/assumed in the level of service calculations):

- Coordinate hauling activities so as to reduce the potential of trucks waiting to unload for protracted periods of time;
- Prohibit parking by construction workers on adjacent streets and directing the construction workers to available parking within the project site.

10.2 Effectiveness of Mitigation Measures

The results of the analysis of traffic conditions associated with the recommended transportation demand management measures are summarized in *Tables 9-1, 9-2, 9-3,* and *9-4* for Alternatives 1, 2, 3, and 4, respectively. As shown in column [5] of *Tables 9-1, 9-3,* and *9-4*, the recommended demand management measures are expected to reduce the project-related temporary traffic impacts to less than significant levels at all of the impacted study intersections under Alternatives 1, 3, and 4. Furthermore, as shown in column [5] of *Tables 9–1, 9-3,* and *9-4,* with the small increase of truck trips during the Mid-day conditions, no new significant traffic impacts are identified.

As shown in column [5] of *Table 9-2* for Alternative 2, the recommended demand management measures are expected to reduce the project-related temporary traffic impacts to less than significant levels at five of the six impacted study intersections. The following intersection is expected to remain significant during the AM peak hour under Alternative 2:

- Int. 6: San Fernando Road/Branford Street

As stated previously, the project consists of a temporary condition comprised of hauling of removed sediment to one or more sediment disposal sites. As a result, no permanent transportation improvement measures are recommended. It is recommended for LA County consideration that Alternative Route 2 (Use of Boulevard Pit Only and Sunshine Canyon Landfill) be eliminated as a potential haul route. Therefore, if only Alternative Route 1, Alternative Route 3, or Alternative Route 4 are considered for implementation, no significant residual traffic impacts due to the proposed temporary construction project are expected. The corresponding CMA data worksheets are contained in *Appendix C.*

11.0 SUPPLEMENTAL REVIEW OF THE KEWEN AVENUE/PAXTON STREET INTERSECTION

During the Pacoima Spreading Grounds Improvement Project's Initial Study review process, the intersections of Telfair Avenue/Paxton Street, San Fernando Road/Paxton Street, and San Fernando Road/Van Nuys Boulevard along the proposed Haul Route B and the Woodman Avenue/Devonshire Street intersection were requested for analysis of potential traffic impacts. All four requested intersections have been thoroughly evaluated pursuant to the City of Los Angeles' traffic analysis methodologies (refer to Section 9.0). Based on application of the City of Los Angeles significant traffic impact criteria, the proposed project is not expected to create any significant traffic impacts at these intersections.

Since use of the proposed Haul Route B will traverse Paxton Street, a supplemental review has also been conducted at the unsignalized Kewen Avenue/Paxton Street intersection, which is located immediately adjacent to Telfair Elementary School. The Kewen Avenue/Paxton Street intersection is presently a T-intersection controlled by a stop sign facing the northbound Kewen Avenue approach with unrestricted flow on Paxton Street. The methodology outlined in the *Highway Capacity Manual* (HCM) for unsignalized intersections has been utilized to determine the individual movement and approach delays expected to be experienced by motorists traversing through this intersection. A description of the HCM method and corresponding Level of Service is provided in ***Appendix D***. The supplemental intersection analyses for the existing, existing with project, Year 2020 cumulative without project, and Year 2020 cumulative with project conditions are summarized in ***Table 11-1***. The corresponding weekday AM, Mid-day, and PM peak hour summary data worksheets of the supplemental intersection analyses are also contained in *Appendix D*.

As shown in *Table 11-1* and the corresponding HCM data worksheets, the reported values represent the worst case (i.e., highest) approach delays and LOS that are expected to occur at the northbound Kewen Avenue approach to the intersection. The worst case approach of this intersection is forecast to operate at LOS D or better under all analysis time periods and conditions, except the Year 2020 cumulative with or without the proposed project where LOS E operation is identified during the AM peak hour condition. As previously discussed and presented in *Tables 9-1, 9-2, 9-3,* and *9-4*, application of the City of Los Angeles' threshold criteria has indicated incremental, but not significant, traffic impacts at this study intersection under all analysis time periods and conditions. Additionally, it should be noted that the passenger loading/unloading zones associated with Telfair Elementary School during the morning school drop-off and afternoon pick-up time periods are located along Telfair Avenue and Weidner Street (i.e., not on Paxton Street along the proposed Haul Route B). As such, delays to motorists traversing through this intersection are not expected to be adversely affected by the project, however LOS E conditions are reported/forecast in the Year 2020 cumulative without project condition.

Table 11-1
SUPPLEMENTAL INTERSECTION ANALYSIS [a]
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING DELAY [b]	[1] YEAR 2017 EXISTING LOS [c]	[2] YEAR 2017 EXISTING W/ PROJECT DELAY [b]	[2] YEAR 2017 EXISTING W/ PROJECT LOS [c]	[2] CHANGE IN DELAY [(2)-(1)]	[3] YEAR 2020 CUMULATIVE W/O PROJECT DELAY [b]	[3] YEAR 2020 CUMULATIVE W/O PROJECT LOS [c]	[4] YEAR 2020 CUMULATIVE W/ PROJECT DELAY [b]	[4] YEAR 2020 CUMULATIVE W/ PROJECT LOS [c]	[4] CHANGE IN DELAY [(4)-(3)]
17	Kewen Avenue/ Paxton Street [d]	AM	31.4	D	33.6	D	2.2	37.8	E	40.9	E	3.1
		MID	12.3	B	12.6	B	0.3	12.6	B	12.9	B	0.3
		PM	25.7	D	27.0	D	1.3	29.2	D	30.8	D	1.6

[a] Intersection analysis based on the Highway Capacity Manual operational analysis methodologies.

[b] Reported control delay values in seconds per vehicle. Refer to the analysis worksheets contained in Appendix D.

[c] Unsignalized Intersection Levels of Service are based on the following criteria:

LOS	Control Delay (s/veh)
A	<= 10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

[d] Two-Way Stop-Controlled Intersection. Reported values represent the delays associated with the most constrained approach of the intersection.

12.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

12.1 Intersections

There are no CMP intersection monitoring locations within the vicinity of the project. The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at the CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

12.2 Freeways

The following CMP freeway monitoring locations nearest to the project site has been identified:

CMP Station	Location
Seg. No. 1007	I-5 Freeway near Osborne Street
Seg. No. 1053	SR-118 Freeway west of I-210 Freeway
Seg. No. 1059	I-210 Freeway at Terra Bella Street
Seg. No. 1072	I-405 Freeway north of Roscoe Boulevard

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to the CMP freeway monitoring location, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

12.3 Transit Impact Review

As required by the *2010 Congestion Management Program*, a review must be made of CMP transit service. As previously discussed, the project consists of a temporary sediment removal project involving the addition of haul trucks to the surrounding street system. Thus, increased demand on the existing transit service/s provided in the vicinity of the proposed project is not expected. Therefore, no further analysis is warranted as no impacts to future transit services in the project area would occur as a result of the proposed project.

13.0 CALIFORNIA DEPARTMENT OF TRANSPORTATION IMPACT ANALYSIS

During the Pacoima Spreading Grounds Improvement Project's Initial Study review process, the California Department of Transportation (Caltrans) provided a formal comment letter dated February 11, 2016. The letter states that Caltrans does not expect the project approval will result in a direct adverse impact to the existing State transportation facilities. As a result, the following supplemental Caltrans freeway mainline analysis is provided for informational purposes only. The following supplemental Caltrans analysis was prepared based on the latest edition of the Highway Capacity Manual operational analysis methodologies pursuant to the Caltrans' *Guide for the Preparation of Traffic Impact Studies*[4]. Based on recent coordination with Caltrans, analyses of Caltrans facilities should be conducted when and if a proposed project is expected to add 50 or more peak hour trips in either direction on a freeway mainline segment.

13.1 Freeway Mainline Segment Review

The following mainline freeway segments been identified for assessment based on their proximity to the project site and the identified haul routes to access each of the sediment disposal sites:

- I-5 Freeway south of Roxford Street
- I-5 Freeway north of Osborne Street
- I-5 Freeway south of Laurel Canyon Boulevard
- SR-118 Freeway east of San Fernando Road
- I-210 Freeway west of Foothill Boulevard
- I-405 Freeway north of SR-118 Freeway

As shown in ***Table 13-1***, the proposed project is not expected to generate 50 or more vehicle trips, during either the AM, mid-day, or PM peak hours at any freeway mainline location. Thus, any freeway mainline location would not exceed the threshold for preparation of a Caltrans freeway mainline analysis. Therefore, no further analysis of Caltrans freeway mainline segments is required.

[4] *Guide for the Preparation of Traffic Impact Studies*, State of California Department of Transportation, December 2002.

Table 13-1
CALTRANS FREEWAY IMPACT ASSESSMENT [1]
FOR ALL ALTERNATIVE ROUTES
WEEKDAY AM, MID-DAY, AND PM PEAK HOURS

FREEWAY SEGMENT	PEAK HOUR	DIR	CALTRANS THRESHOLDS FOR ANALYSIS (TRIPS)	PROJECT PCE ADJUSTED TRIP ENDS [2]	ANALYSIS REQUIRED? (YES/NO)
I-5 Freeway	AM	NB	50	33	No
south of Roxford Street		SB	50	33	No
	MID	NB	50	33	No
		SB	50	33	No
	PM	NB	50	33	No
		SB	50	33	No
I-5 Freeway	AM	NB	50	0	No
north of Osborne Street		SB	50	26	No
	MID	NB	50	0	No
		SB	50	26	No
	PM	NB	50	0	No
		SB	50	26	No
I-5 Freeway	AM	NB	50	0	No
south of Laurel Canyon Boulevard		SB	50	26	No
	MID	NB	50	0	No
		SB	50	26	No
	PM	NB	50	0	No
		SB	50	26	No
SR-118 Freeway	AM	EB	50	0	No
east of San Fernando Road		WB	50	26	No
	MID	EB	50	0	No
		WB	50	26	No
	PM	EB	50	0	No
		WB	50	26	No
I-210 Freeway	AM	EB	50	0	No
west of Foothill Boulevard		WB	50	26	No
	MID	EB	50	0	No
		WB	50	26	No
	PM	EB	50	0	No
		WB	50	26	No
I-405 Freeway	AM	NB	50	33	No
north of SR-118 Freeway		SB	50	33	No
	MID	NB	50	33	No
		SB	50	33	No
	PM	NB	50	33	No
		SB	50	33	No

[1] Freeway assessment per the Caltrans' *Guide for the Preparation of Traffic Impact Studies* , December 2002, and recent coordination with Caltrans.

[2] Based on the project trip generation and trip distribution for the project. For the purposes of this analysis, the trips shown represent the maximum number of trips assigned to the freeway segment by any of the alternative routes.

14.0 CONCLUSIONS

This traffic impact study has been prepared to identify and evaluate the potential impacts of traffic generated by the proposed temporary Pacoima Spreading Grounds Improvement project. In order to provide a conservative assessment of potential project-related impacts, this traffic impact study assumes analysis of four alternative haul routes depending upon which of the available Vulcan Materials sediment disposal sites are being used (including Alternative Route 1 which assumes all three Vulcan Materials disposal sites are being used concurrently). It should be noted that each of the four alternative haul routes under consideration will include the use of the Sunshine Canyon Landfill site. Completion of the sediment removal operations are anticipated by year 2020.

The proposed temporary project is expected to generate 156 PCE-adjusted vehicle trips (78 inbound trips and 78 outbound trips) during the weekday AM, mid-day, and PM peak hours using 14 cubic yard capacity trucks. The proposed project is expected to generate 1,214 PCE-adjusted daily trip ends during a typical weekday (607 inbound trips and 607 outbound trips) including employee trips. This equates to a total of 478 daily haul truck trips. In reality, a mix of 18-cy and 14-cy trucks would be used (i.e., resulting between 372 and 478 total daily truck trips).

In order to evaluate the potential impacts to the local street system, 56 intersections were identified for evaluation to determine changes in traffic operations due to the proposed project. Since hauling operations are expected to occur throughout the day the weekday AM, Mid-day, and PM peak hour conditions were identified for analysis. All study intersections were evaluated using the City of Los Angeles analysis methodologies and significant traffic impact thresholds.

Based on the results of the traffic analysis, it was determined that the proposed project could be expected to result in significant temporary traffic impacts at five study intersections under Alternative Route 1, six study intersections under Alternative Route 2, six study intersections under Alternative Route 3, and five study intersections under Alternative Route 4 in the Year 2020 Cumulative with Project conditions. Incremental but less than significant impacts are noted at the remaining study intersections in the Year 2020 Cumulative with Project conditions. Since this project is a temporary construction project, formal and permanent transportation improvement measures have not been recommended. Rather, transportation demand management measures aimed at reducing the project-related truck trips during the AM and PM peak hours while increasing the truck trips during the Mid-day time period (when in general the overall background traffic volumes are lower) are recommended. The recommended transportation demand management measures are expected to reduce the project-related temporary traffic impacts to less than significant levels at all impacted study intersections under the Alternative Route 1, Alternative Route 3, and Alternative Route 4 conditions. For the Alternative Route 2 condition, the recommended transportation demand management measures are expected to reduce the project-related temporary traffic impacts to less than significant levels at five of the six impacted study intersections. One study intersection is expected to remain significantly impacted during the AM peak hour under the Alternative Route 2 condition. It is

recommended for LA County consideration that Alternative Route 2 (Use of Boulevard Pit Only and Sunshine Canyon Landfill) be eliminated as a potential haul route. Therefore, if only Alternative Route 1, Alternative Route 3, or Alternative Route 4 are considered for implementation, no significant residual traffic impacts due to the proposed temporary construction project are expected.

The results of the Los Angeles County Congestion Management Program (CMP) traffic assessment indicated that the proposed project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. Therefore, no improvements/mitigation measures are required of this project on the CMP facilities.

The proposed project is not expected to generate 50 or more vehicle trips, during either the AM, Mid-day, or PM peak hours, at any freeway mainline locations. Thus, freeway mainline analysis is not required as the threshold for preparation of a Caltrans freeway mainline analysis is not met.

APPENDIX A

TRAFFIC COUNT DATA
- VEHICLE CLASSIFICATION MANUAL TURNING MOVEMENT COUNTS

CITY TRAFFIC COUNTERS
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INT. 1

File Name : ArletaDev
Site Code : 00000000
Start Date : 1/14/2014
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Groups Printed- Unshifted

	Arleta Ave Southbound			Devonshire St Westbound			Arleta Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	104	0	57	0	87	52	0	0	0	50	150	0	500
07:15 AM	124	0	103	0	137	51	0	0	0	102	174	0	691
07:30 AM	157	0	87	0	169	77	0	0	0	62	221	0	773
07:45 AM	120	0	101	0	138	61	0	0	0	80	263	0	763
Total	505	0	348	0	531	241	0	0	0	294	808	0	2727
08:00 AM	124	0	72	0	107	45	0	0	0	66	290	0	704
08:15 AM	116	0	81	0	72	28	0	0	0	70	175	0	542
08:30 AM	78	0	61	0	78	27	0	0	0	42	178	0	464
08:45 AM	54	0	67	0	67	28	0	0	0	46	139	0	401
Total	372	0	281	0	324	128	0	0	0	224	782	0	2111
09:00 AM	63	0	46	0	52	19	0	0	0	55	93	0	328
09:15 AM	32	0	28	0	42	26	0	0	0	57	79	0	264
09:30 AM	33	0	34	0	46	30	0	0	0	40	48	0	231
09:45 AM	19	0	26	0	36	20	0	0	0	35	48	0	184
Total	147	0	134	0	176	95	0	0	0	187	268	0	1007
12:00 PM	19	0	46	0	37	40	0	0	0	41	56	0	239
12:15 PM	21	0	43	0	28	40	0	0	0	44	60	0	236
12:30 PM	23	0	41	0	62	34	0	0	0	59	36	0	255
12:45 PM	23	0	40	0	48	30	0	0	0	47	44	0	232
Total	86	0	170	0	175	144	0	0	0	191	196	0	962
01:00 PM	21	0	52	0	73	29	0	0	0	41	53	0	269
01:15 PM	26	0	52	0	97	27	0	0	0	40	61	0	303
01:30 PM	25	0	49	0	61	35	0	0	0	56	64	0	290
01:45 PM	21	0	54	0	46	33	0	0	0	68	97	0	319
Total	93	0	207	0	277	124	0	0	0	205	275	0	1181
03:00 PM	26	0	58	0	87	44	0	0	0	68	71	0	354
03:15 PM	44	0	57	0	69	42	0	0	0	68	78	0	358
03:30 PM	31	0	62	0	93	60	0	0	0	77	81	0	404
03:45 PM	38	0	55	0	81	70	0	0	0	76	99	0	419
Total	139	0	232	0	330	216	0	0	0	289	329	0	1535
04:00 PM	27	0	60	0	93	76	0	0	0	73	84	0	413
04:15 PM	38	0	66	0	83	80	0	0	0	85	84	0	436
04:30 PM	36	0	60	0	100	84	0	0	0	86	106	0	472
04:45 PM	43	0	58	0	118	88	0	0	0	98	118	0	523
Total	144	0	244	0	394	328	0	0	0	342	392	0	1844
05:00 PM	44	0	63	0	105	68	0	0	0	95	104	0	479
05:15 PM	45	0	69	0	107	93	0	0	0	101	142	0	557
05:30 PM	60	0	71	0	80	78	0	0	0	99	106	0	494
05:45 PM	47	0	77	0	98	87	0	0	0	107	93	0	509
Total	196	0	280	0	390	326	0	0	0	402	445	0	2039
Grand Total	1682	0	1896	0	2597	1602	0	0	0	2134	3495	0	13406
Apprch %	47	0	53	0	61.8	38.2	0	0	0	37.9	62.1	0	
Total %	12.5	0	14.1	0	19.4	11.9	0	0	0	15.9	26.1	0	

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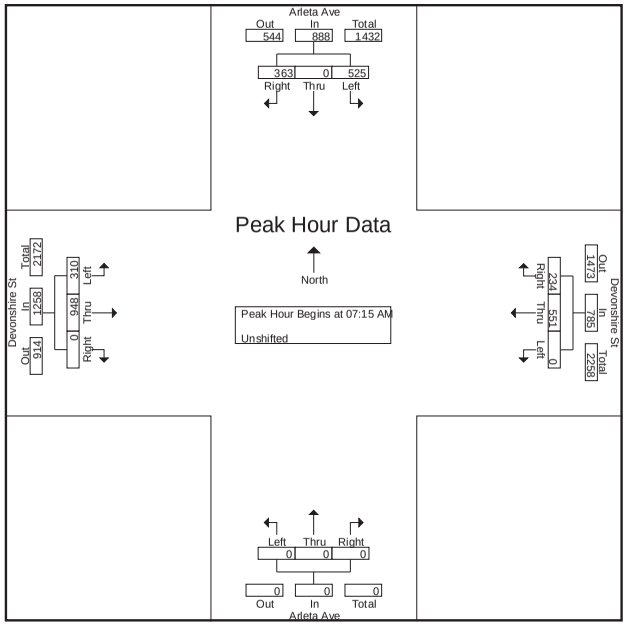
	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	124	0	**103**	227	0	137	51	188	0	0	0	0	**102**	174	0	276	691
07:30 AM	**157**	0	87	**244**	0	**169**	**77**	**246**	0	0	0	0	62	221	0	283	**773**
07:45 AM	120	0	101	221	0	138	61	199	0	0	0	0	80	263	0	343	763
08:00 AM	124	0	72	196	0	107	45	152	0	0	0	0	66	**290**	0	**356**	704
Total Volume	525	0	363	888	0	551	234	785	0	0	0	0	310	948	0	1258	2931
% App. Total	59.1	0	40.9		0	70.2	29.8		0	0	0		24.6	75.4	0		
PHF	.836	.000	.881	.910	.000	.815	.760	.798	.000	.000	.000	.000	.760	.817	.000	.883	.948



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Site Code : 00000000
Start Date : 1/14/2014
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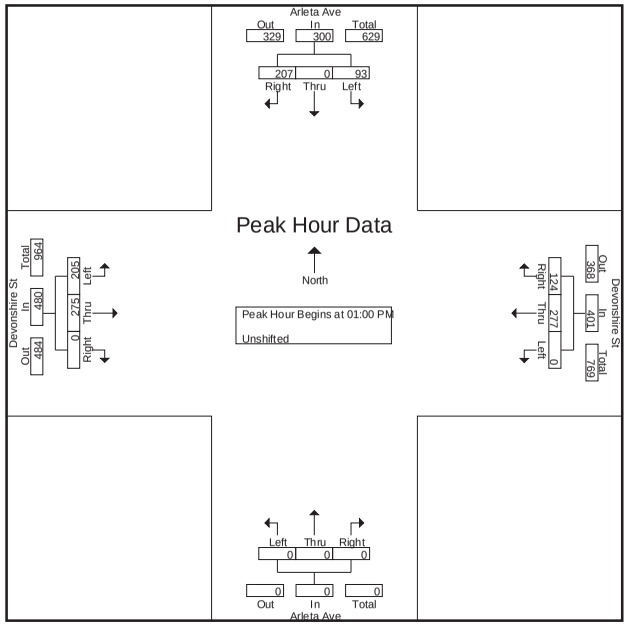
	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	21	0	52	73	0	73	29	102	0	0	0	0	41	53	0	94	269
01:15 PM	**26**	0	52	**78**	0	**97**	27	**124**	0	0	0	0	40	61	0	101	303
01:30 PM	25	0	49	74	0	61	**35**	96	0	0	0	0	56	64	0	120	290
01:45 PM	21	0	**54**	75	0	46	33	79	0	0	0	0	**68**	**97**	0	**165**	**319**
Total Volume	93	0	207	300	0	277	124	401	0	0	0	0	205	275	0	480	1181
% App. Total	31	0	69		0	69.1	30.9		0	0	0		42.7	57.3	0		
PHF	.894	.000	.958	.962	.000	.714	.886	.808	.000	.000	.000	.000	.754	.709	.000	.727	.926



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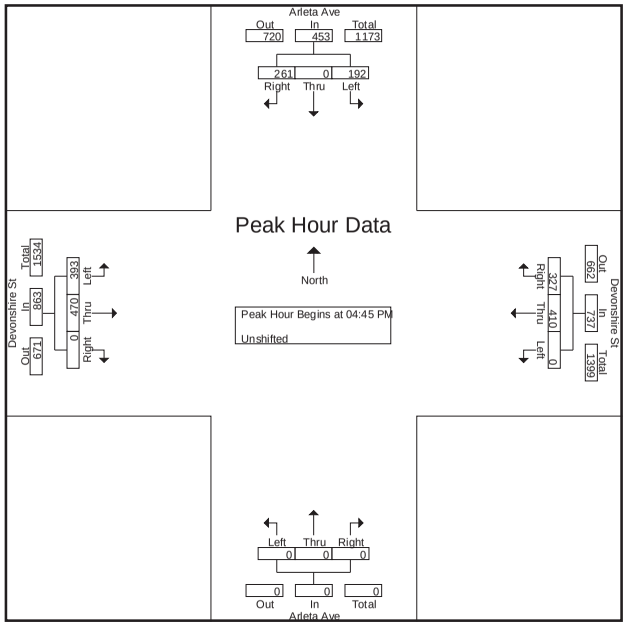
	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	43	0	58	101	0	**118**	88	**206**	0	0	0	0	98	118	0	216	523
05:00 PM	44	0	63	107	0	105	68	173	0	0	0	0	95	104	0	199	479
05:15 PM	45	0	69	114	0	107	**93**	200	0	0	0	0	**101**	**142**	0	**243**	**557**
05:30 PM	**60**	0	**71**	**131**	0	80	78	158	0	0	0	0	99	106	0	205	494
Total Volume	192	0	261	453	0	410	327	737	0	0	0	0	393	470	0	863	2053
% App. Total	42.4	0	57.6		0	55.6	44.4		0	0	0		45.5	54.5	0		
PHF	.800	.000	.919	.865	.000	.869	.879	.894	.000	.000	.000	.000	.973	.827	.000	.888	.921



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Groups Printed- Bank 1

	Arleta Ave Southbound			Devonshire St Westbound			Arleta Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	1	0	1	0	0	0	0	0	0	1	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
09:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	2	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	1	0	0	0	2	1	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
05:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	1	0	2	0	1	1	0	0	0	1	0	0	6
Grand Total	4	0	5	0	6	2	0	0	0	2	3	0	22
Apprch %	44.4	0	55.6	0	75	25	0	0	0	40	60	0	
Total %	18.2	0	22.7	0	27.3	9.1	0	0	0	9.1	13.6	0	

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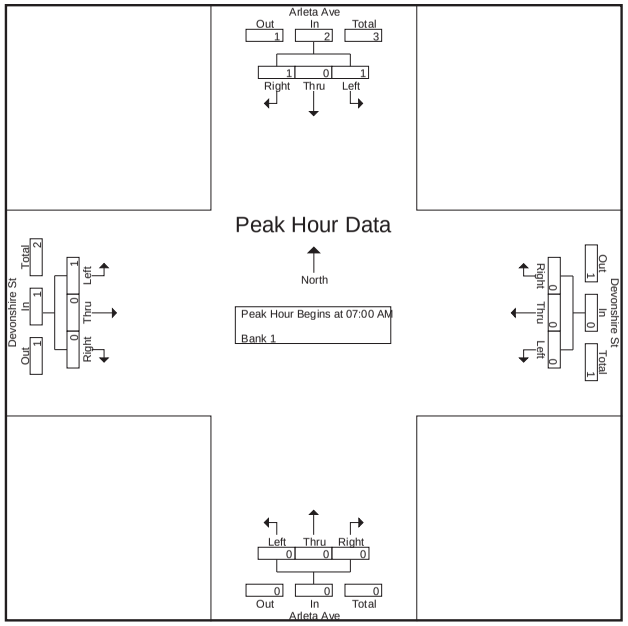
	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
% App. Total	50	0	50		0	0	0		0	0	0		100	0	0		
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.750



File Name : ArletaDev_MC
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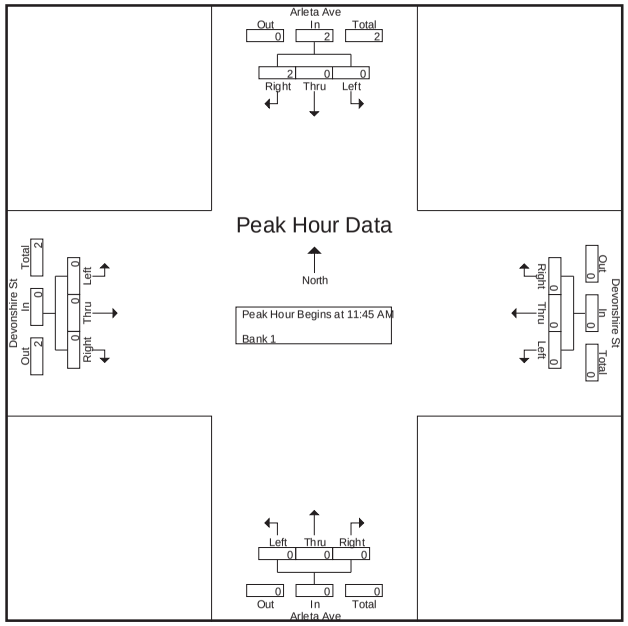
	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



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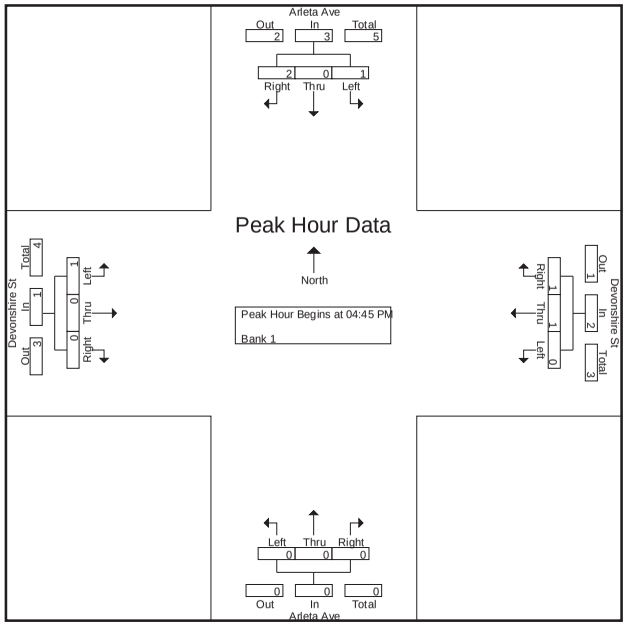
	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
05:30 PM	**1**	0	1	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	0	2	3	0	1	1	2	0	0	0	0	1	0	0	1	6
% App. Total	33.3	0	66.7		0	50	50		0	0	0		100	0	0		
PHF	.250	.000	.500	.375	.000	.250	.250	.500	.000	.000	.000	.000	.250	.000	.000	.250	.750



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File Name : ArletaDev_Bus
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Groups Printed- Bank 2

	Arleta Ave Southbound			Devonshire St Westbound			Arleta Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	1	0	2	2	0	0	0	0	1	0	7
07:15 AM	1	0	1	0	3	0	0	0	0	1	1	0	7
07:30 AM	1	0	1	0	0	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	0	2	1	0	0	0	0	3	0	6
Total	3	0	3	0	7	3	0	0	0	1	6	0	23
08:00 AM	0	0	2	0	1	0	0	0	0	1	1	0	5
08:15 AM	3	0	0	0	0	0	0	0	0	0	2	0	5
08:30 AM	1	0	1	0	0	0	0	0	0	1	2	0	5
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	4	0	3	0	1	0	0	0	0	4	5	0	17
09:00 AM	0	0	0	0	1	1	0	0	0	4	1	0	7
09:15 AM	0	0	0	0	1	0	0	0	0	5	1	0	7
09:30 AM	0	0	1	0	0	0	0	0	0	1	1	0	3
09:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
Total	0	0	1	0	3	1	0	0	0	11	3	0	19
12:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
12:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
12:45 PM	0	0	1	0	1	1	0	0	0	0	0	0	3
Total	0	0	3	0	1	1	0	0	0	1	1	0	7
01:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
01:15 PM	0	0	1	0	0	1	0	0	0	0	1	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	0	1	1	0	0	0	1	3	0	6
Total	0	0	1	0	3	2	0	0	0	1	5	0	12
03:00 PM	1	0	1	0	2	1	0	0	0	2	0	0	7
03:15 PM	1	0	0	0	1	2	0	0	0	2	1	0	7
03:30 PM	0	0	0	0	1	1	0	0	0	3	2	0	7
03:45 PM	0	0	0	0	1	0	0	0	0	2	0	0	3
Total	2	0	1	0	5	4	0	0	0	9	3	0	24
04:00 PM	0	0	0	0	1	1	0	0	0	2	2	0	6
04:15 PM	0	0	0	0	0	1	0	0	0	1	2	0	4
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	3	0	0	0	4	5	0	13
05:15 PM	0	0	0	0	1	0	0	0	0	3	0	0	4
05:30 PM	0	0	1	0	1	0	0	0	0	1	2	0	5
Total	0	0	1	0	2	0	0	0	0	4	2	0	9
Grand Total	9	0	13	0	23	14	0	0	0	35	30	0	124
Apprch %	40.9	0	59.1	0	62.2	37.8	0	0	0	53.8	46.2	0	
Total %	7.3	0	10.5	0	18.5	11.3	0	0	0	28.2	24.2	0	

CITY TRAFFIC COUNTERS
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File Name : ArletaDev_Bus
Site Code : 00000000
Start Date : 1/14/2014
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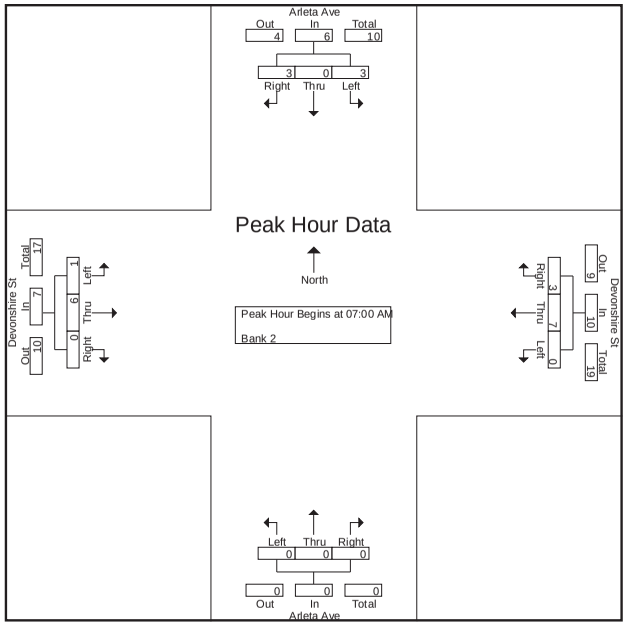
	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	**1**	**2**	0	2	**2**	**4**	0	0	0	0	0	1	0	1	**7**
07:15 AM	1	0	1	2	0	**3**	0	3	0	0	0	0	**1**	1	0	2	7
07:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	**3**	0	**3**	6
Total Volume	3	0	3	6	0	7	3	10	0	0	0	0	1	6	0	7	23
% App. Total	50	0	50		0	70	30		0	0	0		14.3	85.7	0		
PHF	.750	.000	.750	.750	.000	.583	.375	.625	.000	.000	.000	.000	.250	.500	.000	.583	.821



CITY TRAFFIC COUNTERS
626.991.7522
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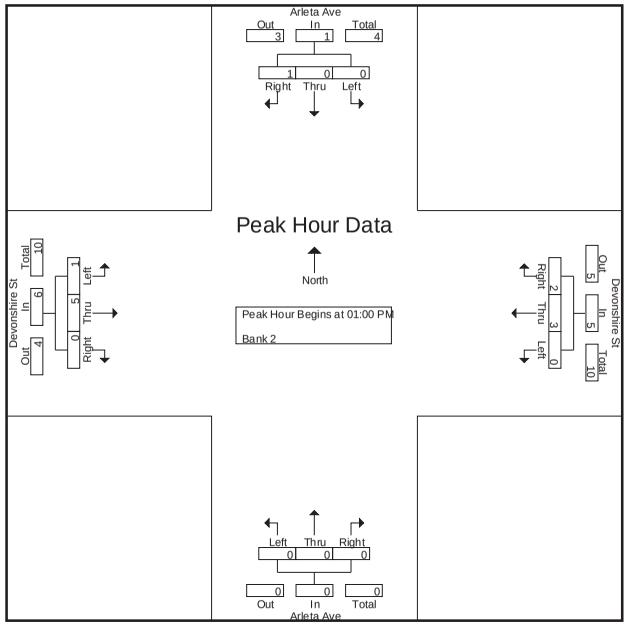
File Name : ArletaDev_Bus
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	**1**	**1**	0	0	**1**	1	0	0	0	0	0	1	0	1	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	**1**	**3**	0	**4**	**6**
Total Volume	0	0	1	1	0	3	2	5	0	0	0	0	1	5	0	6	12
% App. Total	0	0	100		0	60	40		0	0	0		16.7	83.3	0		
PHF	.000	.000	.250	.250	.000	.375	.500	.625	.000	.000	.000	.000	.250	.417	.000	.375	.500



CITY TRAFFIC COUNTERS
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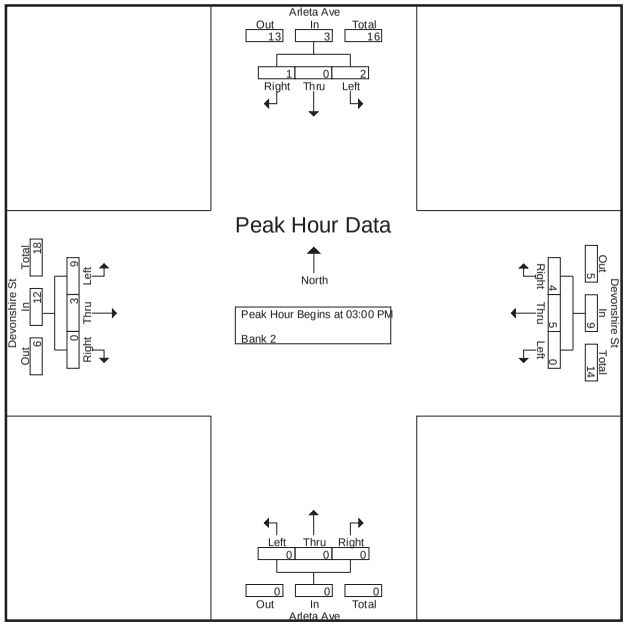
File Name : ArletaDev_Bus
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	0	**1**	**2**	0	**2**	1	**3**	0	0	0	0	2	0	0	2	**7**
03:15 PM	1	0	0	1	0	1	**2**	3	0	0	0	0	2	1	0	3	7
03:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	**3**	**2**	0	**5**	7
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	2	3
Total Volume	2	0	1	3	0	5	4	9	0	0	0	0	9	3	0	12	24
% App. Total	66.7	0	33.3		0	55.6	44.4		0	0	0		75	25	0		
PHF	.500	.000	.250	.375	.000	.625	.500	.750	.000	.000	.000	.000	.750	.375	.000	.600	.857



CITY TRAFFIC COUNTERS
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File Name : ArletaDev_2Axle
Site Code : 00000000
Start Date : 1/14/2014
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Groups Printed- Unshifted

	Arleta Ave Southbound			Devonshire Ave Westbound			Arleta Ave Northbound			Devonshire Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	0	1	3	0	5
07:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	1	0	1	0	2	1	0	0	0	1	5	0	11
08:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
08:15 AM	1	0	3	0	4	5	0	0	0	1	0	0	14
08:30 AM	4	0	2	0	3	0	0	0	0	0	3	0	12
08:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
Total	5	0	6	0	7	5	0	0	0	2	7	0	32
09:00 AM	0	0	1	0	1	1	0	0	0	2	0	0	5
09:15 AM	0	0	0	0	1	1	0	0	0	1	0	0	3
09:30 AM	1	0	0	0	3	1	0	0	0	2	0	0	7
09:45 AM	0	0	1	0	0	0	0	0	0	2	3	0	6
Total	1	0	2	0	5	3	0	0	0	7	3	0	21
12:00 PM	1	0	0	0	2	1	0	0	0	1	1	0	6
12:15 PM	0	0	1	0	1	0	0	0	0	1	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	1	0	0	0	0	1	1	0	3
Total	1	0	1	0	4	1	0	0	0	3	3	0	13
01:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
01:15 PM	0	0	0	0	1	0	0	0	0	2	0	0	3
01:30 PM	0	0	1	0	0	3	0	0	0	1	0	0	5
01:45 PM	0	0	1	0	2	2	0	0	0	2	0	0	7
Total	0	0	2	0	5	5	0	0	0	5	1	0	18
03:00 PM	1	0	1	0	0	0	0	0	0	1	1	0	4
03:15 PM	0	0	2	0	0	1	0	0	0	1	2	0	6
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	2	1	0	0	0	3	1	0	7
Total	1	0	3	0	2	2	0	0	0	5	5	0	18
04:00 PM	1	0	1	0	1	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	2	0	0	0	1	0	0	3
04:30 PM	1	0	0	0	1	0	0	0	0	2	2	0	6
04:45 PM	3	0	0	0	2	0	0	0	0	1	1	0	7
Total	5	0	1	0	4	2	0	0	0	4	3	0	19
05:00 PM	1	0	0	0	0	1	0	0	0	2	1	0	5
05:30 PM	0	0	0	0	1	2	0	0	0	1	0	0	4
05:45 PM	1	0	0	0	2	1	0	0	0	1	1	0	6
Total	2	0	0	0	3	4	0	0	0	4	2	0	15
Grand Total	16	0	16	0	32	23	0	0	0	31	29	0	147
Apprch %	50	0	50	0	58.2	41.8	0	0	0	51.7	48.3	0	
Total %	10.9	0	10.9	0	21.8	15.6	0	0	0	21.1	19.7	0	

CITY TRAFFIC COUNTERS
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File Name : ArletaDev_2Axle
Site Code : 00000000
Start Date : 1/14/2014
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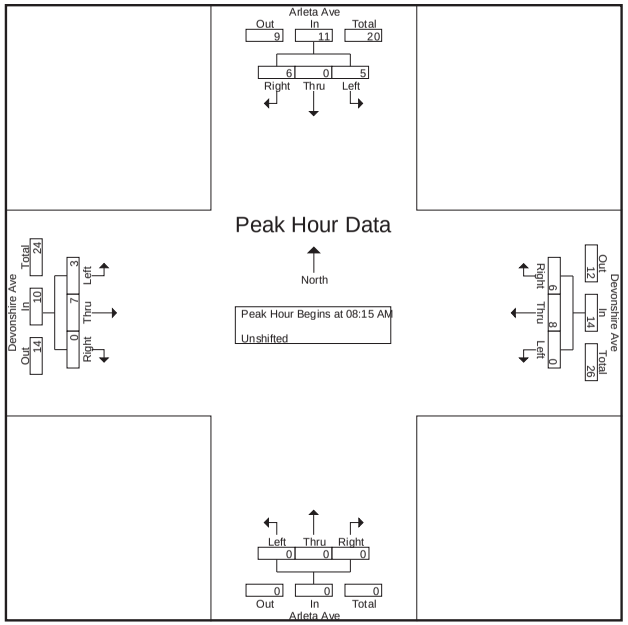
	Arleta Ave Southbound				Devonshire Ave Westbound				Arleta Ave Northbound				Devonshire Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	1	0	**3**	4	0	**4**	**5**	**9**	0	0	0	0	1	0	0	1	**14**
08:30 AM	**4**	0	2	**6**	0	3	0	3	0	0	0	0	0	3	0	3	12
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	4
09:00 AM	0	0	1	1	0	1	1	2	0	0	0	0	**2**	0	0	2	5
Total Volume	5	0	6	11	0	8	6	14	0	0	0	0	3	7	0	10	35
% App. Total	45.5	0	54.5		0	57.1	42.9		0	0	0		30	70	0		
PHF	.313	.000	.500	.458	.000	.500	.300	.389	.000	.000	.000	.000	.375	.438	.000	.625	.625



CITY TRAFFIC COUNTERS
626.991.7522
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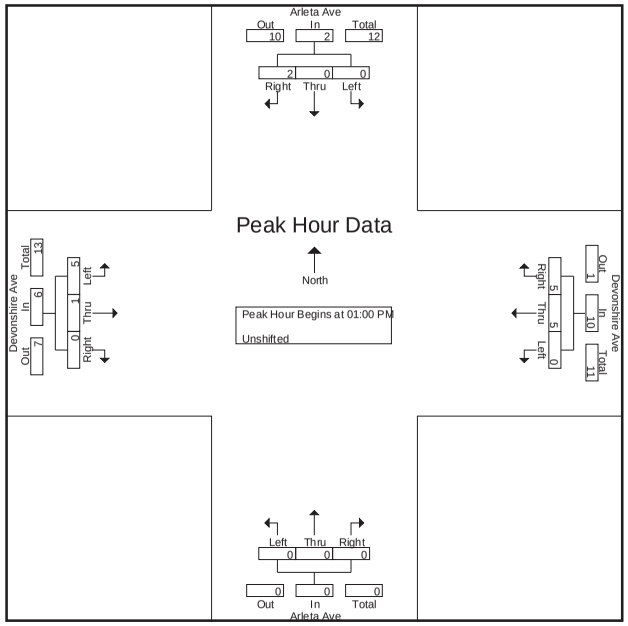
File Name : ArletaDev_2Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Arleta Ave Southbound				Devonshire Ave Westbound				Arleta Ave Northbound				Devonshire Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**1**	0	1	3
01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	**2**	0	0	**2**	3
01:30 PM	0	0	**1**	**1**	0	0	**3**	3	0	0	0	0	1	0	0	1	5
01:45 PM	0	0	1	1	0	2	2	**4**	0	0	0	0	2	0	0	2	**7**
Total Volume	0	0	2	2	0	5	5	10	0	0	0	0	5	1	0	6	18
% App. Total	0	0	100		0	50	50		0	0	0		83.3	16.7	0		
PHF	.000	.000	.500	.500	.000	.625	.417	.625	.000	.000	.000	.000	.625	.250	.000	.750	.643



CITY TRAFFIC COUNTERS
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File Name : ArletaDev_2Axle
Site Code : 00000000
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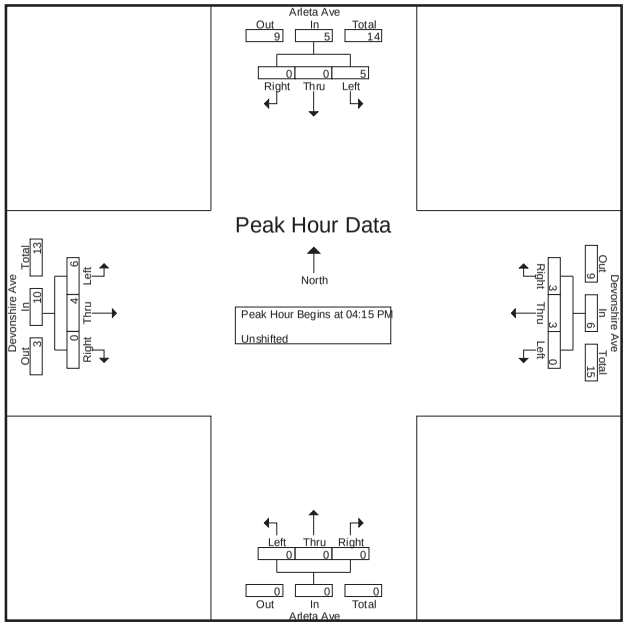
	Arleta Ave Southbound				Devonshire Ave Westbound				Arleta Ave Northbound				Devonshire Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	1	0	0	1	3
04:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	**2**	**2**	0	**4**	6
04:45 PM	**3**	0	0	**3**	0	**2**	0	2	0	0	0	0	1	1	0	2	**7**
05:00 PM	1	0	0	1	0	0	1	1	0	0	0	0	2	1	0	3	5
Total Volume	5	0	0	5	0	3	3	6	0	0	0	0	6	4	0	10	21
% App. Total	100	0	0		0	50	50		0	0	0		60	40	0		
PHF	.417	.000	.000	.417	.000	.375	.375	.750	.000	.000	.000	.000	.750	.500	.000	.625	.750



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : ArletaDev_3Axle
Site Code : 00000000
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Groups Printed- Bank 1

	Arleta Ave Southbound			Devonshire Ave Westbound			Arleta Ave Northbound			Devonshire Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	3
07:15 AM	1	0	0	0	0	0	0	0	0	1	0	0	2
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	2
Total	2	0	0	0	1	1	0	0	0	2	1	0	7
08:30 AM	2	0	0	0	1	0	0	0	0	0	0	0	3
Total	2	0	0	0	1	0	0	0	0	0	0	0	3
09:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	1	0	0	0	0	0	0	0	3
01:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	1	0	0	0	0	2	0	3
03:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
03:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	0	0	1	0	3
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	10	0	1	0	3	2	0	0	0	2	5	0	23
Apprch %	90.9	0	9.1	0	60	40	0	0	0	28.6	71.4	0	
Total %	43.5	0	4.3	0	13	8.7	0	0	0	8.7	21.7	0	

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File Name : ArletaDev_3Axle
Site Code : 00000000
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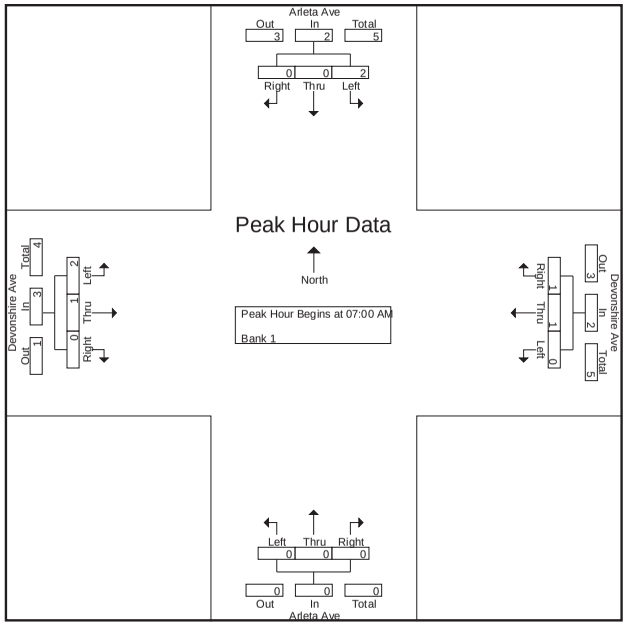
	Arleta Ave Southbound				Devonshire Ave Westbound				Arleta Ave Northbound				Devonshire Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**	**1**	0	**2**	**3**
07:15 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1	0	0	1	2
07:30 AM	1	0	0	1	0	**1**	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	1	1	2	0	0	0	0	2	1	0	3	7
% App. Total	100	0	0		0	50	50		0	0	0		66.7	33.3	0		
PHF	.500	.000	.000	.500	.000	.250	.250	.500	.000	.000	.000	.000	.500	.250	.000	.375	.583



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File Name : ArletaDev_3Axle
Site Code : 00000000
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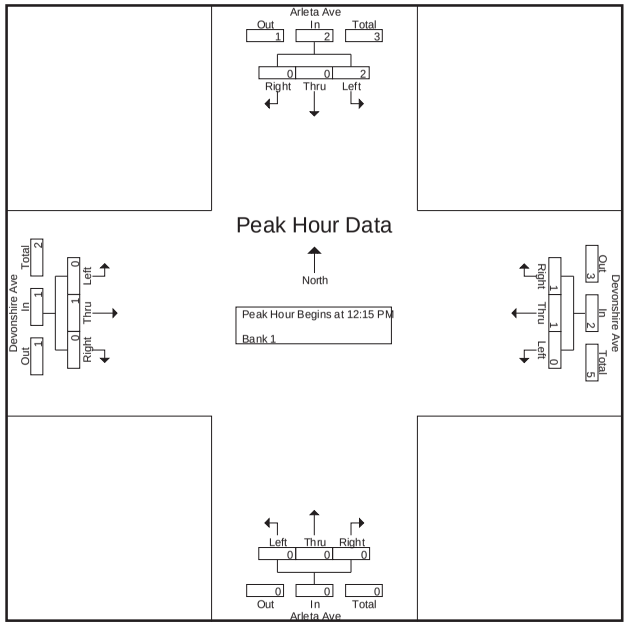
	Arleta Ave Southbound				Devonshire Ave Westbound				Arleta Ave Northbound				Devonshire Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**1**	0	**1**	2
Total Volume	2	0	0	2	0	1	1	2	0	0	0	0	0	1	0	1	5
% App. Total	100	0	0		0	50	50		0	0	0		0	100	0		
PHF	.500	.000	.000	.500	.000	.250	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	.625



CITY TRAFFIC COUNTERS
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File Name : ArletaDev_3Axle
Site Code : 00000000
Start Date : 1/14/2014
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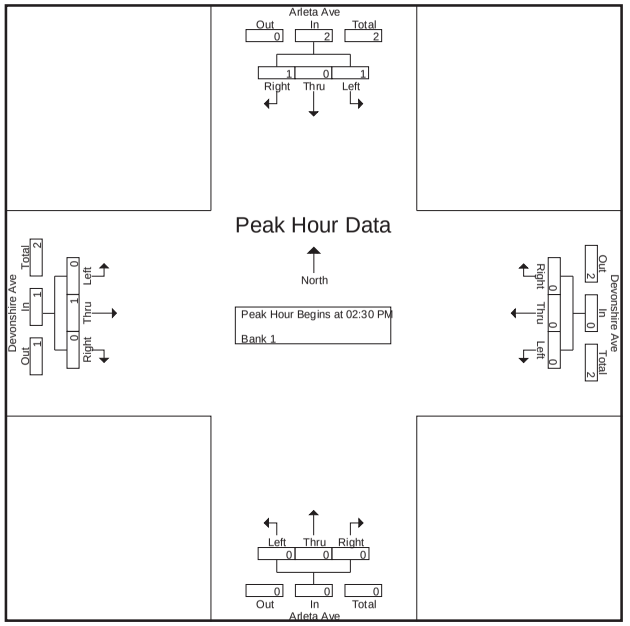
	Arleta Ave Southbound				Devonshire Ave Westbound				Arleta Ave Northbound				Devonshire Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**
03:15 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
% App. Total	50	0	50		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.375



CITY TRAFFIC COUNTERS
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File Name : ArletaDev_4Axle
Site Code : 00000000
Start Date : 1/14/2014
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Groups Printed- Bank 2

	Arleta Ave Southbound			Devonshire Ave Westbound			Arleta Ave Northbound			Devonshire Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:45 AM	0	0	2	0	0	1	0	0	0	0	0	0	3
Total	0	0	2	0	0	1	0	0	0	0	0	0	3
08:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	0	0	0	0	0	0	0	0	0	4
01:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	1	0	0	0	0	0	0	2	0	0	3
03:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	2	0	0	0	0	0	0	0	0	1	1	0	4
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	0	1	0	2
Grand Total	3	0	8	0	0	1	0	0	0	3	2	0	17
Apprch %	27.3	0	72.7	0	0	100	0	0	0	60	40	0	
Total %	17.6	0	47.1	0	0	5.9	0	0	0	17.6	11.8	0	

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File Name : ArletaDev_4Axle
Site Code : 00000000
Start Date : 1/14/2014
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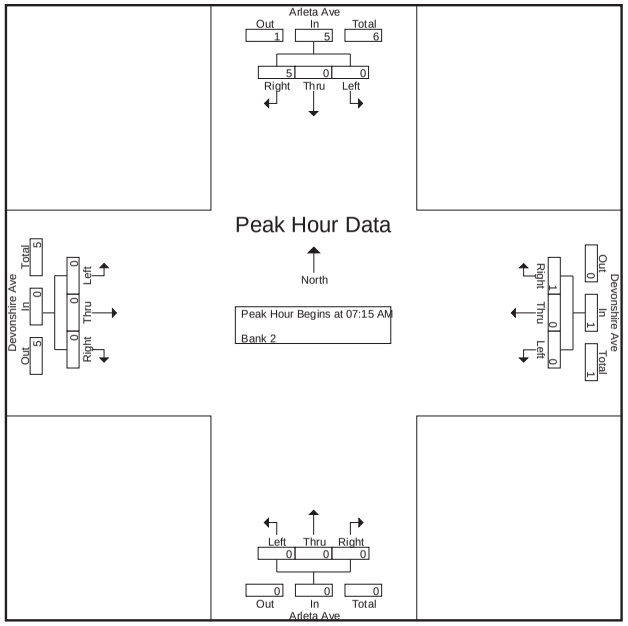
	Arleta Ave Southbound				Devonshire Ave Westbound				Arleta Ave Northbound				Devonshire Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	2	2	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**3**
08:00 AM	0	0	**3**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	5	5	0	0	1	1	0	0	0	0	0	0	0	0	6
% App. Total	0	0	100		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.417	.417	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500



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File Name : ArletaDev_4Axle
Site Code : 00000000
Start Date : 1/14/2014
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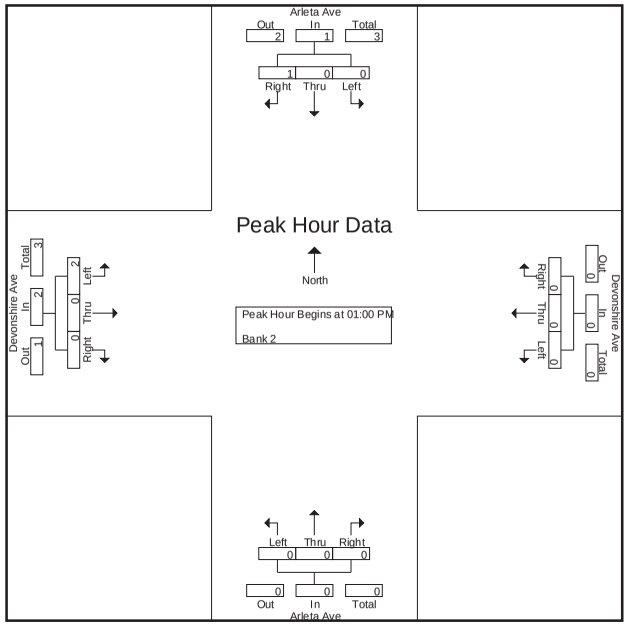
	Arleta Ave Southbound				Devonshire Ave Westbound				Arleta Ave Northbound				Devonshire Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**2**
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.375



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File Name : ArletaDev_4Axle
Site Code : 00000000
Start Date : 1/14/2014
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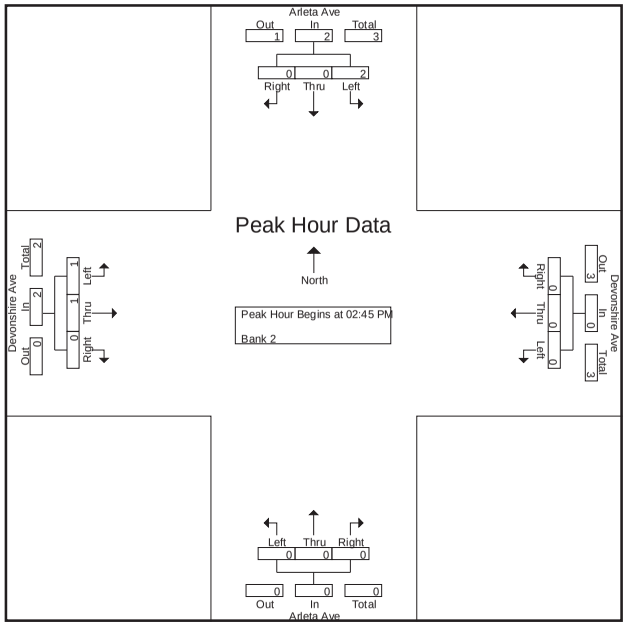
	Arleta Ave Southbound				Devonshire Ave Westbound				Arleta Ave Northbound				Devonshire Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	4
% App. Total	100	0	0		0	0	0		0	0	0		50	50	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.500



CITY TRAFFIC COUNTERS
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File Name : ArletaDev_5Axle
Site Code : 00000000
Start Date : 1/14/2014
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Groups Printed- Unshifted

	Arleta Ave Southbound			Devonshire St Westbound			Arleta Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
Total	1	0	0	0	0	0	0	0	0	1	1	0	3
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	1
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	1	0	0	0	0	1	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	2	0	0	0	2	1	0	0	0	2	4	0	11
Apprch %	100	0	0	0	66.7	33.3	0	0	0	33.3	66.7	0	
Total %	18.2	0	0	0	18.2	9.1	0	0	0	18.2	36.4	0	

CITY TRAFFIC COUNTERS
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File Name : ArletaDev_5Axle
Site Code : 00000000
Start Date : 1/14/2014

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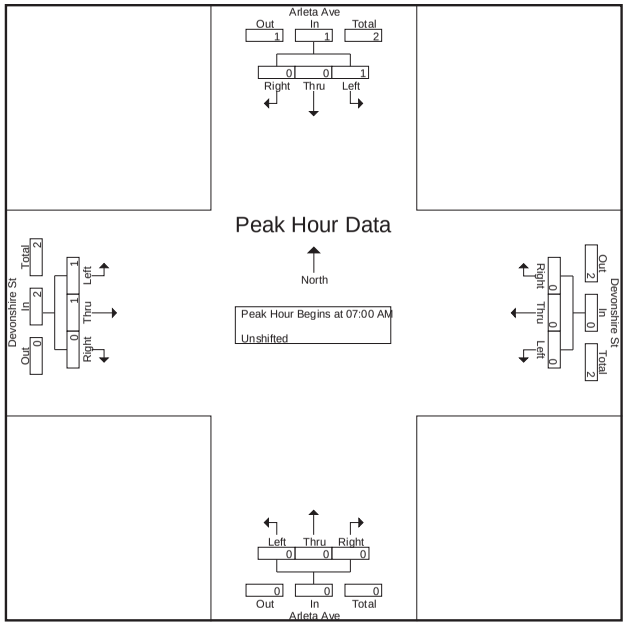
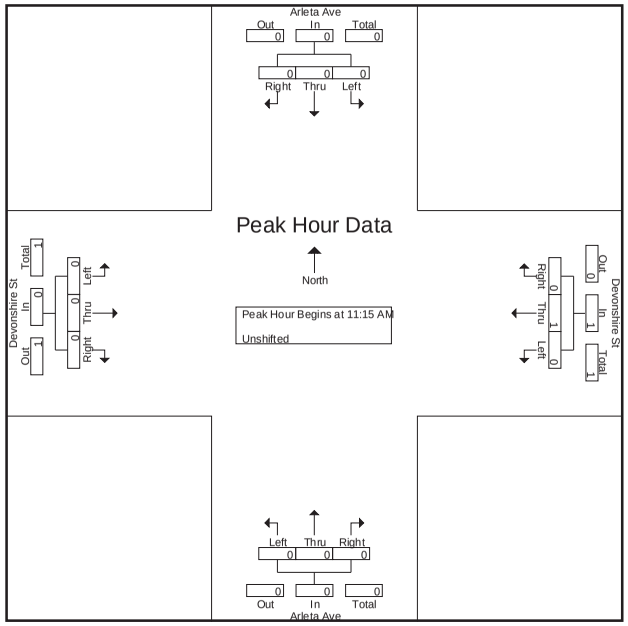
	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
% App. Total	100	0	0		0	0	0		0	0	0		50	50	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.375



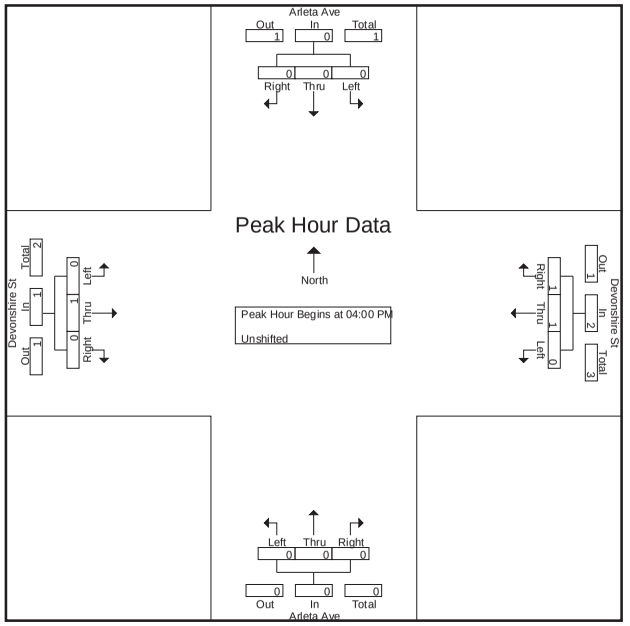
File Name : ArletaDev_5Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



File Name : ArletaDev_5Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	Arleta Ave Southbound				Devonshire St Westbound				Arleta Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	50	50		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750



CITY TRAFFIC COUNTERS
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INT. 2

File Name : ArletaPaxton
Site Code : 00000000
Start Date : 1/14/2014
Page No : 1

Groups Printed- Unshifted

	Arleta Ave Southbound			Paxton St Westbound			Arleta Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	24	32	0	127	0	17	0	20	75	0	0	0	295
07:15 AM	42	52	0	148	0	18	0	12	118	0	0	0	390
07:30 AM	46	69	0	169	0	22	0	19	104	0	0	0	429
07:45 AM	32	49	0	173	0	21	0	25	140	0	0	0	440
Total	144	202	0	617	0	78	0	76	437	0	0	0	1554
08:00 AM	52	46	0	147	0	16	0	20	106	0	0	0	387
08:15 AM	35	39	0	154	0	5	0	12	97	0	0	0	342
08:30 AM	20	31	0	106	0	17	0	6	65	0	0	0	245
08:45 AM	22	23	0	99	0	10	0	16	61	0	0	0	231
Total	129	139	0	506	0	48	0	54	329	0	0	0	1205
09:00 AM	13	15	0	99	0	21	0	8	69	0	0	0	225
09:15 AM	13	20	0	53	0	5	0	15	74	0	0	0	180
09:30 AM	4	11	0	57	0	16	0	9	66	0	0	0	163
09:45 AM	4	8	0	40	0	10	0	4	53	0	0	0	119
Total	34	54	0	249	0	52	0	36	262	0	0	0	687
12:00 PM	16	12	0	53	0	11	0	12	74	0	0	0	178
12:15 PM	16	12	0	55	0	9	0	15	73	0	0	0	180
12:30 PM	14	11	0	50	0	20	0	10	85	0	0	0	190
12:45 PM	11	9	0	54	0	15	0	12	65	0	0	0	166
Total	57	44	0	212	0	55	0	49	297	0	0	0	714
01:00 PM	22	17	0	60	0	25	0	12	59	0	0	0	195
01:15 PM	16	5	0	67	0	33	0	10	58	0	0	0	189
01:30 PM	25	12	0	64	0	31	0	7	87	0	0	0	226
01:45 PM	18	9	0	61	0	17	0	12	84	0	0	0	201
Total	81	43	0	252	0	106	0	41	288	0	0	0	811
03:00 PM	17	13	0	68	0	22	0	26	81	0	0	0	227
03:15 PM	22	14	0	89	0	25	0	19	98	0	0	0	267
03:30 PM	22	10	0	85	0	18	0	25	114	0	0	0	274
03:45 PM	25	15	0	80	0	26	0	22	129	0	0	0	297
Total	86	52	0	322	0	91	0	92	422	0	0	0	1065
04:00 PM	20	11	0	77	0	34	0	33	119	0	0	0	294
04:15 PM	18	17	0	87	0	16	0	47	127	0	0	0	312
04:30 PM	21	15	0	80	0	23	0	26	149	0	0	0	314
04:45 PM	18	17	0	107	0	35	0	37	151	0	0	0	365
Total	77	60	0	351	0	108	0	143	546	0	0	0	1285
05:00 PM	17	15	0	97	0	16	0	26	133	0	0	0	304
05:15 PM	29	16	0	93	0	31	0	41	155	0	0	0	365
05:30 PM	18	17	0	120	0	20	0	23	149	0	0	0	347
05:45 PM	24	10	0	115	0	17	0	33	154	0	0	0	353
Total	88	58	0	425	0	84	0	123	591	0	0	0	1369
Grand Total	696	652	0	2934	0	622	0	614	3172	0	0	0	8690
Apprch %	51.6	48.4	0	82.5	0	17.5	0	16.2	83.8	0	0	0	
Total %	8	7.5	0	33.8	0	7.2	0	7.1	36.5	0	0	0	

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File Name : ArletaPaxton
Site Code : 00000000
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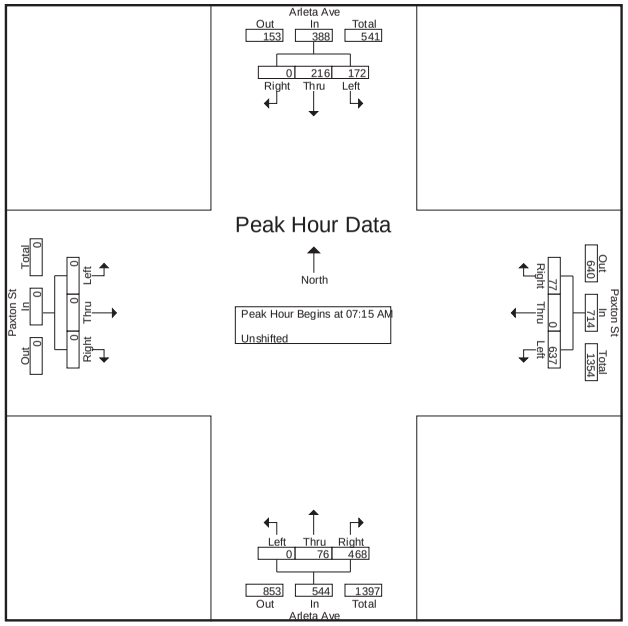
	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	42	52	0	94	148	0	18	166	0	12	118	130	0	0	0	0	390
07:30 AM	46	**69**	0	**115**	169	0	**22**	191	0	19	104	123	0	0	0	0	429
07:45 AM	32	49	0	81	**173**	0	21	**194**	0	**25**	**140**	**165**	0	0	0	0	**440**
08:00 AM	**52**	46	0	98	147	0	16	163	0	20	106	126	0	0	0	0	387
Total Volume	172	216	0	388	637	0	77	714	0	76	468	544	0	0	0	0	1646
% App. Total	44.3	55.7	0		89.2	0	10.8		0	14	86		0	0	0		
PHF	.827	.783	.000	.843	.921	.000	.875	.920	.000	.760	.836	.824	.000	.000	.000	.000	.935



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : ArletaPaxton
Site Code : 00000000
Start Date : 1/14/2014
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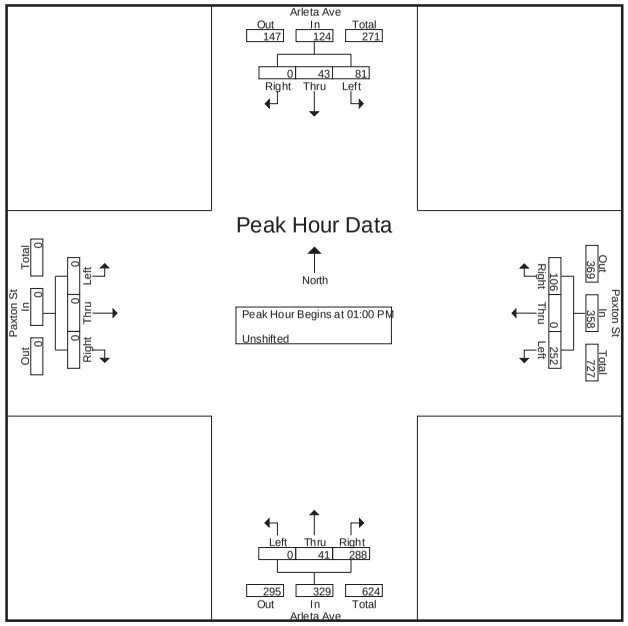
	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	22	**17**	0	**39**	60	0	25	85	0	**12**	59	71	0	0	0	0	195
01:15 PM	16	5	0	21	**67**	0	**33**	**100**	0	10	58	68	0	0	0	0	189
01:30 PM	**25**	12	0	37	64	0	31	95	0	7	**87**	94	0	0	0	0	**226**
01:45 PM	18	9	0	27	61	0	17	78	0	12	84	**96**	0	0	0	0	201
Total Volume	81	43	0	124	252	0	106	358	0	41	288	329	0	0	0	0	811
% App. Total	65.3	34.7	0		70.4	0	29.6		0	12.5	87.5		0	0	0		
PHF	.810	.632	.000	.795	.940	.000	.803	.895	.000	.854	.828	.857	.000	.000	.000	.000	.897



CITY TRAFFIC COUNTERS
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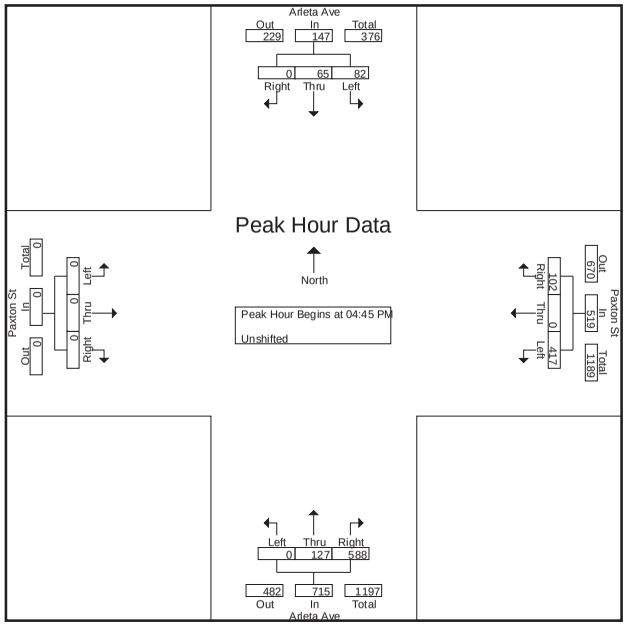
File Name : ArletaPaxton
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	18	**17**	0	35	107	0	**35**	**142**	0	37	151	188	0	0	0	0	**365**
05:00 PM	17	15	0	32	97	0	16	113	0	26	133	159	0	0	0	0	304
05:15 PM	**29**	16	0	**45**	93	0	31	124	0	**41**	**155**	**196**	0	0	0	0	365
05:30 PM	18	17	0	35	**120**	0	20	140	0	23	149	172	0	0	0	0	347
Total Volume	82	65	0	147	417	0	102	519	0	127	588	715	0	0	0	0	1381
% App. Total	55.8	44.2	0		80.3	0	19.7		0	17.8	82.2		0	0	0		
PHF	.707	.956	.000	.817	.869	.000	.729	.914	.000	.774	.948	.912	.000	.000	.000	.000	.946



CITY TRAFFIC COUNTERS
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File Name : ArletaPaxton_MC
Site Code : 00000000
Start Date : 1/14/2014
Page No : 1

Groups Printed- Bank 2

	Arleta Ave Southbound			Paxton St Westbound			Arleta Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	2	0	0	0	0	0	1	1	0	0	0	4
09:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	1	0	0	0	0	1	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	2	0	0	1	0	0	0	0	2	0	0	0	5
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	2	0	1	0	2	0	0	0	0	6
Grand Total	2	4	0	4	0	1	0	3	3	0	0	0	17
Apprch %	33.3	66.7	0	80	0	20	0	50	50	0	0	0	
Total %	11.8	23.5	0	23.5	0	5.9	0	17.6	17.6	0	0	0	

CITY TRAFFIC COUNTERS
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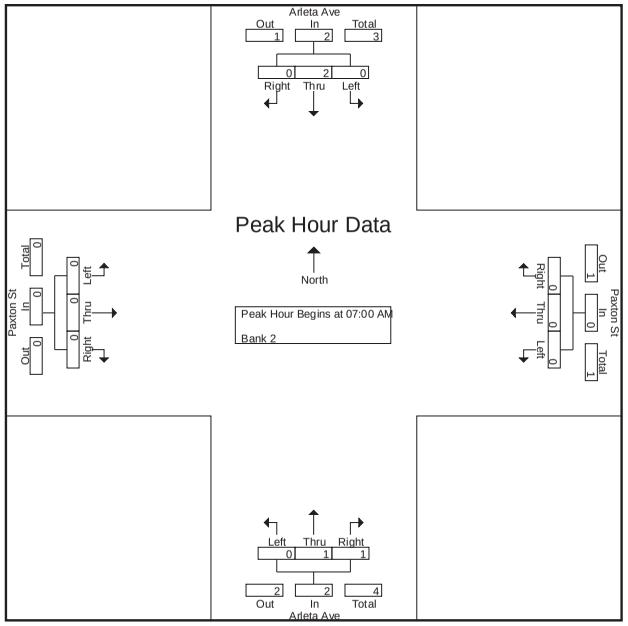
File Name : ArletaPaxton_MC
Site Code : 00000000
Start Date : 1/14/2014
Page No : 2

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	1.00



CITY TRAFFIC COUNTERS
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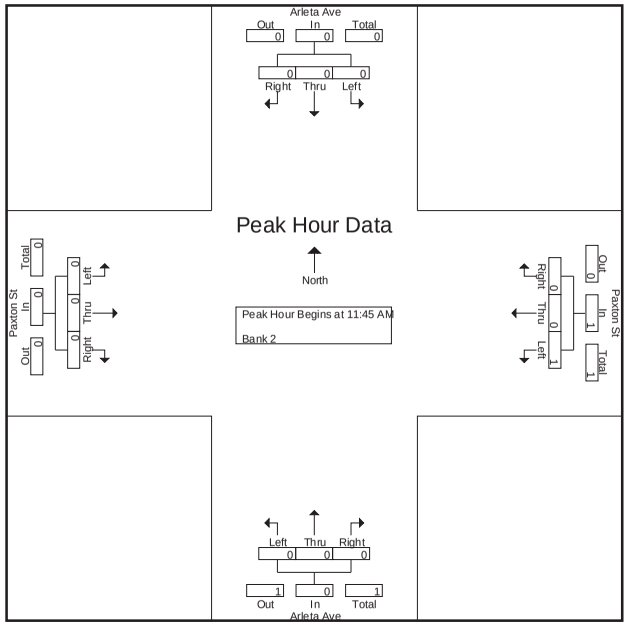
File Name : ArletaPaxton_MC
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



CITY TRAFFIC COUNTERS
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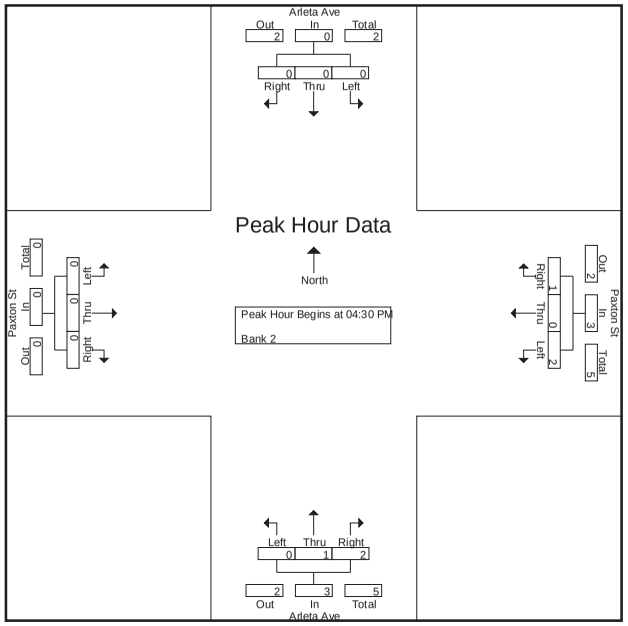
File Name : ArletaPaxton_MC
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	**1**	0	1	0	0	0	0	2
Total Volume	0	0	0	0	2	0	1	3	0	1	2	3	0	0	0	0	6
% App. Total	0	0	0		66.7	0	33.3		0	33.3	66.7		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.250	.750	.000	.250	.500	.750	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS
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File Name : ArletaPaxton_Bus
Site Code : 00000000
Start Date : 1/14/2014

Groups Printed- Bank 1

	Arleta Ave Southbound			Paxton St Westbound			Arleta Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	1	0	0	0	3
07:15 AM	0	1	0	1	0	0	0	0	1	0	0	0	3
07:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	2	0	4	0	0	0	0	2	0	0	0	8
08:00 AM	0	0	0	2	0	0	0	0	1	0	0	0	3
08:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	3
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	0	3	0	0	0	4
Total	0	3	0	4	0	1	0	0	4	0	0	0	12
09:00 AM	0	0	0	0	0	0	0	0	4	0	0	0	4
09:15 AM	0	0	0	0	0	0	0	0	5	0	0	0	5
09:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
Total	0	0	0	1	0	0	0	0	10	0	0	0	11
12:15 PM	0	0	0	1	0	0	0	0	1	0	0	0	2
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	1	0	0	0	0	1	0	0	0	2
Total	0	0	0	3	0	0	0	0	2	0	0	0	5
01:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
Total	0	0	0	1	0	0	0	1	1	0	0	0	3
03:00 PM	0	0	0	1	0	0	0	0	2	0	0	0	3
03:15 PM	0	0	0	1	0	0	0	0	3	0	0	0	4
03:30 PM	1	0	0	0	0	0	0	0	5	0	0	0	6
03:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	1	0	0	2	0	0	0	0	12	0	0	0	15
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	1	2	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	0	0	0	0	0	0	0	1	6	0	0	0	7
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	3
05:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	3	0	0	0	5
Grand Total	2	5	0	16	0	1	0	2	40	0	0	0	66
Apprch %	28.6	71.4	0	94.1	0	5.9	0	4.8	95.2	0	0	0	
Total %	3	7.6	0	24.2	0	1.5	0	3	60.6	0	0	0	

CITY TRAFFIC COUNTERS
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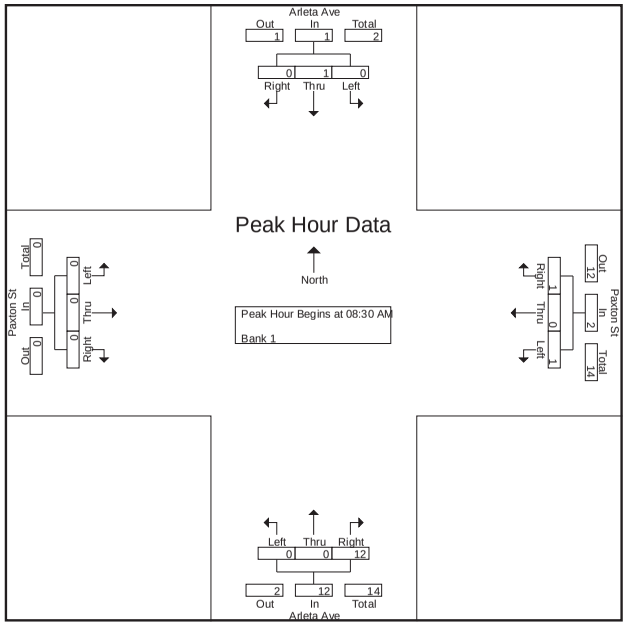
File Name : ArletaPaxton_Bus
Site Code : 00000000
Start Date : 1/14/2014

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	**1**	0	**1**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	**1**	1	0	0	3	3	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	**5**	**5**	0	0	0	0	**5**
Total Volume	0	1	0	1	1	0	1	2	0	0	12	12	0	0	0	0	15
% App. Total	0	100	0		50	0	50		0	0	100		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.250	.500	.000	.000	.600	.600	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS
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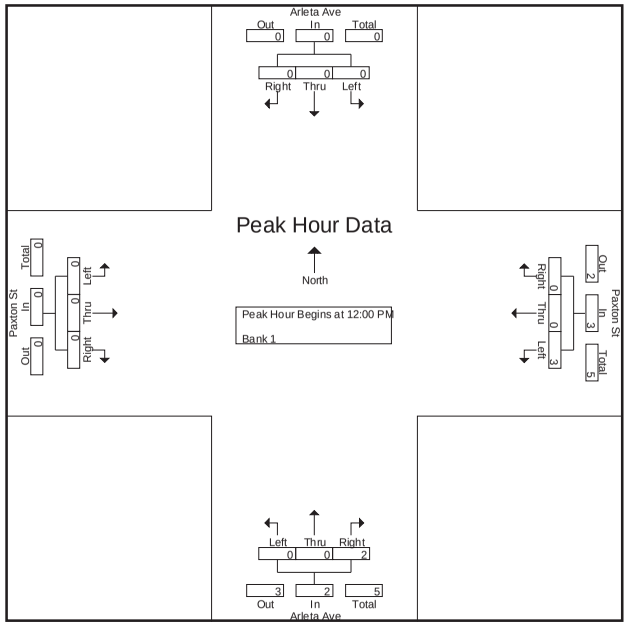
File Name : ArletaPaxton_Bus
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0	**2**
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total Volume	0	0	0	0	3	0	0	3	0	0	2	2	0	0	0	0	5
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.500	.500	.000	.000	.000	.000	.625



CITY TRAFFIC COUNTERS
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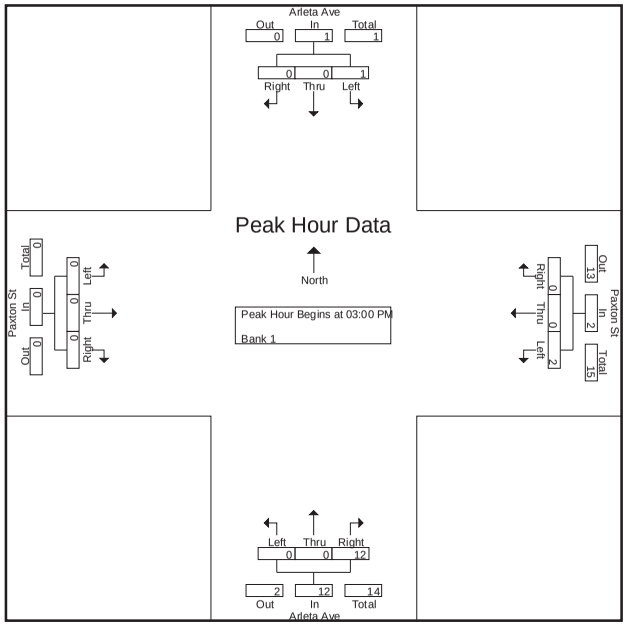
File Name : ArletaPaxton_Bus
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	2	2	0	0	0	0	3
03:15 PM	0	0	0	0	1	0	0	1	0	0	3	3	0	0	0	0	4
03:30 PM	**1**	0	0	**1**	0	0	0	0	0	0	**5**	**5**	0	0	0	0	**6**
03:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Total Volume	1	0	0	1	2	0	0	2	0	0	12	12	0	0	0	0	15
% App. Total	100	0	0		100	0	0		0	0	100		0	0	0		
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.600	.600	.000	.000	.000	.000	.625



CITY TRAFFIC COUNTERS
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File Name : arletapaxton_2axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 1

Groups Printed- Bank 1

	Arleta Ave Southbound			Paxton St Westbound			Arleta Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	1	0	0	0	3
07:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	2
Total	1	1	0	1	0	1	0	0	1	0	0	0	5
08:00 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
08:15 AM	0	0	0	3	0	0	0	2	2	0	0	0	7
08:30 AM	1	4	0	1	0	0	0	0	0	0	0	0	6
Total	1	4	0	5	0	0	0	2	3	0	0	0	15
09:00 AM	0	0	0	1	0	0	0	2	1	0	0	0	4
09:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
09:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
09:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	0	1	0	2	0	0	0	2	4	0	0	0	9
12:00 PM	1	0	0	1	0	0	0	0	1	0	0	0	3
12:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	1	0	0	2	0	0	0	1	2	0	0	0	6
01:15 PM	0	0	0	0	0	0	0	1	2	0	0	0	3
01:30 PM	0	0	0	1	0	0	0	1	2	0	0	0	4
01:45 PM	0	0	0	1	0	0	0	2	1	0	0	0	4
Total	0	0	0	2	0	0	0	4	5	0	0	0	11
03:00 PM	1	1	0	2	0	0	0	0	1	0	0	0	5
03:15 PM	0	0	0	1	0	0	0	0	2	0	0	0	3
03:45 PM	0	0	0	0	0	0	0	1	2	0	0	0	3
Total	1	1	0	3	0	0	0	1	5	0	0	0	11
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
04:30 PM	0	1	0	0	0	0	0	0	2	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	1	0	0	0	3
Total	0	4	0	1	0	0	0	1	4	0	0	0	10
05:00 PM	0	0	0	1	0	0	0	0	3	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	1	2	0	0	0	3
05:45 PM	0	0	0	1	0	0	0	0	2	0	0	0	3
Total	0	0	0	2	0	0	0	1	7	0	0	0	10
Grand Total	4	11	0	18	0	1	0	12	31	0	0	0	77
Apprch %	26.7	73.3	0	94.7	0	5.3	0	27.9	72.1	0	0	0	
Total %	5.2	14.3	0	23.4	0	1.3	0	15.6	40.3	0	0	0	

CITY TRAFFIC COUNTERS
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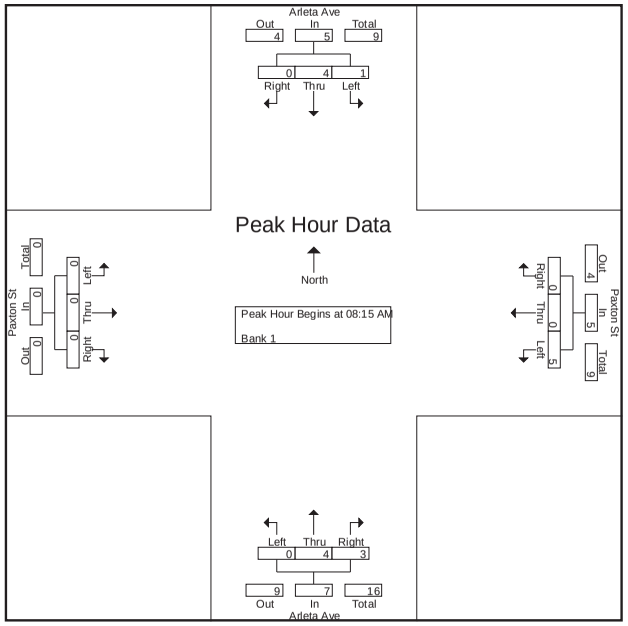
File Name : arletapaxton_2axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 2

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	**3**	0	0	**3**	0	**2**	**2**	**4**	0	0	0	0	**7**
08:30 AM	**1**	**4**	0	**5**	1	0	0	1	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	1	0	0	1	0	2	1	3	0	0	0	0	4
Total Volume	1	4	0	5	5	0	0	5	0	4	3	7	0	0	0	0	17
% App. Total	20	80	0		100	0	0		0	57.1	42.9		0	0	0		
PHF	.250	.250	.000	.250	.417	.000	.000	.417	.000	.500	.375	.438	.000	.000	.000	.000	.607



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : arletapaxton_2axle
Site Code : 00000000
Start Date : 1/14/2014
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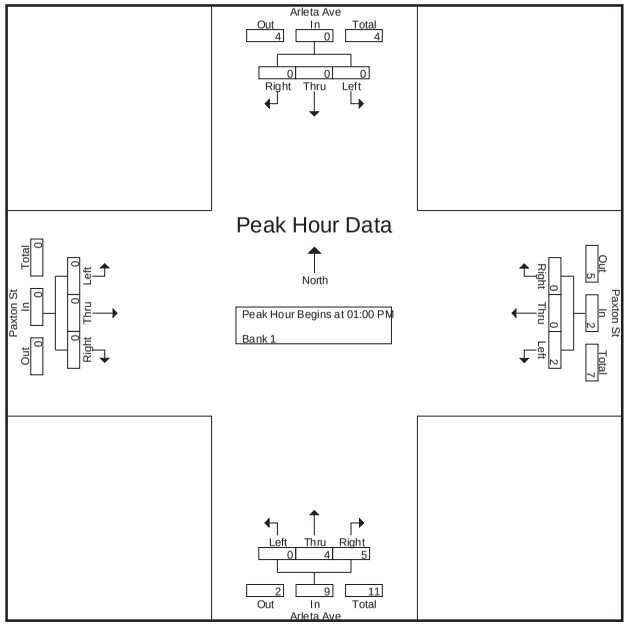
	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	1	**2**	**3**	0	0	0	0	3
01:30 PM	0	0	0	0	**1**	0	0	**1**	0	1	2	3	0	0	0	0	**4**
01:45 PM	0	0	0	0	1	0	0	1	0	**2**	1	3	0	0	0	0	4
Total Volume	0	0	0	0	2	0	0	2	0	4	5	9	0	0	0	0	11
% App. Total	0	0	0		100	0	0		0	44.4	55.6		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.500	.625	.750	.000	.000	.000	.000	.688



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File Name : arletapaxton_2axle
Site Code : 00000000
Start Date : 1/14/2014
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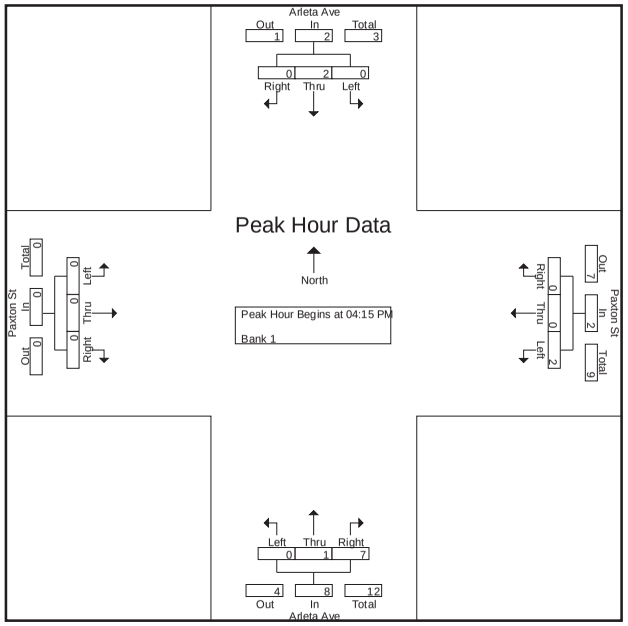
	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	1	2	0	0	0	0	2
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	2	2	0	0	0	0	3
04:45 PM	0	1	0	1	**1**	0	0	**1**	0	0	1	1	0	0	0	0	3
05:00 PM	0	0	0	0	1	0	0	1	0	0	**3**	**3**	0	0	0	0	**4**
Total Volume	0	2	0	2	2	0	0	2	0	1	7	8	0	0	0	0	12
% App. Total	0	100	0		100	0	0		0	12.5	87.5		0	0	0		
PHF	.000	.500	.000	.500	.500	.000	.000	.500	.000	.250	.583	.667	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS
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File Name : arletapaxton_3axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 1

Groups Printed- Bank 2

	Arleta Ave Southbound			Paxton St Westbound			Arleta Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
07:15 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	3	0	0	0	5
08:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
03:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	9	0	0	0	0	4	0	0	0	13
Apprch %	0	0	0	100	0	0	0	0	100	0	0	0	
Total %	0	0	0	69.2	0	0	0	0	30.8	0	0	0	

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File Name : arletapaxton_3axle
Site Code : 00000000
Start Date : 1/14/2014
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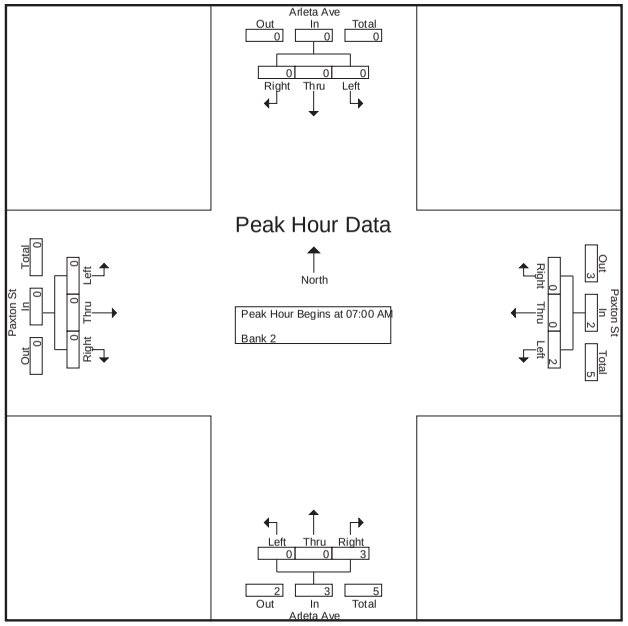
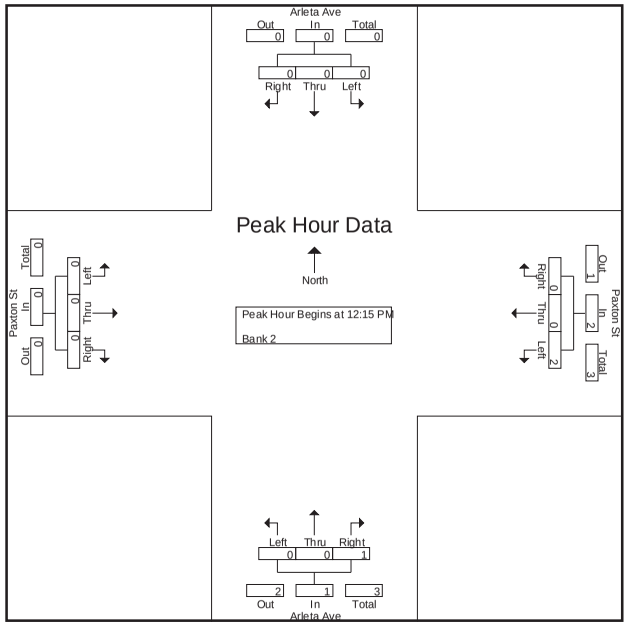
	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	0	**2**
07:15 AM	0	0	0	0	**1**	0	0	**1**	0	0	1	1	0	0	0	0	2
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	3	3	0	0	0	0	5
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.375	.375	.000	.000	.000	.000	.625



File Name : arletapaxton_3axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000	.750



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File Name : arletapaxton_3axle
Site Code : 00000000
Start Date : 1/14/2014
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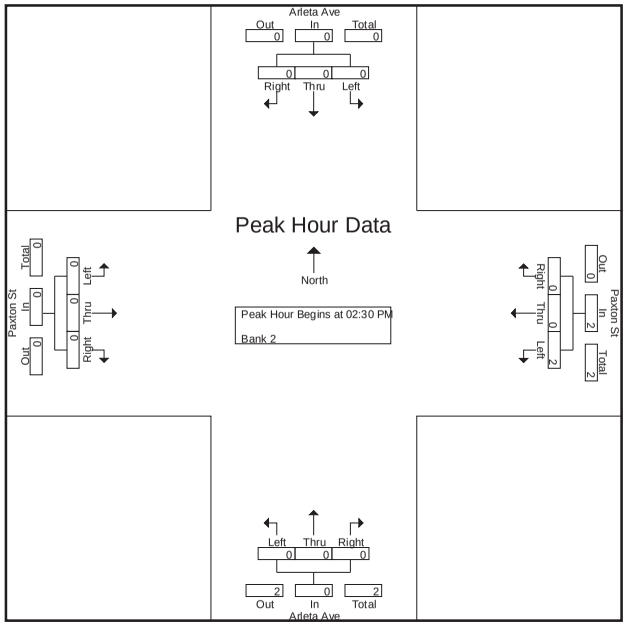
	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
03:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
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File Name : arletapaxton_4axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 1

Groups Printed- Bank 1

	Arleta Ave Southbound			Paxton St Westbound			Arleta Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	0	0	0	2
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	1	0	0	0	0	0	0	3
Apprch %	100	0	0	50	0	50	0	0	0	0	0	0	
Total %	33.3	0	0	33.3	0	33.3	0	0	0	0	0	0	

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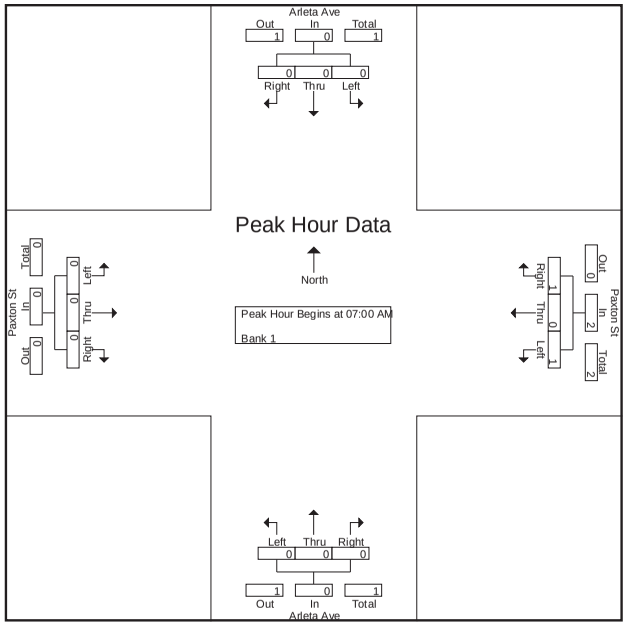
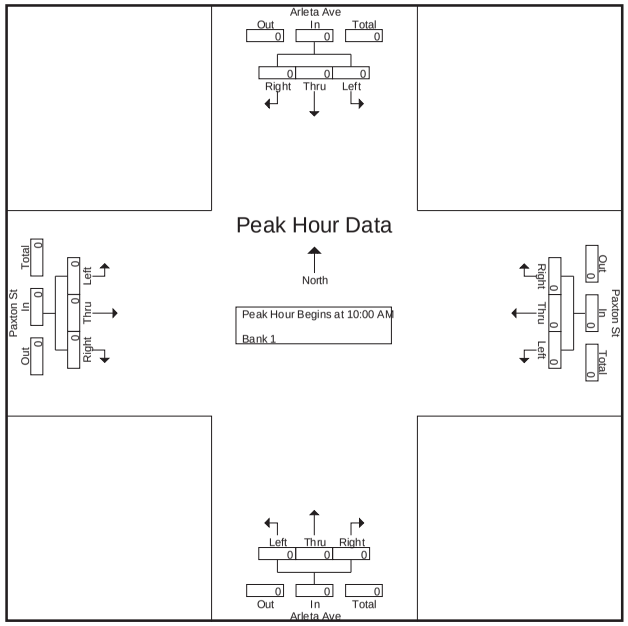
File Name : arletapaxton_4axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 2

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		50	0	50		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500



File Name : arletapaxton_4axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



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File Name : arletapaxton_4axle
Site Code : 00000000
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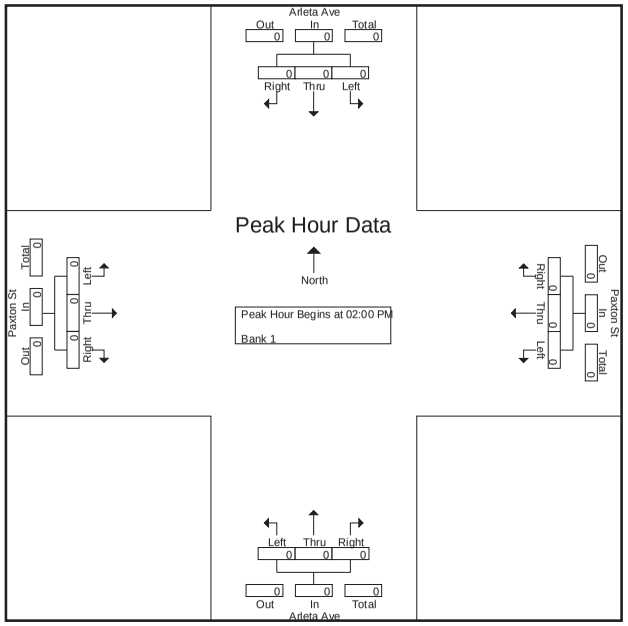
	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



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File Name : ArletaPaxton_5Axle
Site Code : 00000000
Start Date : 1/14/2014
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Groups Printed- Unshifted

	Arleta Ave Southbound			Paxton St Westbound			Arleta Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
08:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Total	0	0	0	2	0	0	0	0	3	0	0	0	5
Apprch %	0	0	0	100	0	0	0	0	100	0	0	0	
Total %	0	0	0	40	0	0	0	0	60	0	0	0	

CITY TRAFFIC COUNTERS
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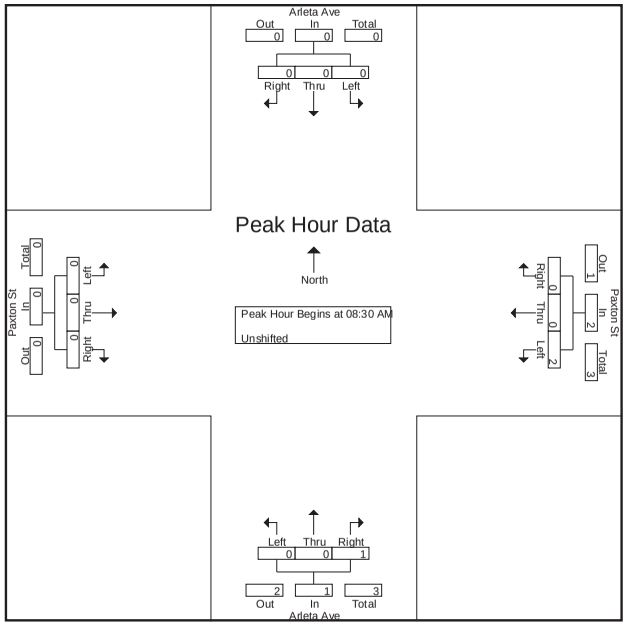
File Name : ArletaPaxton_5Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 2

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**2**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.375



CITY TRAFFIC COUNTERS
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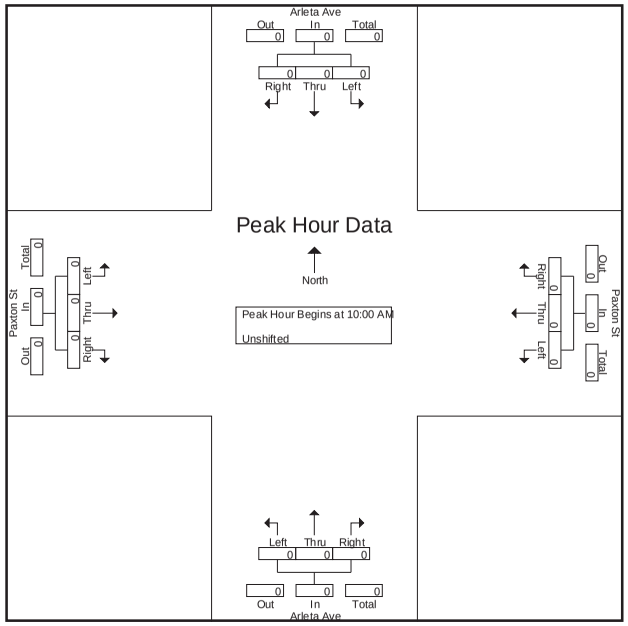
File Name : ArletaPaxton_5Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



CITY TRAFFIC COUNTERS
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File Name : ArletaPaxton_5Axle
Site Code : 00000000
Start Date : 1/14/2014
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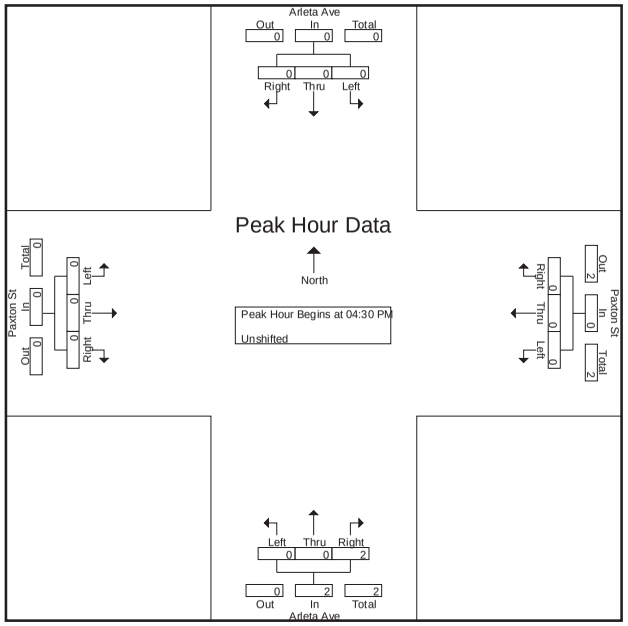
	Arleta Ave Southbound				Paxton St Westbound				Arleta Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.500



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INT. 3

File Name : 5SBPaxton
Site Code : 00000000
Start Date : 1/14/2014
Page No : 1

Groups Printed- Unshifted

	I-5 SB Ramps Southbound			Paxton St Westbound			Sharp Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	16	4	80	3	92	51	0	0	16	32	94	0	388
07:15 AM	18	3	79	9	101	59	0	0	22	41	125	0	457
07:30 AM	22	3	112	14	84	81	0	0	27	54	142	1	540
07:45 AM	24	2	85	7	83	61	0	2	31	43	106	0	444
Total	80	12	356	33	360	252	0	2	96	170	467	1	1829
08:00 AM	27	3	83	4	65	50	0	0	16	41	111	0	400
08:15 AM	28	4	63	0	64	45	0	0	8	20	87	0	319
08:30 AM	26	3	39	7	73	30	0	1	12	18	61	0	270
08:45 AM	49	5	52	3	70	28	0	1	13	17	49	0	287
Total	130	15	237	14	272	153	0	2	49	96	308	0	1276
09:00 AM	18	0	47	8	47	40	0	0	8	20	94	0	282
09:15 AM	17	3	8	6	61	16	0	3	9	14	58	0	195
09:30 AM	10	2	10	5	56	13	0	1	12	12	51	0	172
09:45 AM	20	1	6	12	49	14	1	0	10	14	52	1	180
Total	65	6	71	31	213	83	1	4	39	60	255	1	829
12:00 PM	17	5	11	5	54	11	0	1	15	7	63	2	191
12:15 PM	18	1	7	5	60	8	0	1	13	12	55	0	180
12:30 PM	12	2	12	6	57	12	1	1	8	7	63	1	182
12:45 PM	17	4	8	4	60	8	1	1	4	13	61	0	181
Total	64	12	38	20	231	39	2	4	40	39	242	3	734
01:00 PM	13	4	5	7	74	14	0	0	5	8	68	0	198
01:15 PM	10	1	13	9	87	10	0	0	9	12	69	1	221
01:30 PM	14	2	9	8	82	14	0	1	10	10	82	0	232
01:45 PM	18	0	3	10	82	12	0	0	10	21	104	1	261
Total	55	7	30	34	325	50	0	1	34	51	323	2	912
03:00 PM	15	3	16	6	94	8	2	0	10	9	103	1	267
03:15 PM	25	5	24	8	86	11	0	0	14	12	85	0	270
03:30 PM	34	4	25	11	90	15	0	1	15	20	120	0	335
03:45 PM	31	5	27	17	80	13	0	0	18	15	124	2	332
Total	105	17	92	42	350	47	2	1	57	56	432	3	1204
04:00 PM	17	2	19	8	102	14	0	0	10	13	118	0	303
04:15 PM	21	3	17	11	86	10	1	0	6	8	126	2	291
04:30 PM	38	5	26	12	100	16	0	0	11	17	159	2	386
04:45 PM	31	1	34	12	93	25	1	0	13	9	148	1	368
Total	107	11	96	43	381	65	2	0	40	47	551	5	1348
05:00 PM	28	5	29	24	94	20	0	1	16	13	153	2	385
05:15 PM	29	1	21	21	100	11	0	1	17	13	154	3	371
05:30 PM	17	4	30	24	95	16	0	0	11	8	152	1	358
05:45 PM	20	5	27	11	109	11	0	3	14	15	159	1	375
Total	94	15	107	80	398	58	0	5	58	49	618	7	1489
Grand Total	700	95	1027	297	2530	747	7	19	413	568	3196	22	9621
Apprch %	38.4	5.2	56.4	8.3	70.8	20.9	1.6	4.3	94.1	15	84.4	0.6	
Total %	7.3	1	10.7	3.1	26.3	7.8	0.1	0.2	4.3	5.9	33.2	0.2	

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File Name : 5SBPaxton
Site Code : 00000000
Start Date : 1/14/2014
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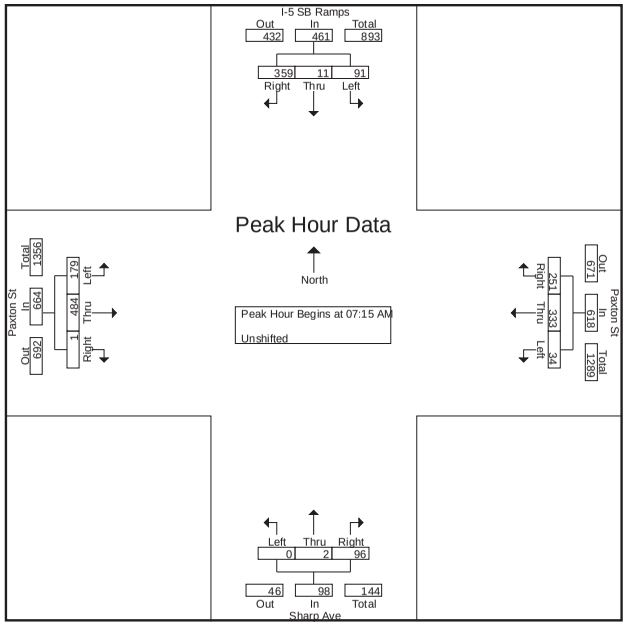
	I-5 SB Ramps Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	18	**3**	79	100	9	**101**	59	169	0	0	22	22	41	125	0	166	457
07:30 AM	22	3	**112**	**137**	**14**	84	**81**	**179**	0	0	27	27	**54**	**142**	**1**	**197**	**540**
07:45 AM	24	2	85	111	7	83	61	151	0	**2**	**31**	**33**	43	106	0	149	444
08:00 AM	**27**	3	83	113	4	65	50	119	0	0	16	16	41	111	0	152	400
Total Volume	91	11	359	461	34	333	251	618	0	2	96	98	179	484	1	664	1841
% App. Total	19.7	2.4	77.9		5.5	53.9	40.6		0	2	98		27	72.9	0.2		
PHF	.843	.917	.801	.841	.607	.824	.775	.863	.000	.250	.774	.742	.829	.852	.250	.843	.852



CITY TRAFFIC COUNTERS
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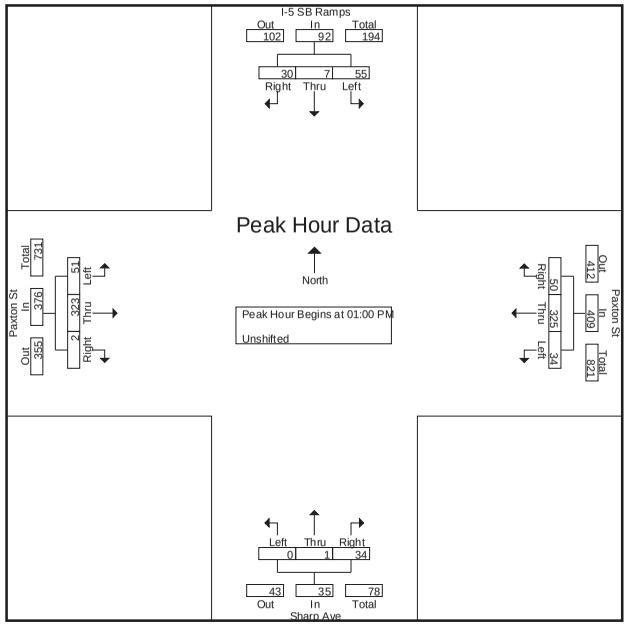
File Name : 5SBPaxton
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	I-5 SB Ramps Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	13	**4**	5	22	7	74	**14**	95	0	0	5	5	8	68	0	76	198
01:15 PM	10	1	**13**	24	9	**87**	10	**106**	0	0	9	9	12	69	**1**	82	221
01:30 PM	14	2	9	**25**	8	82	14	104	0	**1**	**10**	**11**	10	82	0	92	232
01:45 PM	**18**	0	3	21	**10**	82	12	104	0	0	10	10	**21**	**104**	1	**126**	**261**
Total Volume	55	7	30	92	34	325	50	409	0	1	34	35	51	323	2	376	912
% App. Total	59.8	7.6	32.6		8.3	79.5	12.2		0	2.9	97.1		13.6	85.9	0.5		
PHF	.764	.438	.577	.920	.850	.934	.893	.965	.000	.250	.850	.795	.607	.776	.500	.746	.874



CITY TRAFFIC COUNTERS
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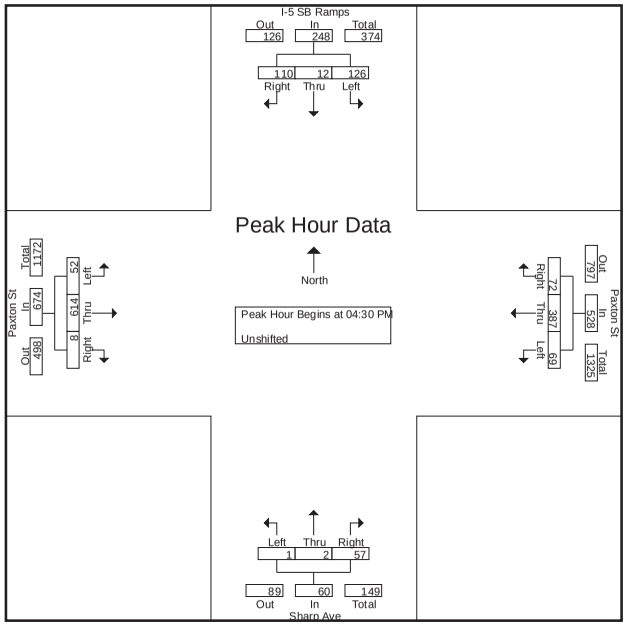
File Name : 5SBPaxton
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	I-5 SB Ramps Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**38**	**5**	26	**69**	12	**100**	16	128	0	0	11	11	**17**	**159**	2	**178**	**386**
04:45 PM	31	1	**34**	66	12	93	**25**	130	**1**	0	13	14	9	148	1	158	368
05:00 PM	28	5	29	62	**24**	94	20	**138**	0	**1**	16	17	13	153	2	168	385
05:15 PM	29	1	21	51	21	100	11	132	0	1	**17**	**18**	13	154	**3**	170	371
Total Volume	126	12	110	248	69	387	72	528	1	2	57	60	52	614	8	674	1510
% App. Total	50.8	4.8	44.4		13.1	73.3	13.6		1.7	3.3	95		7.7	91.1	1.2		
PHF	.829	.600	.809	.899	.719	.968	.720	.957	.250	.500	.838	.833	.765	.965	.667	.947	.978



CITY TRAFFIC COUNTERS
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File Name : 5SBPaxton_MC
Site Code : 00000000
Start Date : 1/14/2014
Page No : 1

Groups Printed- Bank 1

	I-5 SB Ramp Southbound			Paxton St Westbound			Sharp Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	2	0	1	0	0	0	0	1	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	1
09:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	2
Total	1	0	0	0	0	2	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	1	0	0	0	0	0	1	0	0	0	2
Total	0	0	1	0	1	0	0	0	1	0	0	0	3
03:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
Total	0	0	0	0	0	0	0	0	0	1	3	0	4
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	0	0	0	3
Grand Total	1	0	4	1	5	2	0	0	1	3	3	0	20
Apprch %	20	0	80	12.5	62.5	25	0	0	100	50	50	0	
Total %	5	0	20	5	25	10	0	0	5	15	15	0	

CITY TRAFFIC COUNTERS
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File Name : 5SBPaxton_MC
Site Code : 00000000
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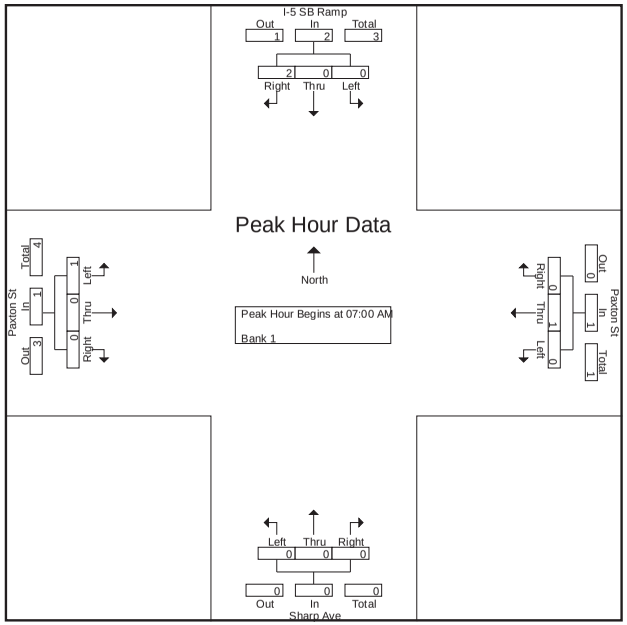
	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	0	0	2	2	0	1	0	1	0	0	0	0	1	0	0	1	4
% App. Total	0	0	100		0	100	0		0	0	0		100	0	0		
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.500



CITY TRAFFIC COUNTERS
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File Name : 5SBPaxton_MC
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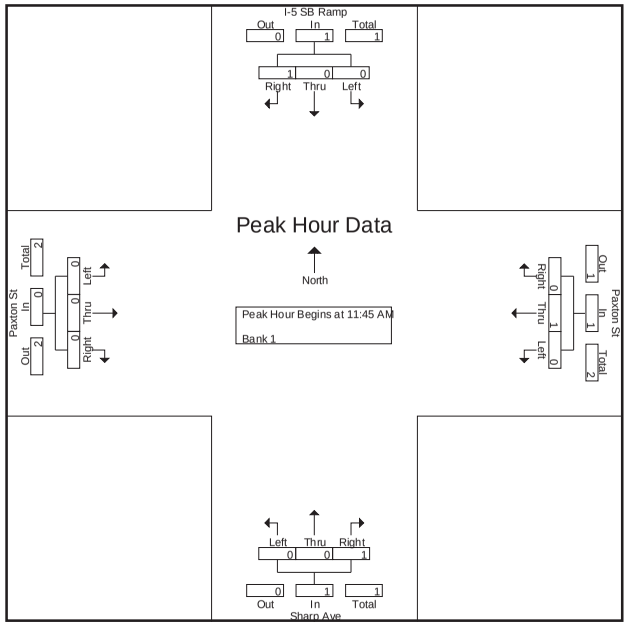
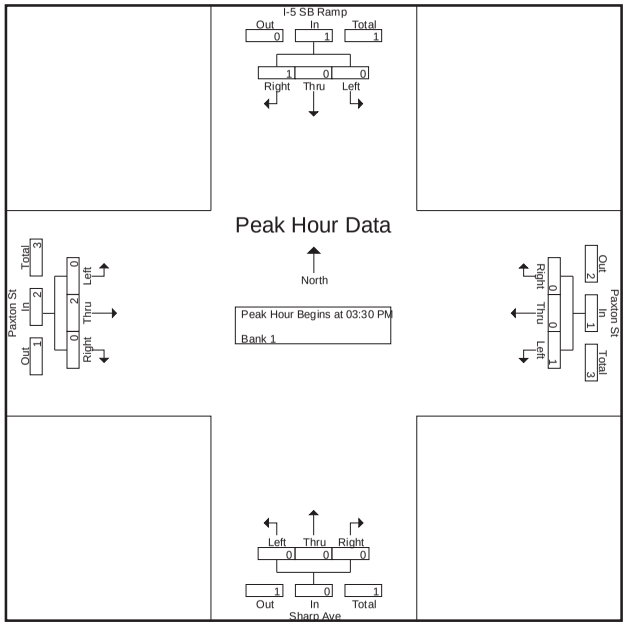
	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**2**
Total Volume	0	0	1	1	0	1	0	1	0	0	1	1	0	0	0	0	3
% App. Total	0	0	100		0	100	0		0	0	100		0	0	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.375



File Name : 5SBPaxton_MC
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
03:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	1	1	1	0	0	1	0	0	0	0	0	2	0	2	4
% App. Total	0	0	100		100	0	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	1.00



CITY TRAFFIC COUNTERS
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File Name : 5SBPaxton_Bus
Site Code : 00000000
Start Date : 1/14/2014
Page No : 1

Groups Printed- Bank 2

	I-5 SB Ramps Southbound			Paxton St Westbound			Sharp Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	1	1	0	0	0	0	0	1	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	1	1	3	0	0	0	0	0	2	0	7
08:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	4	0	0	0	0	0	4	0	8
09:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	1	10	0	11
12:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	3	2	0	0	0	0	2	0	7
03:00 PM	0	0	0	0	1	1	0	0	0	0	3	0	5
03:15 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	1	0	0	0	0	13	0	16
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:15 PM	1	0	0	0	0	0	0	0	0	0	2	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	1	0	0	0	0	0	0	0	0	0	6	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	5	0	6
Grand Total	1	0	1	1	16	3	0	0	0	1	44	0	67
Apprch %	50	0	50	5	80	15	0	0	0	2.2	97.8	0	
Total %	1.5	0	1.5	1.5	23.9	4.5	0	0	0	1.5	65.7	0	

CITY TRAFFIC COUNTERS
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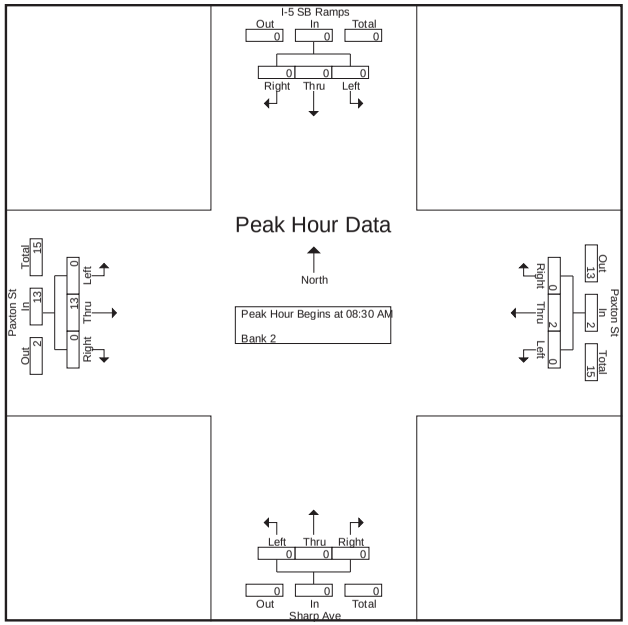
File Name : 5SBPaxton_Bus
Site Code : 00000000
Start Date : 1/14/2014
Page No : 2

	I-5 SB Ramps Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	**5**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	13	0	13	15
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.650	.000	.650	.750



CITY TRAFFIC COUNTERS
626.991.7522
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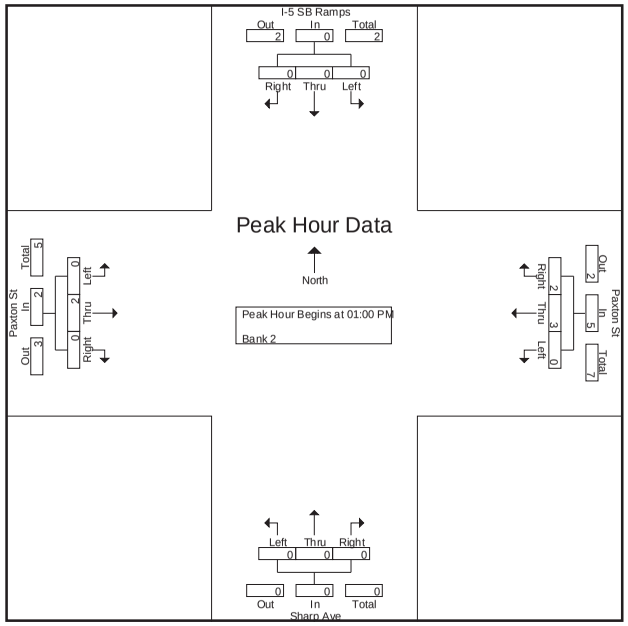
File Name : 5SBPaxton_Bus
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	I-5 SB Ramps Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**3**
Total Volume	0	0	0	0	0	3	2	5	0	0	0	0	0	2	0	2	7
% App. Total	0	0	0		0	60	40		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.250	.625	.000	.000	.000	.000	.000	.250	.000	.250	.583



CITY TRAFFIC COUNTERS
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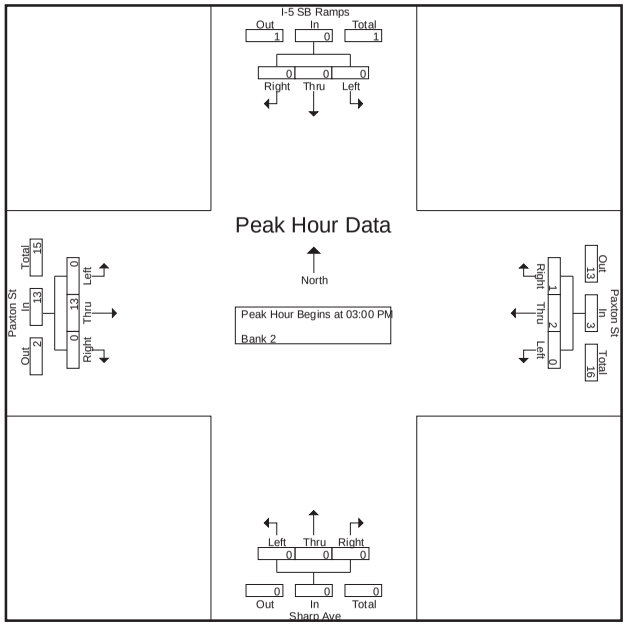
File Name : 5SBPaxton_Bus
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	I-5 SB Ramps Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	3	0	3	**5**
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	2	1	3	0	0	0	0	0	13	0	13	16
% App. Total	0	0	0		0	66.7	33.3		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.000	.000	.000	.813	.000	.813	.800



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : 5SBPaxton_2Axle
Site Code : 00000000
Start Date : 1/14/2014

Groups Printed- Unshifted

	I-5 SB Ramp Southbound			Paxton St Westbound			Sharp Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	2	0	3
07:15 AM	0	0	1	0	0	0	0	0	0	0	2	0	3
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
Total	1	0	2	0	1	1	0	0	0	0	5	0	10
08:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	3
08:15 AM	0	0	2	0	3	1	0	0	0	0	2	0	8
08:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	1	0	3	0	5	1	0	0	0	0	3	0	13
09:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	4
09:15 AM	0	0	0	0	0	2	0	0	1	0	2	0	5
09:30 AM	1	0	1	0	1	1	0	0	0	0	0	0	4
09:45 AM	1	0	0	0	1	0	1	0	0	0	1	0	4
Total	4	0	1	0	4	3	1	0	1	0	3	0	17
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:15 PM	1	0	0	0	1	1	0	0	0	0	1	0	4
12:30 PM	2	0	0	0	0	1	0	0	0	0	1	0	4
12:45 PM	0	0	0	0	1	0	0	0	0	1	1	0	3
Total	3	0	0	0	3	2	0	0	0	1	3	0	12
01:00 PM	0	0	0	0	0	3	0	0	0	0	1	0	4
01:15 PM	0	0	0	0	0	1	0	0	0	0	3	0	4
01:30 PM	0	0	0	0	1	1	0	0	0	0	2	0	4
01:45 PM	2	0	1	0	0	1	0	0	0	0	0	0	4
Total	2	0	1	0	1	6	0	0	0	0	6	0	16
03:00 PM	1	0	0	0	2	0	0	0	0	1	2	0	6
03:15 PM	1	0	1	0	2	0	0	0	0	0	1	0	5
03:30 PM	2	0	0	0	1	1	0	0	0	0	1	0	5
03:45 PM	1	0	0	0	0	1	0	0	0	0	2	0	4
Total	5	0	1	0	5	2	0	0	0	1	6	0	20
04:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	2
04:15 PM	1	0	0	0	0	1	0	0	0	0	1	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
Total	2	0	0	0	1	2	0	0	0	1	3	0	9
05:00 PM	1	0	0	0	1	0	0	0	0	0	3	0	5
05:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	1	0	1	1	0	0	0	0	1	0	5
Total	4	0	1	0	2	1	0	0	0	0	4	0	12
Grand Total	22	0	9	0	22	18	1	0	1	3	33	0	109
Apprch %	71	0	29	0	55	45	50	0	50	8.3	91.7	0	
Total %	20.2	0	8.3	0	20.2	16.5	0.9	0	0.9	2.8	30.3	0	

CITY TRAFFIC COUNTERS
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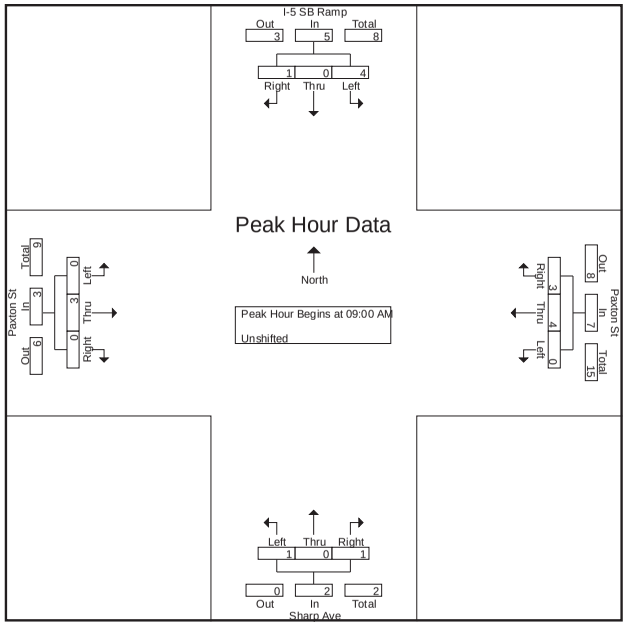
File Name : 5SBPaxton_2Axle
Site Code : 00000000
Start Date : 1/14/2014

	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**2**	0	0	**2**	0	**2**	0	**2**	0	0	0	0	0	0	0	0	4
09:15 AM	0	0	0	0	0	0	**2**	2	0	0	**1**	**1**	0	**2**	0	**2**	**5**
09:30 AM	1	0	**1**	2	0	1	1	2	0	0	0	0	0	0	0	0	4
09:45 AM	1	0	0	1	0	1	0	1	**1**	0	0	1	0	1	0	1	4
Total Volume	4	0	1	5	0	4	3	7	1	0	1	2	0	3	0	3	17
% App. Total	80	0	20		0	57.1	42.9		50	0	50		0	100	0		
PHF	.500	.000	.250	.625	.000	.500	.375	.875	.250	.000	.250	.500	.000	.375	.000	.375	.850



CITY TRAFFIC COUNTERS
626.991.7522
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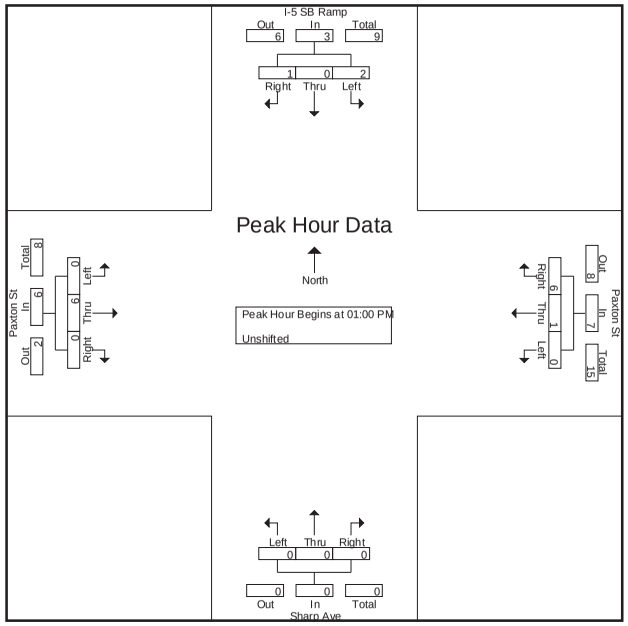
File Name : 5SBPaxton_2Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	**3**	**3**	0	0	0	0	0	1	0	1	**4**
01:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	**3**	0	**3**	4
01:30 PM	0	0	0	0	0	**1**	1	2	0	0	0	0	0	2	0	2	4
01:45 PM	**2**	0	**1**	**3**	0	0	1	1	0	0	0	0	0	0	0	0	4
Total Volume	2	0	1	3	0	1	6	7	0	0	0	0	0	6	0	6	16
% App. Total	66.7	0	33.3		0	14.3	85.7		0	0	0		0	100	0		
PHF	.250	.000	.250	.250	.000	.250	.500	.583	.000	.000	.000	.000	.000	.500	.000	.500	1.00



CITY TRAFFIC COUNTERS
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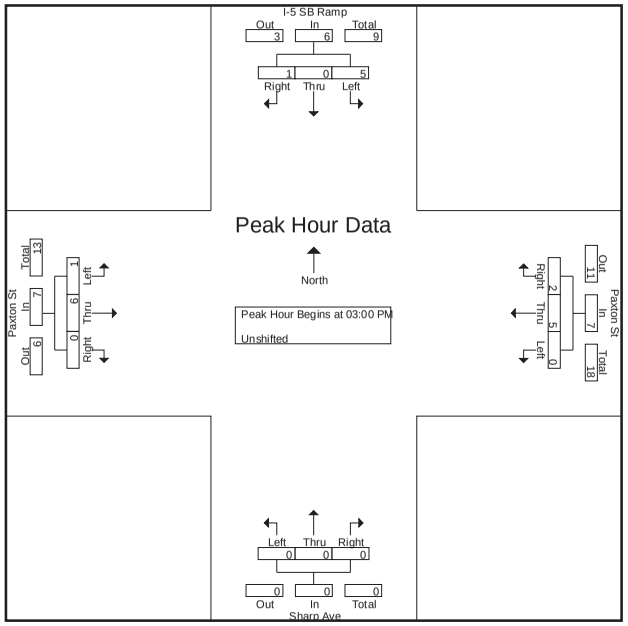
File Name : 5SBPaxton_2Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	0	0	1	0	**2**	0	**2**	0	0	0	0	**1**	**2**	0	**3**	**6**
03:15 PM	1	0	**1**	**2**	0	2	0	2	0	0	0	0	0	1	0	1	5
03:30 PM	**2**	0	0	2	0	1	**1**	2	0	0	0	0	0	1	0	1	5
03:45 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	2	0	2	4
Total Volume	5	0	1	6	0	5	2	7	0	0	0	0	1	6	0	7	20
% App. Total	83.3	0	16.7		0	71.4	28.6		0	0	0		14.3	85.7	0		
PHF	.625	.000	.250	.750	.000	.625	.500	.875	.000	.000	.000	.000	.250	.750	.000	.583	.833



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : 5SBPaxton_3Axle
Site Code : 00000000
Start Date : 1/14/2014

Groups Printed- Bank 1

	I-5 SB Ramp Southbound			Paxton St Westbound			Sharp Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
07:15 AM	2	0	1	0	0	1	0	0	0	0	0	0	4
07:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	3	0	2	0	1	1	0	0	0	1	0	0	8
08:00 AM	0	0	0	0	3	2	0	0	0	0	0	0	5
08:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	2
Total	1	0	1	0	4	2	0	0	0	0	0	0	8
09:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
01:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	1	0	0	2
03:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	1	1	0	0	0	0	0	0	0	0	1	0	3
Total	1	1	1	0	0	0	0	0	0	0	3	0	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	5	1	6	0	8	3	0	0	0	2	4	0	29
Apprch %	41.7	8.3	50	0	72.7	27.3	0	0	0	33.3	66.7	0	
Total %	17.2	3.4	20.7	0	27.6	10.3	0	0	0	6.9	13.8	0	

CITY TRAFFIC COUNTERS
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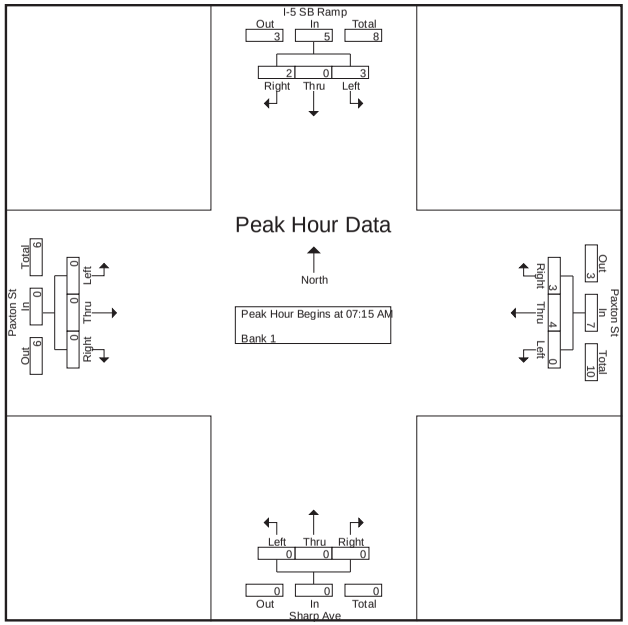
File Name : 5SBPaxton_3Axle
Site Code : 00000000
Start Date : 1/14/2014

	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	0	**1**	**3**	0	0	1	1	0	0	0	0	0	0	0	0	4
07:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	**3**	**2**	**5**	0	0	0	0	0	0	0	0	**5**
Total Volume	3	0	2	5	0	4	3	7	0	0	0	0	0	0	0	0	12
% App. Total	60	0	40		0	57.1	42.9		0	0	0		0	0	0		
PHF	.375	.000	.500	.417	.000	.333	.375	.350	.000	.000	.000	.000	.000	.000	.000	.000	.600



CITY TRAFFIC COUNTERS

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File Name : 5SBPaxton_3Axle
Site Code : 00000000
Start Date : 1/14/2014
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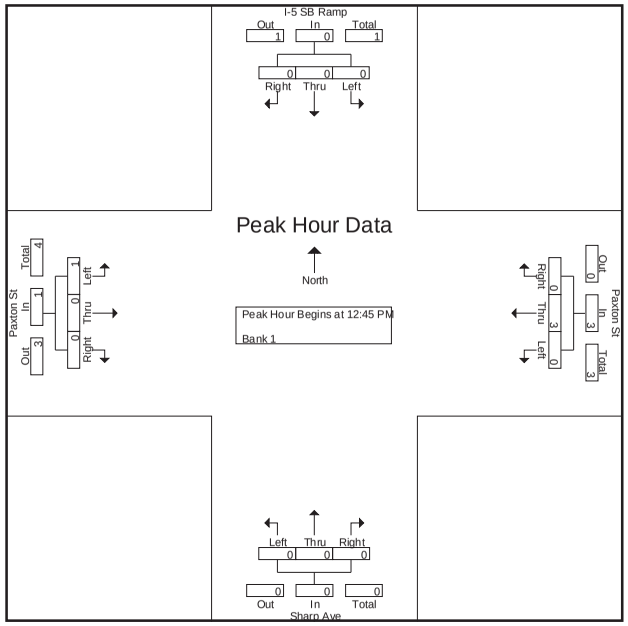
	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	0	0	1	4
% App. Total	0	0	0		0	100	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.250	.000	.000	.250	.500



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File Name : 5SBPaxton_3Axle
Site Code : 00000000
Start Date : 1/14/2014
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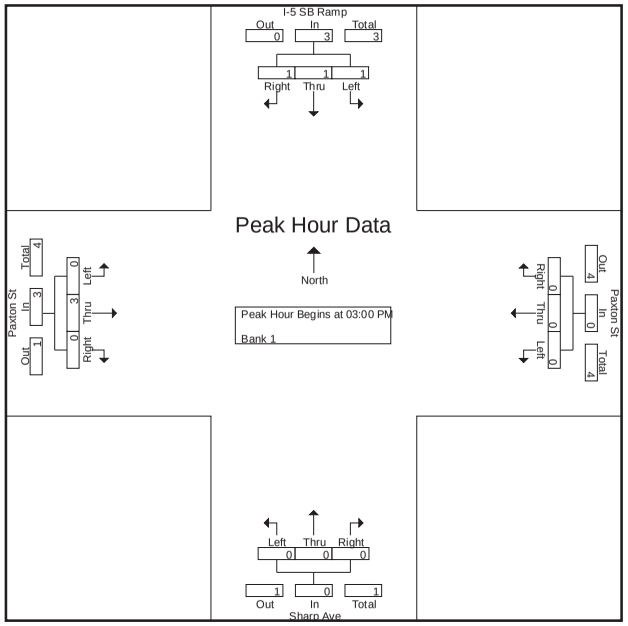
	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:45 PM	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	1	0	1	**3**
Total Volume	1	1	1	3	0	0	0	0	0	0	0	0	0	3	0	3	6
% App. Total	33.3	33.3	33.3		0	0	0		0	0	0		0	100	0		
PHF	.250	.250	.250	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.500



CITY TRAFFIC COUNTERS
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File Name : 5SBPaxton_4Axle
Site Code : 00000000
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Groups Printed- Bank 2

	I-5 SB Ramp Southbound			Paxton St Westbound			Sharp Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	0	1	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
Total	0	0	0	0	0	0	0	0	0	1	2	0	3
03:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	1	0	0	0	0	1	0	4
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	1	0	0	0	0	1	0	2
Grand Total	2	0	0	0	4	2	0	0	0	1	5	0	14
Apprch %	100	0	0	0	66.7	33.3	0	0	0	16.7	83.3	0	
Total %	14.3	0	0	0	28.6	14.3	0	0	0	7.1	35.7	0	

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Site Code : 00000000
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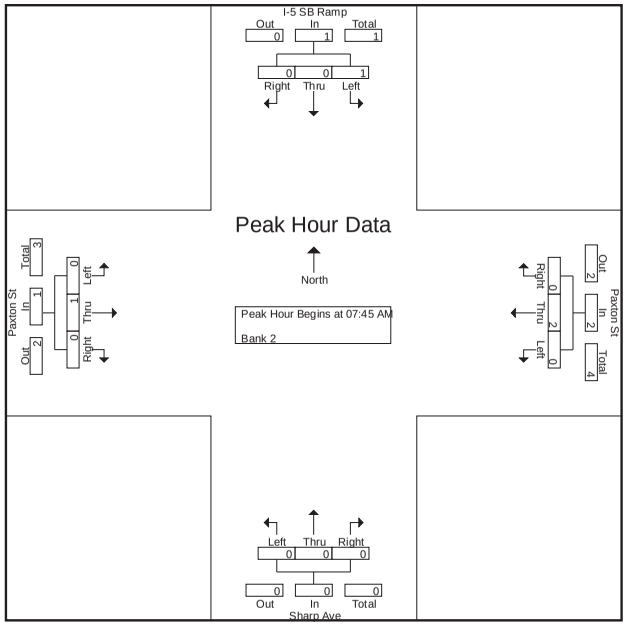
	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500



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File Name : 5SBPaxton_4Axle
Site Code : 00000000
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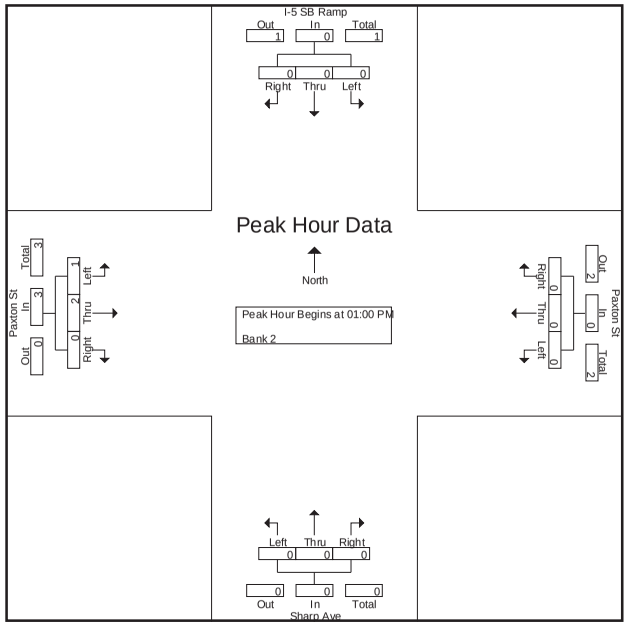
	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**	**3**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.250



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File Name : 5SBPaxton_4Axle
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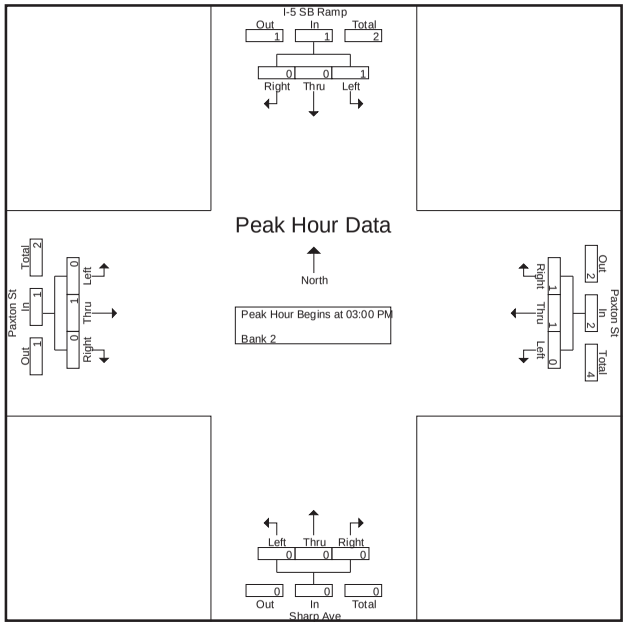
	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
03:30 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
03:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	1	1	2	0	0	0	0	0	1	0	1	4
% App. Total	100	0	0		0	50	50		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	1.00



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Site Code : 00000000
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Groups Printed- Unshifted

	I-5 SB Ramp Southbound			Paxton St Westbound			Sharp Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	2
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	1	0	0	0	0	0	0	1	0	0	5
08:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	1	0	0	0	0	0	0	0	0	0	3
09:00 AM	2	0	0	0	0	1	0	0	0	0	0	0	3
09:15 AM	1	0	0	0	0	0	0	0	0	1	0	0	2
09:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	0	0	0	1	0	0	0	1	0	0	7
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	4
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	1	0	0	0	0	0	0	0	0	1	0	0	2
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	1	0	0	1	0	0	0	0	0	0	2
Grand Total	13	0	3	0	2	2	0	0	0	3	0	0	23
Apprch %	81.2	0	18.8	0	50	50	0	0	0	100	0	0	
Total %	56.5	0	13	0	8.7	8.7	0	0	0	13	0	0	

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File Name : 5SBPaxton_5Axle
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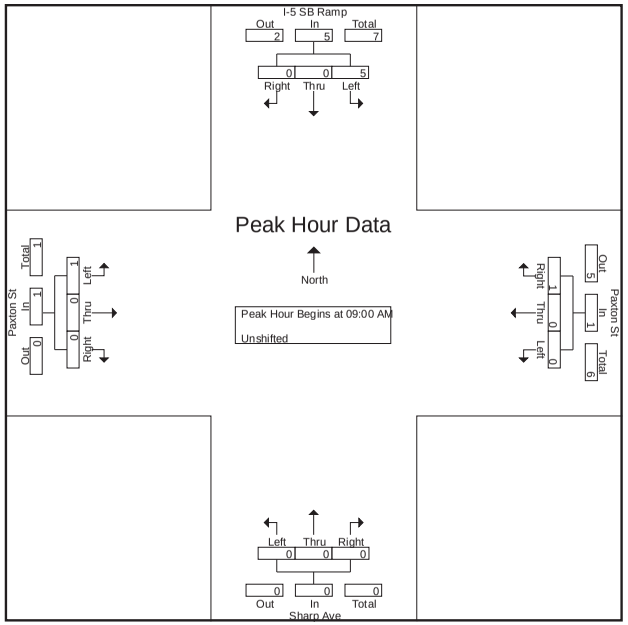
	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**2**	0	0	**2**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**3**
09:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
09:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	5	0	0	5	0	0	1	1	0	0	0	0	1	0	0	1	7
% App. Total	100	0	0		0	0	100		0	0	0		100	0	0		
PHF	.625	.000	.000	.625	.000	.000	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.583



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File Name : 5SBPaxton_5Axle
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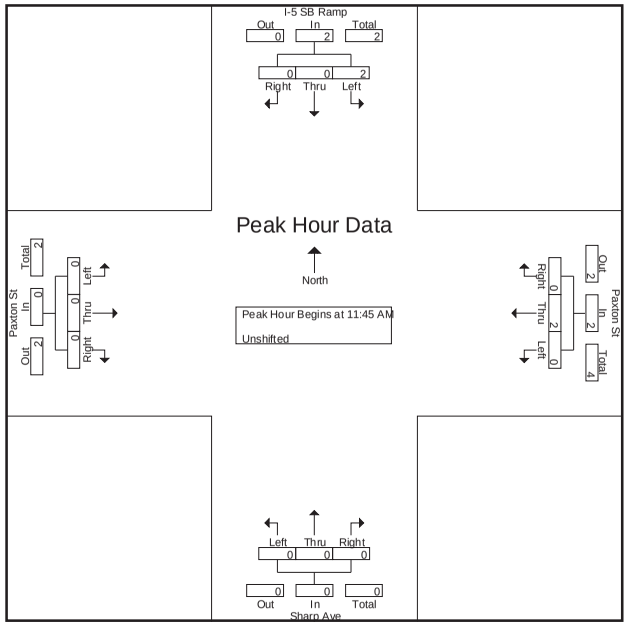
	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
12:15 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500



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File Name : 5SBPaxton_5Axle
Site Code : 00000000
Start Date : 1/14/2014
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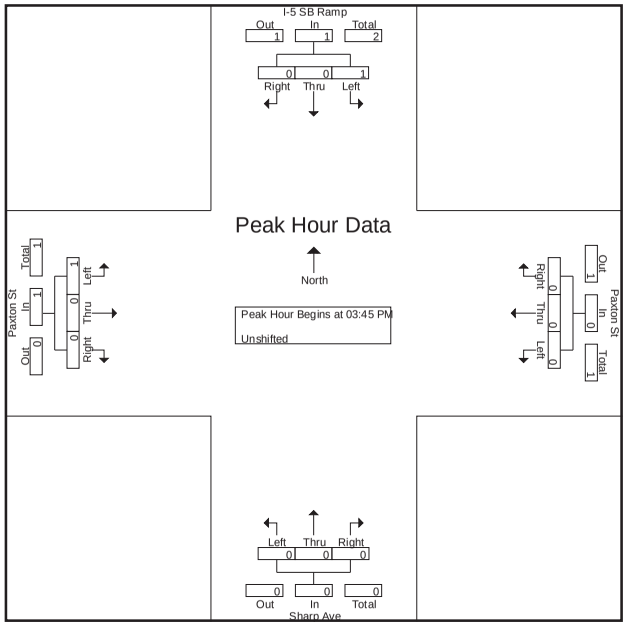
	I-5 SB Ramp Southbound				Paxton St Westbound				Sharp Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	100	0	0		0	0	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500



Groups Printed- Unshifted

	I-5 NB Ramp Southbound			Paxton St Westbound			Remick Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	0	5	4	141	23	1	4	10	31	97	3	321
07:15 AM	3	0	20	8	144	19	4	6	15	46	106	11	382
07:30 AM	7	1	7	14	165	25	5	3	26	63	126	8	450
07:45 AM	4	0	5	19	143	20	2	4	18	45	107	5	372
Total	16	1	37	45	593	87	12	17	69	185	436	27	1525
08:00 AM	5	1	2	3	112	19	3	4	7	27	124	5	312
08:15 AM	7	0	8	1	99	19	1	3	7	21	100	4	270
08:30 AM	5	0	5	5	103	12	1	0	15	24	77	1	248
08:45 AM	0	0	3	2	92	15	2	2	8	22	85	2	233
Total	17	1	18	11	406	65	7	9	37	94	386	12	1063
09:00 AM	5	0	5	4	87	14	2	3	5	20	98	4	247
09:15 AM	5	2	1	2	77	18	4	2	8	16	64	4	203
09:30 AM	3	1	4	3	66	12	3	2	7	13	69	2	185
09:45 AM	4	1	7	2	67	13	1	4	9	11	67	1	187
Total	17	4	17	11	297	57	10	11	29	60	298	11	822
12:00 PM	1	1	2	28	55	1	10	0	3	10	73	10	194
12:15 PM	6	0	5	9	67	6	2	3	3	7	75	5	188
12:30 PM	17	0	7	2	67	13	0	1	6	11	70	3	197
12:45 PM	7	0	12	1	60	23	2	2	10	14	62	2	195
Total	31	1	26	40	249	43	14	6	22	42	280	20	774
01:00 PM	10	1	16	2	79	24	2	7	5	15	77	3	241
01:15 PM	7	2	16	1	88	17	1	6	15	20	67	2	242
01:30 PM	12	0	18	3	80	24	6	1	4	19	85	8	260
01:45 PM	16	0	9	6	87	13	6	8	6	24	98	11	284
Total	45	3	59	12	334	78	15	22	30	78	327	24	1027
03:00 PM	17	0	16	7	86	17	3	7	11	36	84	3	287
03:15 PM	17	3	12	4	96	26	0	1	10	32	84	11	296
03:30 PM	18	1	12	8	101	29	0	1	6	44	120	3	343
03:45 PM	4	0	11	5	95	32	4	1	12	42	119	10	335
Total	56	4	51	24	378	104	7	10	39	154	407	27	1261
04:00 PM	19	0	12	9	109	43	0	2	11	35	106	7	353
04:15 PM	15	0	10	11	95	49	2	2	13	42	112	3	354
04:30 PM	20	2	7	4	117	42	2	3	10	52	146	11	416
04:45 PM	11	2	10	2	114	46	4	2	9	57	131	3	391
Total	65	4	39	26	435	180	8	9	43	186	495	24	1514
05:00 PM	9	0	19	3	117	43	0	1	14	46	145	4	401
05:15 PM	17	0	18	5	112	53	0	2	9	54	140	2	412
05:30 PM	15	0	21	10	111	49	1	1	7	50	135	8	408
05:45 PM	14	0	17	7	111	44	1	2	9	49	133	7	394
Total	55	0	75	25	451	189	2	6	39	199	553	21	1615
Grand Total	302	18	322	194	3143	803	75	90	308	998	3182	166	9601
Apprch %	47	2.8	50.2	4.7	75.9	19.4	15.9	19	65.1	23	73.2	3.8	
Total %	3.1	0.2	3.4	2	32.7	8.4	0.8	0.9	3.2	10.4	33.1	1.7	

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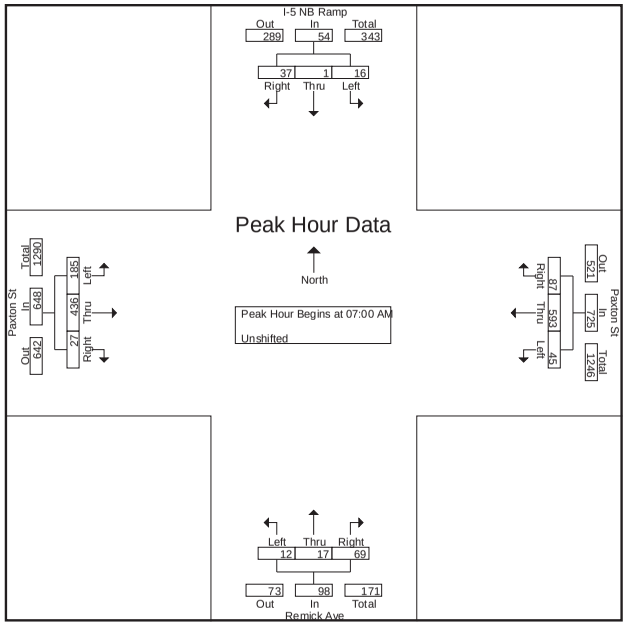
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	5	7	4	141	23	168	1	4	10	15	31	97	3	131	321
07:15 AM	3	0	**20**	**23**	8	144	19	171	4	**6**	15	25	46	106	**11**	163	382
07:30 AM	**7**	**1**	7	15	14	**165**	**25**	**204**	**5**	3	**26**	**34**	**63**	**126**	8	**197**	**450**
07:45 AM	4	0	5	9	**19**	143	20	182	2	4	18	24	45	107	5	157	372
Total Volume	16	1	37	54	45	593	87	725	12	17	69	98	185	436	27	648	1525
% App. Total	29.6	1.9	68.5		6.2	81.8	12		12.2	17.3	70.4		28.5	67.3	4.2		
PHF	.571	.250	.463	.587	.592	.898	.870	.888	.600	.708	.663	.721	.734	.865	.614	.822	.847



CITY TRAFFIC COUNTERS
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File Name : 5NBPaxton
Site Code : 00000000
Start Date : 1/14/2014
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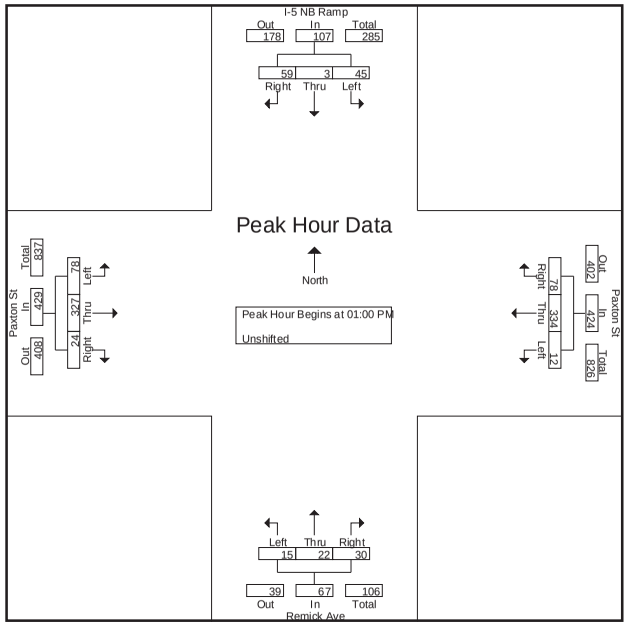
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	10	1	16	27	2	79	**24**	105	2	7	5	14	15	77	3	95	241
01:15 PM	7	**2**	16	25	1	**88**	17	106	1	6	**15**	**22**	20	67	2	89	242
01:30 PM	12	0	**18**	**30**	3	80	24	**107**	**6**	1	4	11	19	85	8	112	260
01:45 PM	**16**	0	9	25	**6**	87	13	106	6	**8**	6	20	**24**	**98**	**11**	**133**	**284**
Total Volume	45	3	59	107	12	334	78	424	15	22	30	67	78	327	24	429	1027
% App. Total	42.1	2.8	55.1		2.8	78.8	18.4		22.4	32.8	44.8		18.2	76.2	5.6		
PHF	.703	.375	.819	.892	.500	.949	.813	.991	.625	.688	.500	.761	.813	.834	.545	.806	.904



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File Name : 5NBPaxton
Site Code : 00000000
Start Date : 1/14/2014
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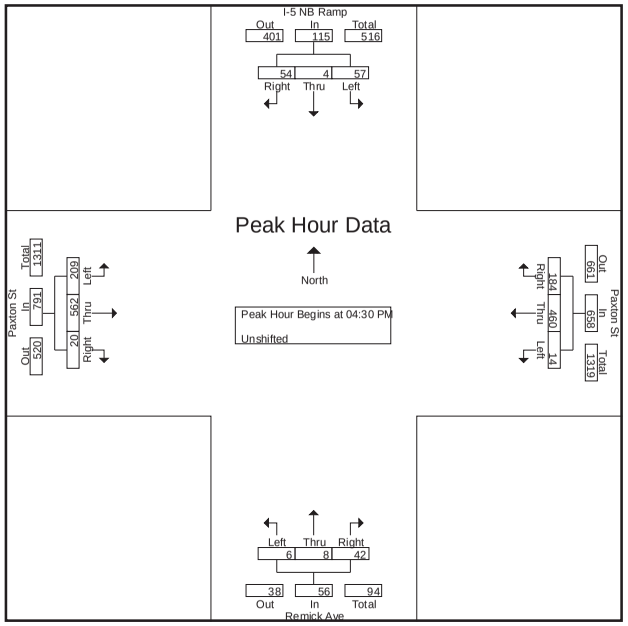
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**20**	**2**	7	29	4	**117**	42	163	2	**3**	10	**15**	52	**146**	**11**	**209**	**416**
04:45 PM	11	2	10	23	2	114	46	162	**4**	2	9	15	**57**	131	3	191	391
05:00 PM	9	0	**19**	28	3	117	43	163	0	1	**14**	15	46	145	4	195	401
05:15 PM	17	0	18	**35**	**5**	112	**53**	**170**	0	2	9	11	54	140	2	196	412
Total Volume	57	4	54	115	14	460	184	658	6	8	42	56	209	562	20	791	1620
% App. Total	49.6	3.5	47		2.1	69.9	28		10.7	14.3	75		26.4	71	2.5		
PHF	.713	.500	.711	.821	.700	.983	.868	.968	.375	.667	.750	.933	.917	.962	.455	.946	.974



File Name : 5NBPaxton_MC
Site Code : 00000000
Start Date : 1/14/2014
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Groups Printed- Bank 2

	I-5 NB Ramp Southbound			Paxton St Westbound			Remick Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	1	0	0	0	1	0	0	3
Total	0	0	0	0	2	1	0	0	0	1	0	0	4
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	1	0	1	0	3
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	1	0	0	0	0	0	0	0	0	1	2	0	4
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
Total	0	0	0	0	3	1	0	0	0	0	0	0	4
Grand Total	1	0	0	0	8	2	0	0	1	2	3	0	17
Apprch %	100	0	0	0	80	20	0	0	100	40	60	0	
Total %	5.9	0	0	0	47.1	11.8	0	0	5.9	11.8	17.6	0	

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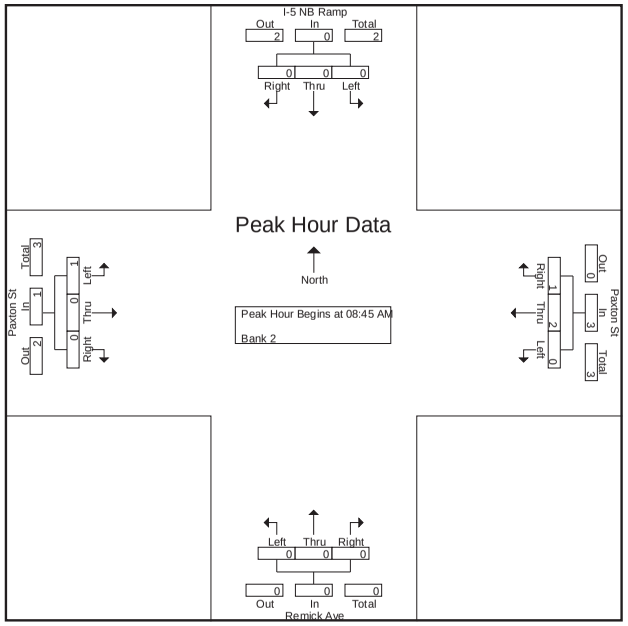
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	1	**1**	**2**	0	0	0	0	**1**	0	0	**1**	**3**
Total Volume	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1	4
% App. Total	0	0	0		0	66.7	33.3		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.000	.000	.250	.000	.000	.250	.333



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File Name : 5NBPaxton_MC
Site Code : 00000000
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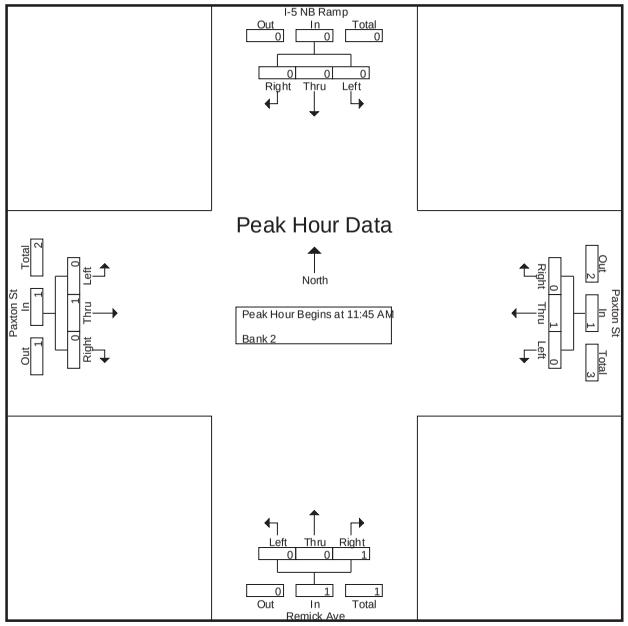
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.750



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File Name : 5NBPaxton_MC
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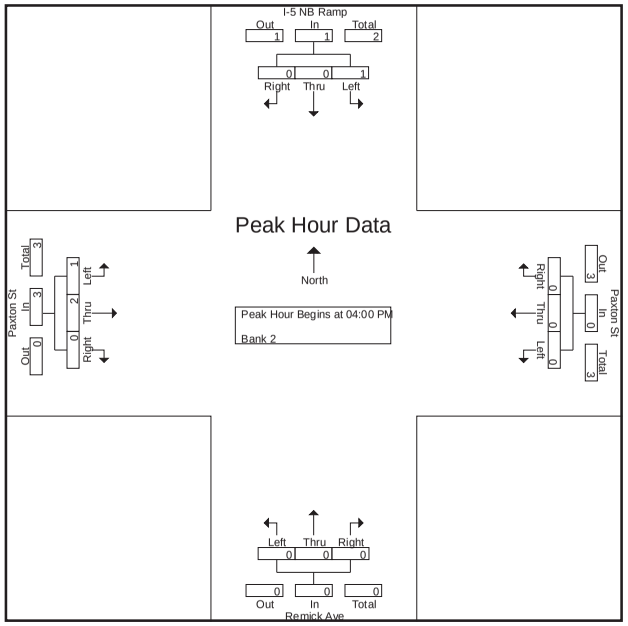
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
04:30 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	3	4
% App. Total	100	0	0		0	0	0		0	0	0		33.3	66.7	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.750	1.00



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File Name : 5NBPaxton_Bus
Site Code : 00000000
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Groups Printed- Bank 1

	I-5 NB Ramp Southbound			Paxton St Westbound			Remick Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:15 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	1	4	1	0	0	0	0	2	0	8
08:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
08:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	0	1	0	0	0	0	0	1	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	1	0	1	0	3	0	0	0	0	0	5	0	10
09:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
09:15 AM	0	0	0	0	0	1	0	0	0	0	5	0	6
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	1	0	0	0	0	10	0	11
12:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	2	0	0	0	0	1	1	0	4
Total	0	0	0	0	6	0	0	0	0	1	1	0	8
03:00 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
03:15 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
03:45 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
Total	0	0	0	0	3	1	0	0	0	0	13	0	17
04:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	1	0	0	0	1	6	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	1	0	0	0	0	1	3	1	6
Grand Total	1	0	1	1	20	4	0	0	0	3	42	1	73
Apprch %	50	0	50	4	80	16	0	0	0	6.5	91.3	2.2	
Total %	1.4	0	1.4	1.4	27.4	5.5	0	0	0	4.1	57.5	1.4	

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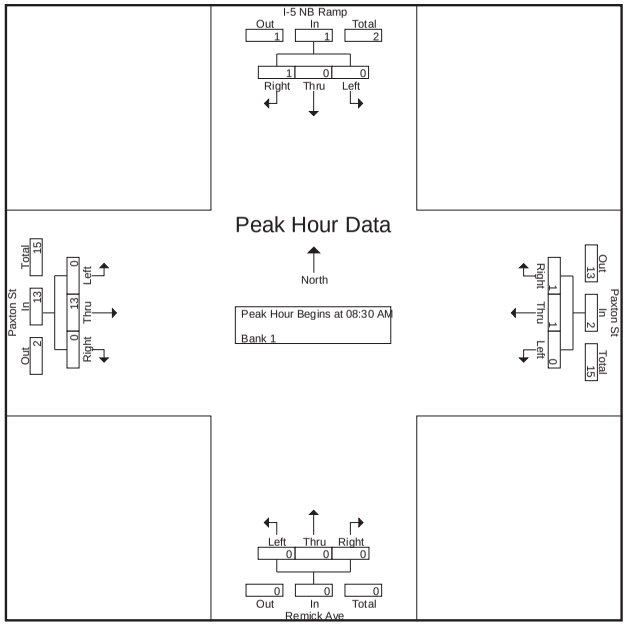
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
09:15 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**5**	0	**5**	**6**
Total Volume	0	0	1	1	0	1	1	2	0	0	0	0	0	13	0	13	16
% App. Total	0	0	100		0	50	50		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.250	.500	.000	.000	.000	.000	.000	.650	.000	.650	.667



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Site Code : 00000000
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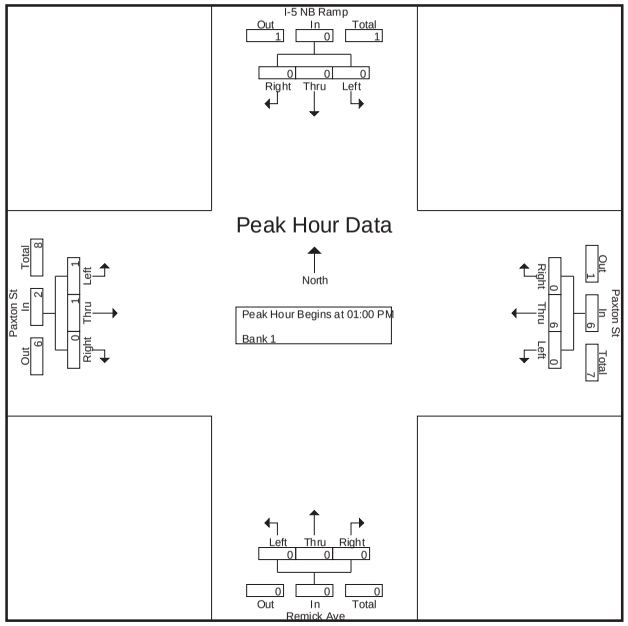
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	**1**	**1**	0	**2**	**4**
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	1	1	0	2	8
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.250	.250	.000	.250	.500



CITY TRAFFIC COUNTERS
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File Name : 5NBPaxton_Bus
Site Code : 00000000
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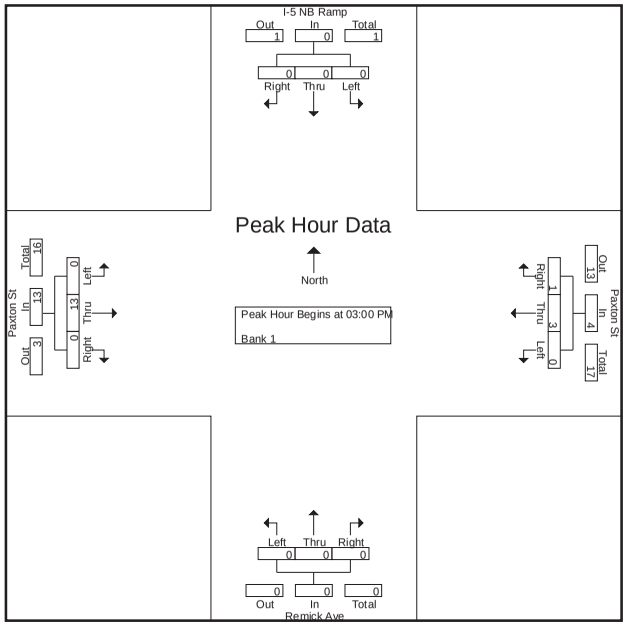
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	3	0	3	**5**
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
03:45 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	3	1	4	0	0	0	0	0	13	0	13	17
% App. Total	0	0	0		0	75	25		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.250	.500	.000	.000	.000	.000	.000	.813	.000	.813	.850



CITY TRAFFIC COUNTERS
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File Name : 5NBPaxton_2Axle
Site Code : 00000000
Start Date : 1/14/2014

Groups Printed- Unshifted

	I-5 NB Ramp Southbound			Paxton St Westbound			Remick Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	4	0	0	0	0	2	0	6
07:15 AM	0	0	0	0	0	1	0	0	2	1	1	0	5
07:30 AM	0	0	1	0	0	1	0	1	0	0	0	1	4
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	1	0	1	6	0	1	2	1	4	1	17
08:00 AM	0	0	0	0	1	0	0	0	1	0	2	0	4
08:15 AM	0	0	0	0	4	4	0	0	2	0	1	1	12
08:30 AM	1	0	0	0	0	1	0	0	0	0	1	0	3
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	1	0	0	0	6	5	0	0	3	0	4	1	20
09:00 AM	1	0	1	1	1	1	0	1	1	1	1	0	9
09:15 AM	1	0	0	0	2	2	0	0	0	1	2	0	8
09:30 AM	1	0	0	1	2	0	0	0	1	1	0	0	6
09:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	3	0	1	2	6	3	0	1	2	3	5	0	26
12:00 PM	1	0	0	0	1	2	0	0	0	0	0	0	4
12:15 PM	1	0	1	0	1	2	0	0	0	1	1	0	7
12:30 PM	0	0	0	0	1	3	0	0	0	1	2	0	7
12:45 PM	1	0	0	0	1	1	0	0	0	0	1	0	4
Total	3	0	1	0	4	8	0	0	0	2	4	0	22
01:00 PM	1	0	2	0	1	0	0	0	1	0	1	0	6
01:15 PM	0	0	0	0	1	0	0	0	1	1	2	0	5
01:30 PM	0	0	0	0	2	0	0	0	0	1	1	0	4
01:45 PM	0	0	0	0	1	0	0	0	0	1	1	0	3
Total	1	0	2	0	5	0	0	0	2	3	5	0	18
03:00 PM	1	0	0	0	2	1	0	0	0	0	3	0	7
03:15 PM	1	0	1	0	1	2	0	0	0	1	1	0	7
03:30 PM	3	1	0	0	2	0	0	0	0	1	2	0	9
03:45 PM	0	0	0	0	1	0	0	0	0	1	2	0	4
Total	5	1	1	0	6	3	0	0	0	3	8	0	27
04:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	3
04:15 PM	0	0	0	0	1	1	0	0	0	0	2	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
04:45 PM	1	0	0	0	1	1	0	0	0	0	0	0	3
Total	2	0	0	0	3	2	0	0	0	1	4	0	12
05:00 PM	1	0	0	0	1	1	0	0	0	2	2	0	7
05:15 PM	0	0	0	0	0	0	0	0	1	1	1	0	3
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	0	1	0	0	0	0	1	1	0	4
Total	2	0	1	0	2	1	0	0	1	4	4	0	15
Grand Total	17	1	7	2	33	28	0	2	10	17	38	2	157
Apprch %	68	4	28	3.2	52.4	44.4	0	16.7	83.3	29.8	66.7	3.5	
Total %	10.8	0.6	4.5	1.3	21	17.8	0	1.3	6.4	10.8	24.2	1.3	

CITY TRAFFIC COUNTERS
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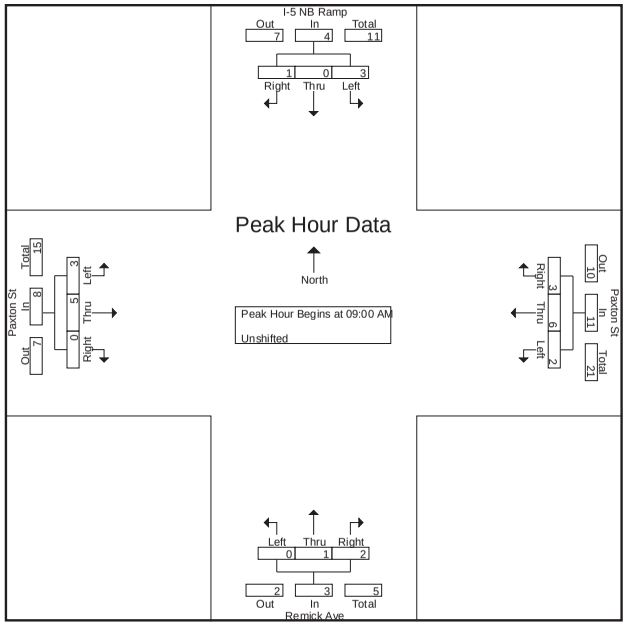
File Name : 5NBPaxton_2Axle
Site Code : 00000000
Start Date : 1/14/2014

	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**1**	0	**1**	**2**	**1**	1	1	3	0	**1**	**1**	**2**	**1**	1	0	2	**9**
09:15 AM	1	0	0	1	0	**2**	**2**	**4**	0	0	0	0	1	**2**	0	**3**	8
09:30 AM	1	0	0	1	1	2	0	3	0	0	1	1	1	0	0	1	6
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	3	0	1	4	2	6	3	11	0	1	2	3	3	5	0	8	26
% App. Total	75	0	25		18.2	54.5	27.3		0	33.3	66.7		37.5	62.5	0		
PHF	.750	.000	.250	.500	.500	.750	.375	.688	.000	.250	.500	.375	.750	.625	.000	.667	.722



CITY TRAFFIC COUNTERS
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File Name : 5NBPaxton_2Axle
Site Code : 00000000
Start Date : 1/14/2014
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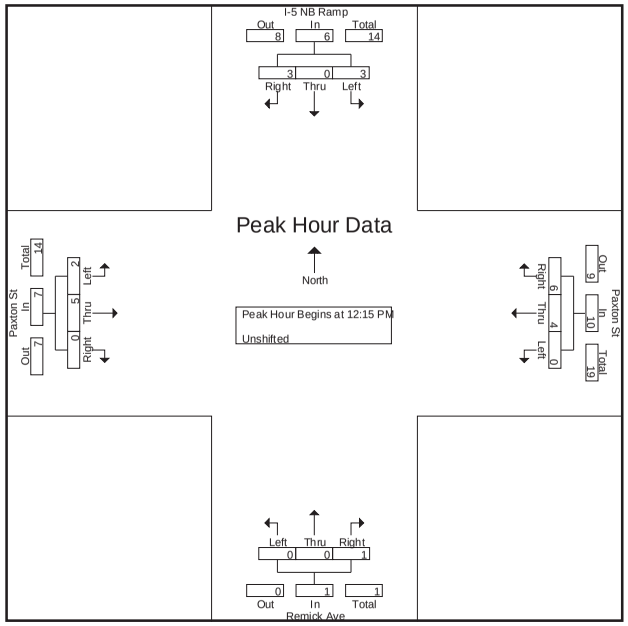
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**1**	0	1	2	0	**1**	2	3	0	0	0	0	**1**	1	0	2	**7**
12:30 PM	0	0	0	0	0	1	**3**	**4**	0	0	0	0	1	**2**	0	**3**	7
12:45 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	1	0	1	4
01:00 PM	1	0	**2**	**3**	0	1	0	1	0	0	**1**	**1**	0	1	0	1	6
Total Volume	3	0	3	6	0	4	6	10	0	0	1	1	2	5	0	7	24
% App. Total	50	0	50		0	40	60		0	0	100		28.6	71.4	0		
PHF	.750	.000	.375	.500	.000	1.00	.500	.625	.000	.000	.250	.250	.500	.625	.000	.583	.857



CITY TRAFFIC COUNTERS
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File Name : 5NBPaxton_2Axle
Site Code : 00000000
Start Date : 1/14/2014
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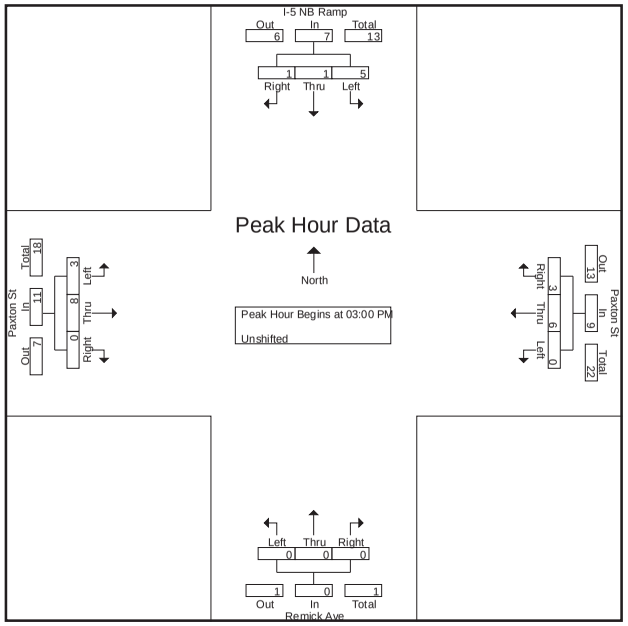
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	0	0	1	0	**2**	1	**3**	0	0	0	0	0	**3**	0	**3**	7
03:15 PM	1	0	**1**	2	0	1	**2**	3	0	0	0	0	**1**	1	0	2	7
03:30 PM	**3**	**1**	0	**4**	0	2	0	2	0	0	0	0	1	2	0	3	**9**
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	4
Total Volume	5	1	1	7	0	6	3	9	0	0	0	0	3	8	0	11	27
% App. Total	71.4	14.3	14.3		0	66.7	33.3		0	0	0		27.3	72.7	0		
PHF	.417	.250	.250	.438	.000	.750	.375	.750	.000	.000	.000	.000	.750	.667	.000	.917	.750



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File Name : 5NBPaxton_3Axle
Site Code : 00000000
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Groups Printed- Bank 1

	I-5 NB Ramp Southbound			Paxton St Westbound			Remick Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	1	0	0	0	0	1	1	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	2
Total	1	0	0	0	2	0	0	0	0	1	2	0	6
08:00 AM	0	0	1	0	4	0	0	0	0	0	0	0	5
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	1	0	1	0	5	0	0	0	0	0	1	0	8
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
Total	0	0	1	0	1	0	0	1	0	0	0	0	3
01:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	2
03:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
Total	0	0	0	0	0	1	0	0	0	1	3	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	3	0	2	0	9	1	0	1	0	2	7	0	25
Apprch %	60	0	40	0	90	10	0	100	0	22.2	77.8	0	
Total %	12	0	8	0	36	4	0	4	0	8	28	0	

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File Name : 5NBPaxton_3Axle
Site Code : 00000000
Start Date : 1/14/2014
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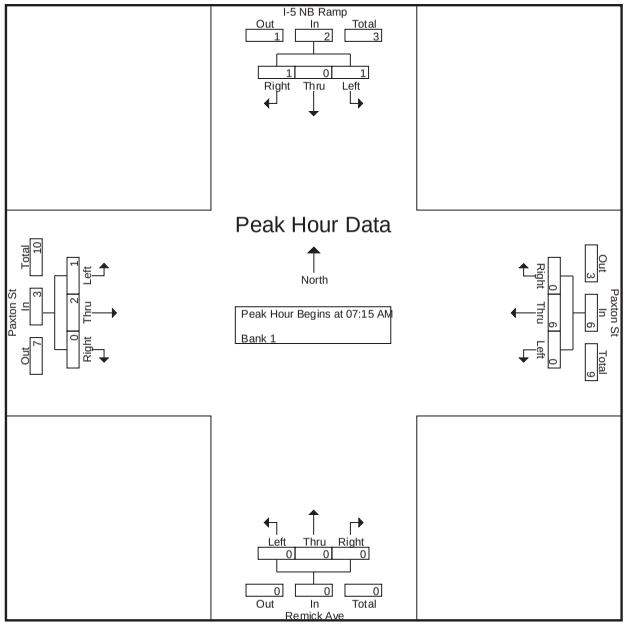
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	**1**	0	**2**	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	**1**	1	0	**4**	0	**4**	0	0	0	0	0	0	0	0	**5**
Total Volume	1	0	1	2	0	6	0	6	0	0	0	0	1	2	0	3	11
% App. Total	50	0	50		0	100	0		0	0	0		33.3	66.7	0		
PHF	.250	.000	.250	.500	.000	.375	.000	.375	.000	.000	.000	.000	.250	.500	.000	.375	.550



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File Name : 5NBPaxton_3Axle
Site Code : 00000000
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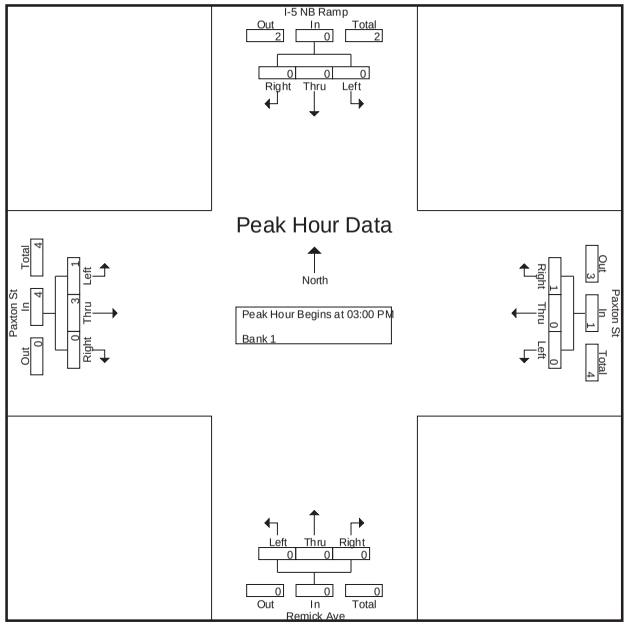
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**2**	**2**
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	1	3	0	4	5
% App. Total	0	0	0		0	0	100		0	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250	.750	.000	.500	.625



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File Name : 5NBPaxton_4Axle
Site Code : 00000000
Start Date : 1/14/2014
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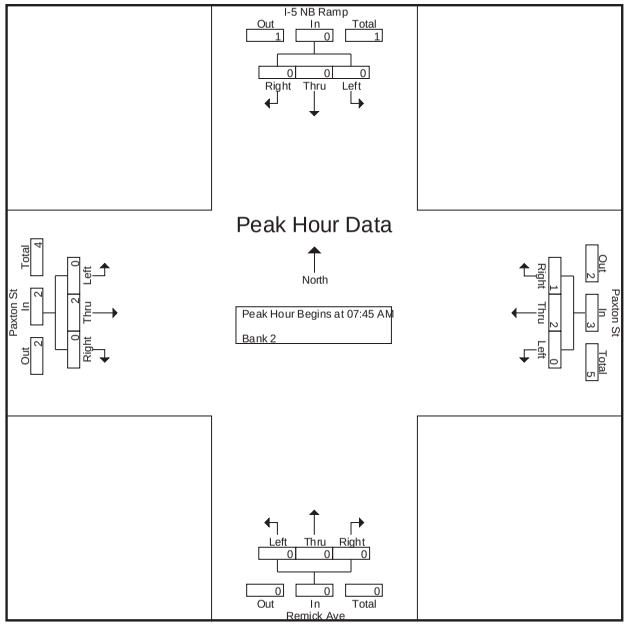
Groups Printed- Bank 2

	I-5 NB Ramp Southbound			Paxton St Westbound			Remick Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	1	0	0	0	0	2	0	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
03:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	1	1	0	4
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
Grand Total	0	0	0	0	6	1	0	0	0	1	6	0	14
Apprch %	0	0	0	0	85.7	14.3	0	0	0	14.3	85.7	0	
Total %	0	0	0	0	42.9	7.1	0	0	0	7.1	42.9	0	

File Name : 5NBPaxton_4Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 2

	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
08:00 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**1**	0	**1**	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	5
% App. Total	0	0	0		0	66.7	33.3		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.375	.000	.000	.000	.000	.000	.500	.000	.500	.625



File Name : 5NBPaxton_4Axle
Site Code : 00000000
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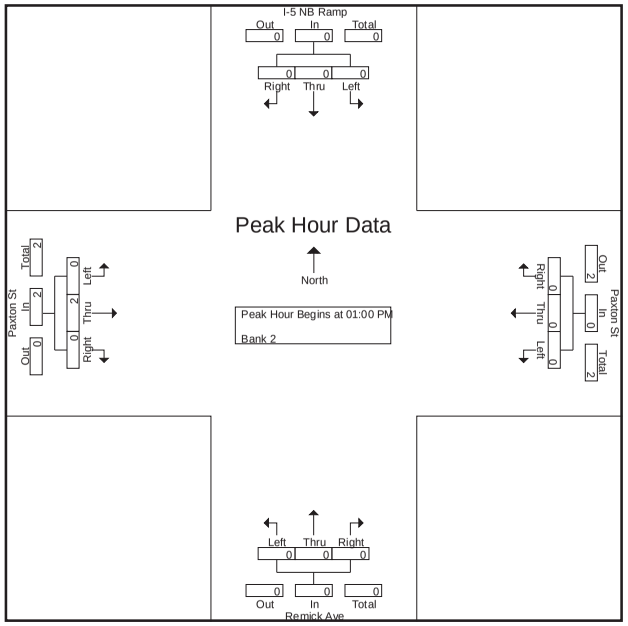
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250



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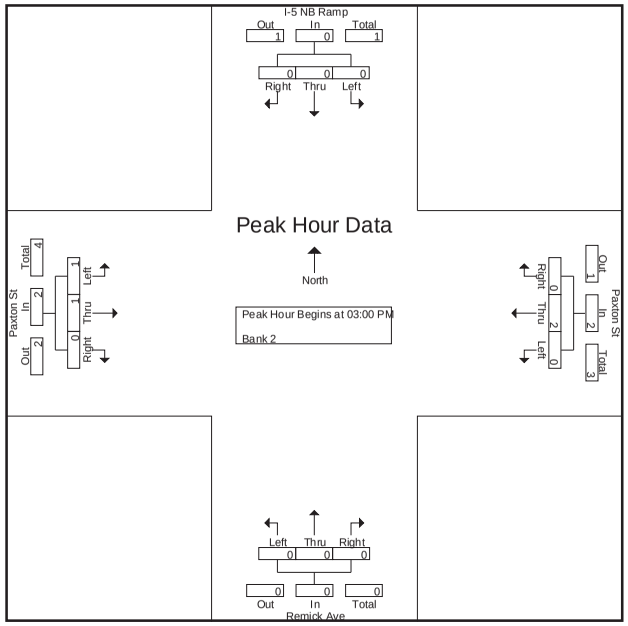
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2	4
% App. Total	0	0	0		0	100	0		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500	1.00



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : 5NBPaxton_5Axle
Site Code : 00000000
Start Date : 1/14/2014
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Groups Printed- Bank 2

	I-5 NB Ramp Southbound			Paxton St Westbound			Remick Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	2	0	3
09:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	1	2	0	3
Total	0	0	0	0	1	0	0	0	0	1	5	0	7
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	0	2	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	2	2	0	0	0	2	11	0	18
Apprch %	100	0	0	0	50	50	0	0	0	15.4	84.6	0	
Total %	5.6	0	0	0	11.1	11.1	0	0	0	11.1	61.1	0	

CITY TRAFFIC COUNTERS
626.991.7522
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File Name : 5NBPaxton_5Axle
Site Code : 00000000
Start Date : 1/14/2014
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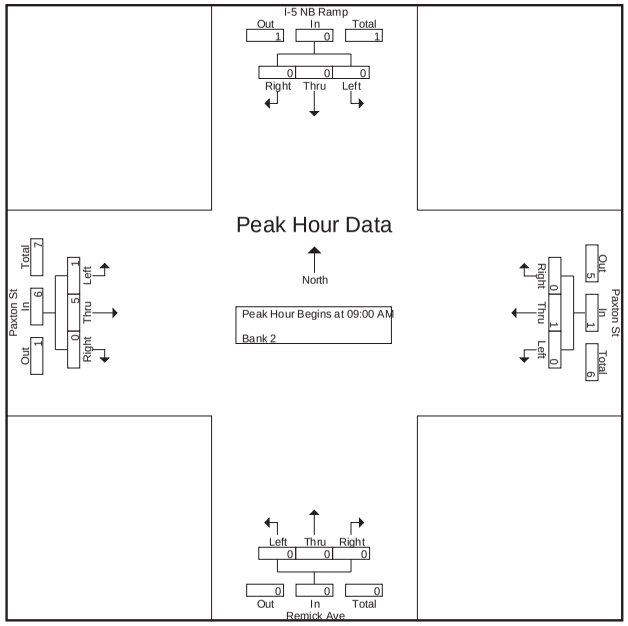
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	2	**3**
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	2	0	**3**	3
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	5	0	6	7
% App. Total	0	0	0		0	100	0		0	0	0		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.625	.000	.500	.583



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : 5NBPaxton_5Axle
Site Code : 00000000
Start Date : 1/14/2014
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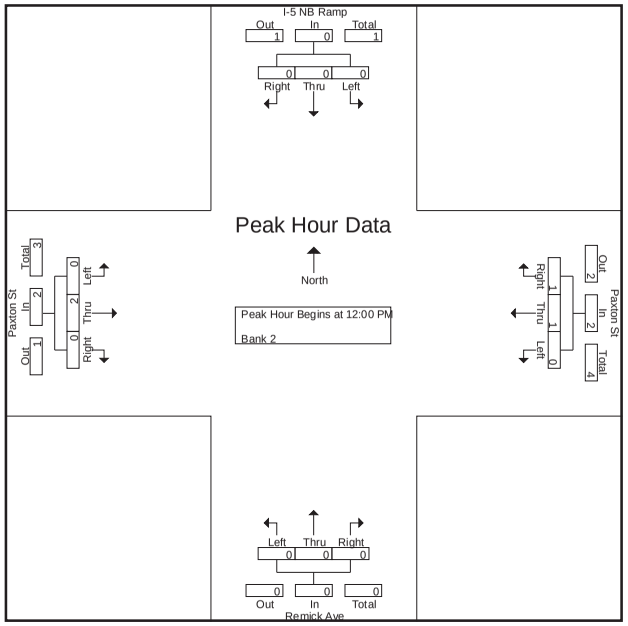
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
12:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		0	50	50		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	.500



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File Name : 5NBPaxton_5Axle
Site Code : 00000000
Start Date : 1/14/2014
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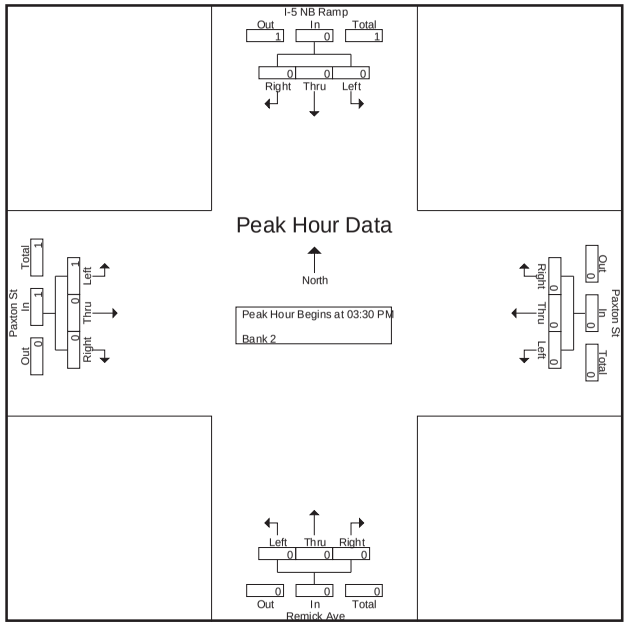
	I-5 NB Ramp Southbound				Paxton St Westbound				Remick Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250



CITY TRAFFIC COUNTERS
626.991.7522
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INT. 5

File Name : LCBranford
Site Code : 00000000
Start Date : 1/14/2014
Page No : 1

Groups Printed- Unshifted

	Laurel Canyon Blvd Southbound			Branford St Westbound			Laurel Canyon Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	19	188	30	32	75	18	20	44	18	13	72	56	585
07:15 AM	21	197	21	41	114	14	23	61	29	18	106	65	710
07:30 AM	22	245	34	39	128	21	39	91	24	25	122	88	878
07:45 AM	39	195	33	24	130	11	51	109	31	22	131	87	863
Total	101	825	118	136	447	64	133	305	102	78	431	296	3036
08:00 AM	26	230	28	26	83	11	23	91	41	24	126	66	775
08:15 AM	19	235	35	20	74	13	17	81	33	18	88	39	672
08:30 AM	10	196	28	18	38	13	10	60	14	12	59	55	513
08:45 AM	19	211	29	21	60	16	16	41	16	12	59	30	530
Total	74	872	120	85	255	53	66	273	104	66	332	190	2490
09:00 AM	14	192	20	17	42	17	14	55	15	13	35	31	465
09:15 AM	10	118	16	16	47	18	9	61	13	13	40	31	392
09:30 AM	13	80	23	5	44	15	9	47	12	12	44	21	325
09:45 AM	17	73	22	19	46	16	12	64	20	9	42	19	359
Total	54	463	81	57	179	66	44	227	60	47	161	102	1541
12:00 PM	19	81	20	12	46	15	21	78	21	13	49	18	393
12:15 PM	24	87	25	22	41	19	15	73	12	20	48	28	414
12:30 PM	14	79	21	26	43	18	14	90	21	22	58	21	427
12:45 PM	18	74	21	18	55	22	15	82	18	23	51	24	421
Total	75	321	87	78	185	74	65	323	72	78	206	91	1655
01:00 PM	12	94	25	15	57	16	21	80	19	31	45	23	438
01:15 PM	23	82	47	18	52	18	25	95	23	20	53	34	490
01:30 PM	15	88	21	27	72	25	20	113	35	36	67	53	572
01:45 PM	15	91	34	27	65	31	25	142	22	22	52	40	566
Total	65	355	127	87	246	90	91	430	99	109	217	150	2066
03:00 PM	21	84	29	20	63	23	14	96	26	36	63	29	504
03:15 PM	14	94	28	15	76	16	28	98	18	33	57	38	515
03:30 PM	17	102	48	26	98	26	29	148	22	28	85	25	654
03:45 PM	16	107	45	25	57	21	22	145	44	31	68	32	613
Total	68	387	150	86	294	86	93	487	110	128	273	124	2286
04:00 PM	8	92	31	15	92	21	23	141	30	32	79	30	594
04:15 PM	30	86	20	27	76	25	22	177	36	37	61	16	613
04:30 PM	17	83	32	24	92	31	27	184	30	31	63	19	633
04:45 PM	15	93	36	52	107	41	27	187	21	34	81	33	727
Total	70	354	119	118	367	118	99	689	117	134	284	98	2567
05:00 PM	12	116	28	26	122	23	26	193	27	37	85	44	739
05:15 PM	15	107	31	34	107	33	36	223	49	36	96	40	807
05:30 PM	15	107	38	30	80	32	23	198	35	41	85	43	727
05:45 PM	21	94	40	25	68	13	24	209	33	54	79	29	689
Total	63	424	137	115	377	101	109	823	144	168	345	156	2962
Grand Total	570	4001	939	762	2350	652	700	3557	808	808	2249	1207	18603
Apprch %	10.3	72.6	17	20.2	62.4	17.3	13.8	70.2	16	18.9	52.7	28.3	
Total %	3.1	21.5	5	4.1	12.6	3.5	3.8	19.1	4.3	4.3	12.1	6.5	

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File Name : LCBranford
Site Code : 00000000
Start Date : 1/14/2014
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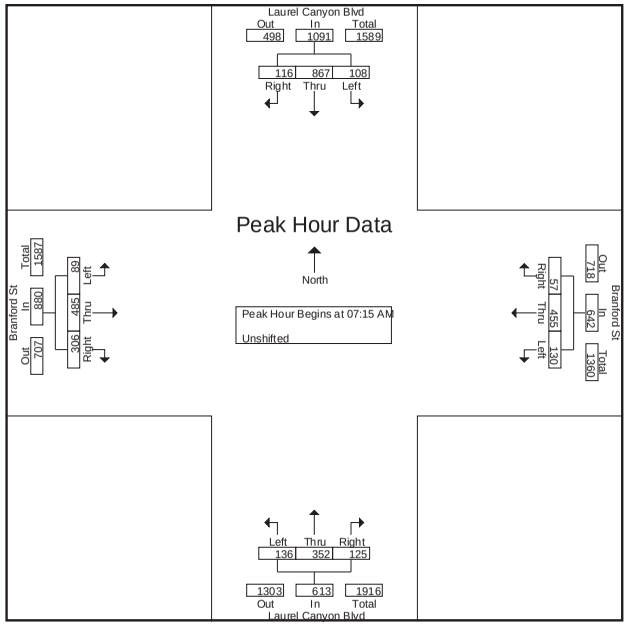
	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	21	197	21	239	**41**	114	14	169	23	61	29	113	18	106	65	189	710
07:30 AM	22	**245**	**34**	**301**	39	128	**21**	**188**	39	91	24	154	**25**	122	**88**	235	**878**
07:45 AM	**39**	195	33	267	24	**130**	11	165	**51**	**109**	31	**191**	22	**131**	87	**240**	863
08:00 AM	26	230	28	284	26	83	11	120	23	91	**41**	155	24	126	66	216	775
Total Volume	108	867	116	1091	130	455	57	642	136	352	125	613	89	485	306	880	3226
% App. Total	9.9	79.5	10.6		20.2	70.9	8.9		22.2	57.4	20.4		10.1	55.1	34.8		
PHF	.692	.885	.853	.906	.793	.875	.679	.854	.667	.807	.762	.802	.890	.926	.869	.917	.919



CITY TRAFFIC COUNTERS
626.991.7522
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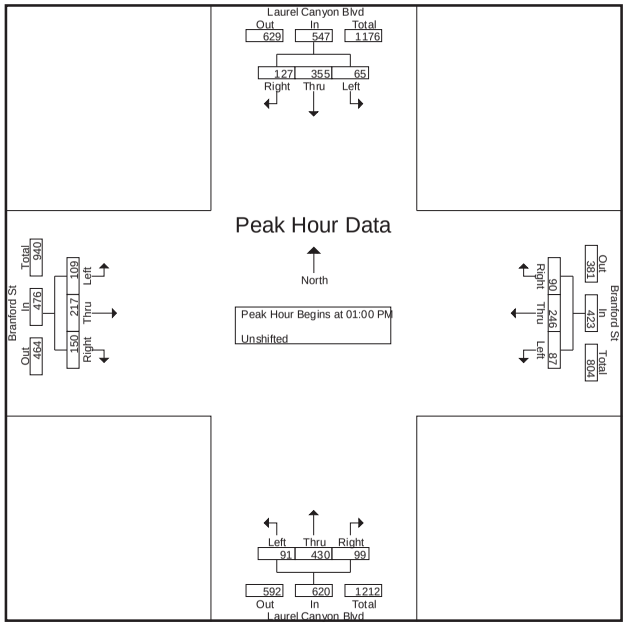
File Name : LCBranford
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	12	**94**	25	131	15	57	16	88	21	80	19	120	31	45	23	99	438
01:15 PM	**23**	82	**47**	**152**	18	52	18	88	**25**	95	23	143	20	53	34	107	490
01:30 PM	15	88	21	124	**27**	**72**	25	**124**	20	113	**35**	168	**36**	**67**	**53**	**156**	**572**
01:45 PM	15	91	34	140	27	65	**31**	123	25	**142**	22	**189**	22	52	40	114	566
Total Volume	65	355	127	547	87	246	90	423	91	430	99	620	109	217	150	476	2066
% App. Total	11.9	64.9	23.2		20.6	58.2	21.3		14.7	69.4	16		22.9	45.6	31.5		
PHF	.707	.944	.676	.900	.806	.854	.726	.853	.910	.757	.707	.820	.757	.810	.708	.763	.903



CITY TRAFFIC COUNTERS
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File Name : LCBranford
Site Code : 00000000
Start Date : 1/14/2014
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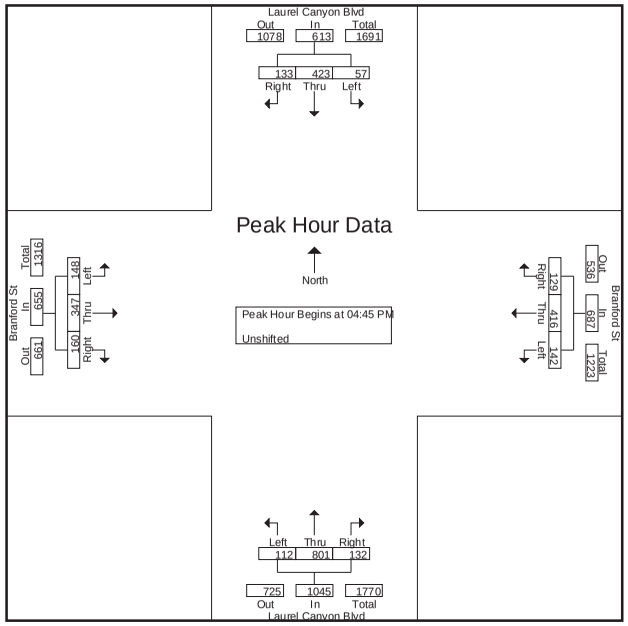
	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**15**	93	36	144	**52**	107	**41**	**200**	27	187	21	235	34	81	33	148	727
05:00 PM	12	**116**	28	156	26	**122**	23	171	26	193	27	246	37	85	**44**	166	739
05:15 PM	15	107	31	153	34	107	33	174	**36**	**223**	**49**	**308**	36	**96**	40	**172**	**807**
05:30 PM	15	107	**38**	**160**	30	80	32	142	23	198	35	256	**41**	85	43	169	727
Total Volume	57	423	133	613	142	416	129	687	112	801	132	1045	148	347	160	655	3000
% App. Total	9.3	69	21.7		20.7	60.6	18.8		10.7	76.7	12.6		22.6	53	24.4		
PHF	.950	.912	.875	.958	.683	.852	.787	.859	.778	.898	.673	.848	.902	.904	.909	.952	.929



CITY TRAFFIC COUNTERS
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File Name : LCBranford_MC
Site Code : 00000000
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Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			Branford St Westbound			Laurel Canyon Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	1	0	0	0	0	0	0	0	0	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
Total	1	1	1	0	0	0	0	0	0	0	2	2	7
08:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
Total	0	1	0	0	0	0	0	0	0	0	1	0	2
09:15 AM	0	1	0	0	0	1	0	0	0	0	1	0	3
09:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	1	0	0	2	1	0	0	0	0	2	0	6
12:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	1	3
Total	0	1	0	0	0	0	0	1	0	1	1	1	5
01:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	1	0	0	0	1	0	0	0	1	3
03:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:15 PM	0	0	0	1	0	0	0	1	0	1	0	0	3
03:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	14	14
Total	0	0	0	1	0	0	1	1	0	1	2	14	20
04:15 PM	0	2	0	0	0	6	0	0	0	1	0	0	9
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	2	0	0	1	6	0	1	0	1	0	0	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	1	0	0	0	0	0	1	0	2	2	0	6
Grand Total	1	7	1	2	3	7	1	5	0	5	10	18	60
Apprch %	11.1	77.8	11.1	16.7	25	58.3	16.7	83.3	0	15.2	30.3	54.5	
Total %	1.7	11.7	1.7	3.3	5	11.7	1.7	8.3	0	8.3	16.7	30	

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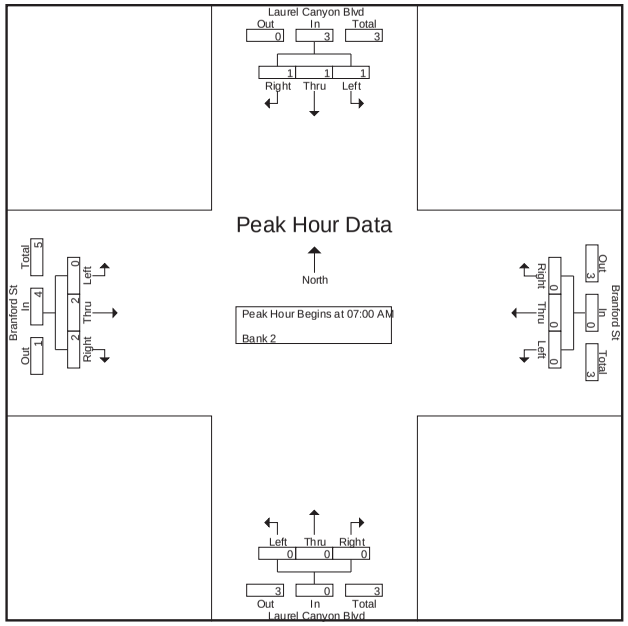
	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**4**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	1	1	3	0	0	0	0	0	0	0	0	0	2	2	4	7
% App. Total	33.3	33.3	33.3		0	0	0		0	0	0		0	50	50		
PHF	.250	.250	.250	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.500	.438



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : LCBranford_MC
Site Code : 00000000
Start Date : 1/14/2014
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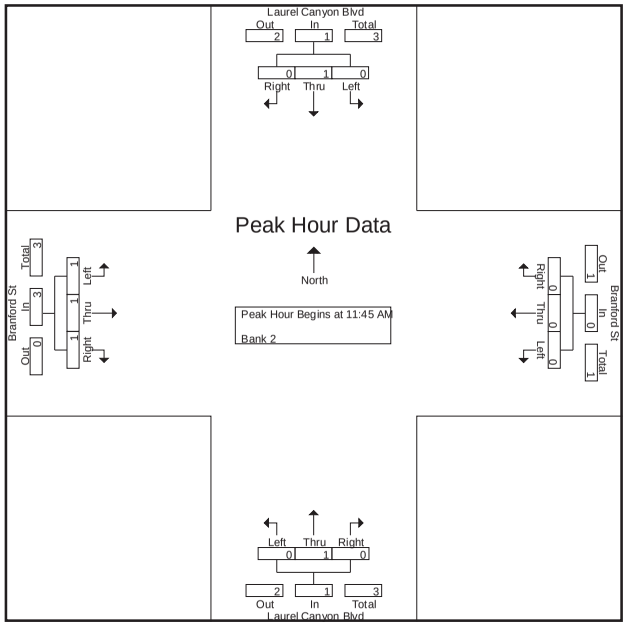
	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**	0	**1**	**2**	**3**
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	1	1	1	3	5
% App. Total	0	100	0		0	0	0		0	100	0		33.3	33.3	33.3		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250	.250	.375	.417



CITY TRAFFIC COUNTERS
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File Name : LCBranford_MC
Site Code : 00000000
Start Date : 1/14/2014
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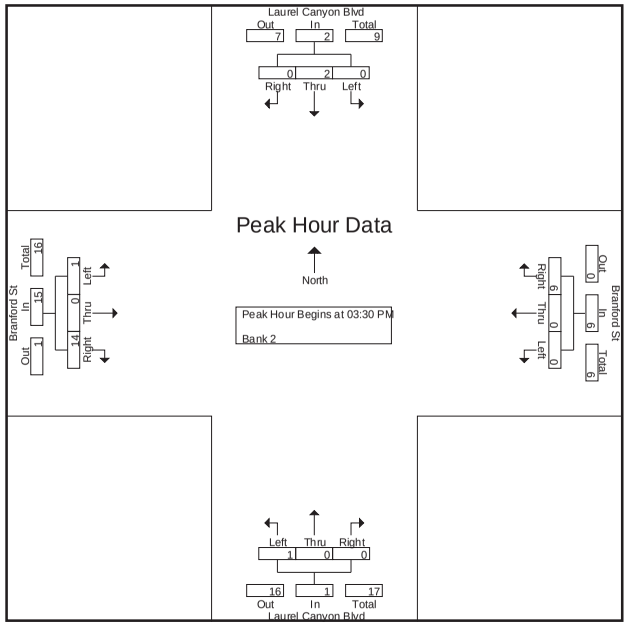
	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**14**	**14**	**14**
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**2**	0	**2**	0	0	**6**	**6**	0	0	0	0	**1**	0	0	1	9
Total Volume	0	2	0	2	0	0	6	6	1	0	0	1	1	0	14	15	24
% App. Total	0	100	0		0	0	100		100	0	0		6.7	0	93.3		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.250	.000	.000	.250	.250	.000	.250	.268	.429



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : LCBranford_Bus
Site Code : 00000000
Start Date : 1/14/2014
Page No : 1

Groups Printed- Bank 1

	Laurel Canyon Blvd Southbound			Branford St Westbound			Laurel Canyon Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	2	0	0	1	0	2	2	0	0	0	1	9
07:15 AM	0	1	1	1	0	0	0	2	1	0	0	1	7
07:30 AM	0	2	0	0	0	0	0	2	0	0	0	1	5
07:45 AM	0	4	0	0	0	0	2	1	0	0	0	0	7
Total	1	9	1	1	1	0	4	7	1	0	0	3	28
08:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
08:45 AM	0	1	0	0	0	0	0	2	1	0	0	0	4
Total	0	8	0	0	0	0	0	4	1	0	0	0	13
09:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	0	2	1	0	0	0	3
Total	0	2	0	0	0	0	0	7	1	0	0	0	10
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	0	2	0	0	0	0	6
01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	2	1	0	0	0	3
01:30 PM	0	2	0	0	0	0	1	1	0	0	0	0	4
01:45 PM	0	0	1	0	1	0	0	2	0	1	0	2	7
Total	0	2	1	0	1	0	1	6	1	1	0	2	15
03:00 PM	0	3	0	0	1	0	0	4	0	0	0	0	8
03:15 PM	0	3	1	0	0	0	0	3	0	0	1	0	8
03:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
03:45 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
Total	0	10	1	0	1	0	0	11	0	0	1	0	24
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
04:30 PM	1	1	0	0	0	0	0	1	0	0	0	0	3
Total	1	4	0	0	0	0	0	4	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	1	0	0	0	0	1	0	0	0	1	4
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	1	0	0	0	0	2	0	0	0	1	7
Grand Total	2	42	4	1	3	0	5	43	4	1	1	6	112
Apprch %	4.2	87.5	8.3	25	75	0	9.6	82.7	7.7	12.5	12.5	75	
Total %	1.8	37.5	3.6	0.9	2.7	0	4.5	38.4	3.6	0.9	0.9	5.4	

File Name : LCBranford_Bus
Site Code : 00000000
Start Date : 1/14/2014
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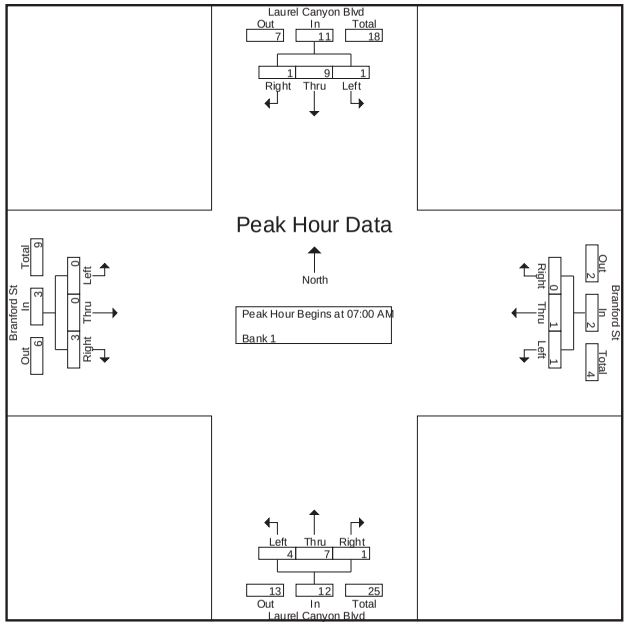
	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	2	0	3	0	**1**	0	**1**	**2**	**2**	0	**4**	0	0	**1**	**1**	**9**
07:15 AM	0	1	**1**	2	**1**	0	0	1	0	2	**1**	3	0	0	1	1	7
07:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
07:45 AM	0	**4**	0	**4**	0	0	0	0	2	1	0	3	0	0	0	0	7
Total Volume	1	9	1	11	1	1	0	2	4	7	1	12	0	0	3	3	28
% App. Total	9.1	81.8	9.1		50	50	0		33.3	58.3	8.3		0	0	100		
PHF	.250	.563	.250	.688	.250	.250	.000	.500	.500	.875	.250	.750	.000	.000	.750	.750	.778



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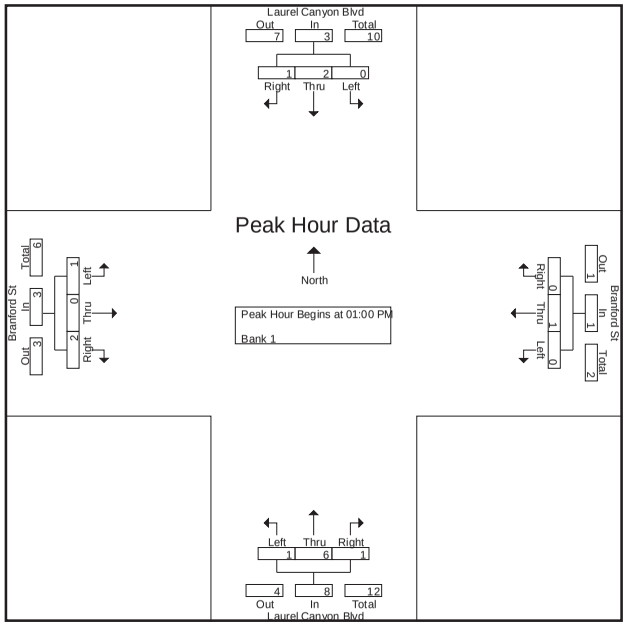
File Name : LCBranford_Bus
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	3
01:30 PM	0	**2**	0	**2**	0	0	0	0	**1**	1	0	2	0	0	0	0	4
01:45 PM	0	0	**1**	1	0	**1**	0	**1**	0	2	0	2	**1**	0	**2**	**3**	**7**
Total Volume	0	2	1	3	0	1	0	1	1	6	1	8	1	0	2	3	15
% App. Total	0	66.7	33.3		0	100	0		12.5	75	12.5		33.3	0	66.7		
PHF	.000	.250	.250	.375	.000	.250	.000	.250	.250	.750	.250	.667	.250	.000	.250	.250	.536



CITY TRAFFIC COUNTERS
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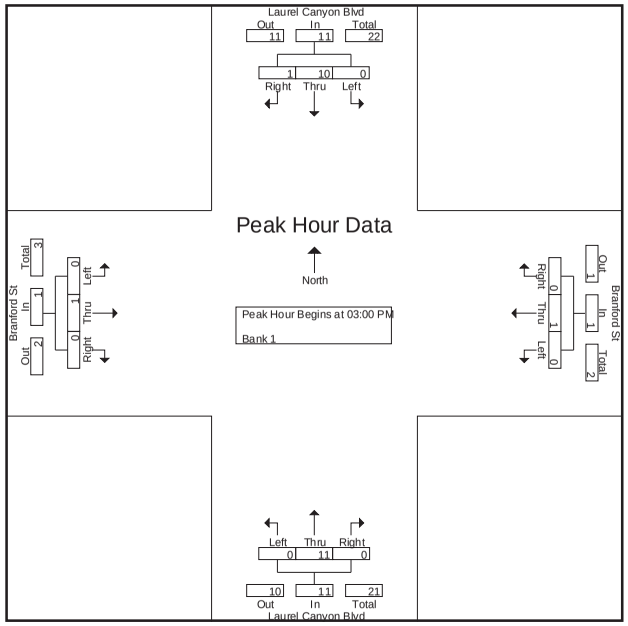
File Name : LCBranford_Bus
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**3**	0	3	0	**1**	0	**1**	0	**4**	0	**4**	0	0	0	0	**8**
03:15 PM	0	3	**1**	**4**	0	0	0	0	0	3	0	3	0	**1**	0	**1**	8
03:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
03:45 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total Volume	0	10	1	11	0	1	0	1	0	11	0	11	0	1	0	1	24
% App. Total	0	90.9	9.1		0	100	0		0	100	0		0	100	0		
PHF	.000	.833	.250	.688	.000	.250	.000	.250	.000	.688	.000	.688	.000	.250	.000	.250	.750



CITY TRAFFIC COUNTERS
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File Name : LCBranford_2Axle
Site Code : 00000000
Start Date : 1/14/2014
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Groups Printed- Unshifted

	Laurel Canyon Blvd Southbound			Branford St Westbound			Laurel Canyon Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	2	1	0	1	0	0	3	1	0	2	0	11
07:15 AM	0	3	1	0	2	0	0	0	2	1	2	1	12
07:30 AM	0	8	1	1	2	0	0	1	0	1	0	0	14
07:45 AM	0	3	0	0	3	4	0	0	0	2	4	1	17
Total	1	16	3	1	8	4	0	4	3	4	8	2	54
08:00 AM	0	5	0	4	8	5	0	0	0	0	0	0	22
08:15 AM	0	3	1	4	10	10	0	0	0	0	1	1	30
08:30 AM	0	2	0	5	5	7	0	1	0	1	1	1	23
08:45 AM	0	2	0	2	4	5	0	0	1	2	0	0	16
Total	0	12	1	15	27	27	0	1	1	3	2	2	91
09:00 AM	1	6	0	4	4	4	0	3	2	1	1	2	28
09:15 AM	0	2	0	4	2	3	0	4	0	0	1	0	16
09:30 AM	2	0	1	1	1	0	0	0	2	1	1	1	10
09:45 AM	0	2	1	0	2	6	0	1	2	1	2	1	18
Total	3	10	2	9	9	13	0	8	6	3	5	4	72
12:00 PM	0	1	0	0	0	2	0	1	0	1	3	0	8
12:15 PM	3	1	1	2	5	1	0	1	1	0	1	0	16
12:30 PM	3	2	1	2	1	1	0	1	0	2	2	1	16
12:45 PM	1	0	1	0	4	2	0	1	0	0	2	1	12
Total	7	4	3	4	10	6	0	4	1	3	8	2	52
01:00 PM	0	1	2	2	2	1	1	1	1	1	2	1	15
01:15 PM	2	2	0	0	2	1	0	0	1	0	4	1	13
01:30 PM	1	2	0	3	2	2	0	2	2	2	0	0	16
01:45 PM	1	1	1	3	1	0	0	0	0	0	0	1	8
Total	4	6	3	8	7	4	1	3	4	3	6	3	52
03:00 PM	2	3	0	0	2	2	1	1	2	0	6	1	20
03:15 PM	3	1	0	3	4	0	0	2	1	0	6	0	20
03:30 PM	2	2	2	1	2	1	0	0	2	1	2	0	15
03:45 PM	0	1	0	1	2	0	0	0	0	0	4	0	8
Total	7	7	2	5	10	3	1	3	5	1	18	1	63
04:00 PM	1	1	0	0	1	0	1	1	2	0	8	0	15
04:15 PM	3	2	0	0	1	0	1	1	3	0	3	0	14
04:30 PM	3	2	2	0	1	0	0	0	1	0	1	1	11
04:45 PM	3	1	1	1	1	0	0	3	2	0	3	0	15
Total	10	6	3	1	4	0	2	5	8	0	15	1	55
05:00 PM	7	0	0	1	0	0	0	0	3	2	7	0	20
05:15 PM	3	1	0	0	0	1	0	0	1	1	2	0	9
05:30 PM	3	0	1	0	3	0	0	0	3	0	6	0	16
05:45 PM	4	1	0	0	0	0	0	1	1	0	3	1	11
Total	17	2	1	1	3	1	0	1	8	3	18	1	56
Grand Total	49	63	18	44	78	58	4	29	36	20	80	16	495
Apprch %	37.7	48.5	13.8	24.4	43.3	32.2	5.8	42	52.2	17.2	69	13.8	
Total %	9.9	12.7	3.6	8.9	15.8	11.7	0.8	5.9	7.3	4	16.2	3.2	

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File Name : LCBranford_2Axle
Site Code : 00000000
Start Date : 1/14/2014
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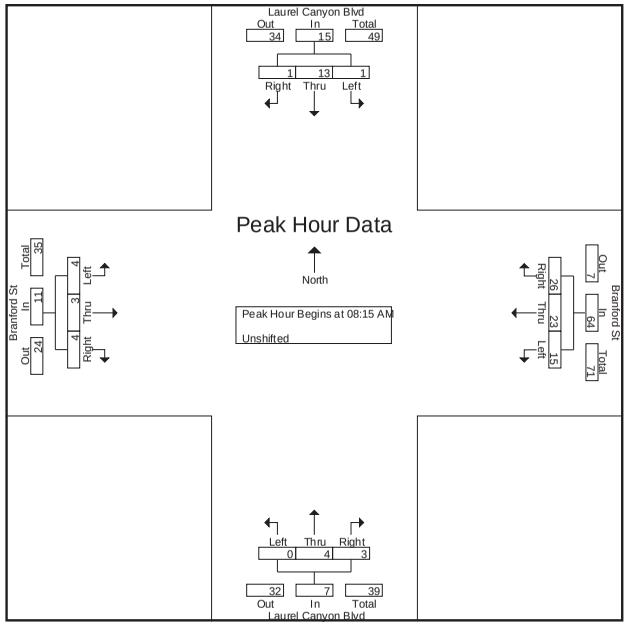
	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	3	**1**	4	4	**10**	**10**	**24**	0	0	0	0	0	**1**	1	2	**30**
08:30 AM	0	2	0	2	**5**	5	7	17	0	1	0	1	1	1	1	3	23
08:45 AM	0	2	0	2	2	4	5	11	0	0	1	1	**2**	0	0	2	16
09:00 AM	**1**	**6**	0	**7**	4	4	4	12	0	**3**	**2**	**5**	1	1	**2**	**4**	28
Total Volume	1	13	1	15	15	23	26	64	0	4	3	7	4	3	4	11	97
% App. Total	6.7	86.7	6.7		23.4	35.9	40.6		0	57.1	42.9		36.4	27.3	36.4		
PHF	.250	.542	.250	.536	.750	.575	.650	.667	.000	.333	.375	.350	.500	.750	.500	.688	.808



CITY TRAFFIC COUNTERS
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File Name : LCBranford_2Axle
Site Code : 00000000
Start Date : 1/14/2014
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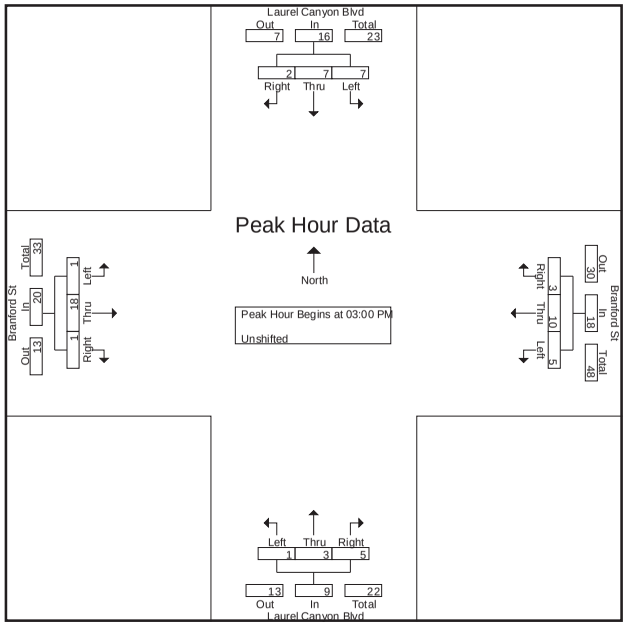
	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	2	**3**	0	5	0	2	**2**	4	**1**	1	**2**	**4**	0	**6**	**1**	**7**	**20**
03:15 PM	**3**	1	0	4	**3**	**4**	0	**7**	0	**2**	1	3	0	6	0	6	20
03:30 PM	2	2	**2**	**6**	1	2	1	4	0	0	2	2	**1**	2	0	3	15
03:45 PM	0	1	0	1	1	2	0	3	0	0	0	0	0	4	0	4	8
Total Volume	7	7	2	16	5	10	3	18	1	3	5	9	1	18	1	20	63
% App. Total	43.8	43.8	12.5		27.8	55.6	16.7		11.1	33.3	55.6		5	90	5		
PHF	.583	.583	.250	.667	.417	.625	.375	.643	.250	.375	.625	.563	.250	.750	.250	.714	.788



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : LCBranford_3Axle
Site Code : 00000000
Start Date : 1/14/2014

Groups Printed- Bank 1

	Laurel Canyon Blvd Southbound			Branford St Westbound			Laurel Canyon Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
07:15 AM	0	3	0	1	0	0	0	0	0	0	1	0	5
07:30 AM	0	0	0	1	0	1	0	0	0	0	2	0	4
07:45 AM	1	1	0	1	3	0	0	0	0	0	3	0	9
Total	1	4	1	3	3	1	0	1	0	0	6	0	20
08:00 AM	0	0	0	0	0	1	0	1	0	0	1	0	3
08:15 AM	1	2	0	1	3	1	0	1	1	0	0	1	11
08:30 AM	0	3	0	0	1	1	0	0	1	0	1	0	7
08:45 AM	0	3	0	0	0	1	0	0	0	0	0	0	4
Total	1	8	0	1	4	4	0	2	2	0	2	1	25
09:00 AM	4	1	0	1	2	0	0	2	0	0	3	0	13
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	2	1	0	0	1	1	0	0	0	5
09:45 AM	0	3	0	1	1	0	0	0	1	0	0	1	7
Total	4	4	0	4	4	0	0	3	2	0	4	1	26
12:00 PM	2	1	0	0	0	1	0	0	0	0	5	0	9
12:15 PM	2	0	0	0	3	1	0	0	0	0	0	0	6
12:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	3
12:45 PM	1	3	0	0	0	1	0	1	0	0	3	0	9
Total	6	4	0	0	4	3	0	1	0	0	9	0	27
01:00 PM	2	1	0	0	0	0	0	0	0	0	1	0	4
01:15 PM	3	1	0	0	2	0	0	1	0	0	2	0	9
01:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	4
01:45 PM	1	0	0	0	0	1	0	0	0	0	0	1	3
Total	6	2	0	0	2	5	0	1	0	0	3	1	20
03:00 PM	1	1	0	0	1	0	0	0	0	0	0	0	3
03:15 PM	3	0	0	0	0	1	0	0	1	0	1	0	6
03:30 PM	0	0	0	0	1	1	0	1	1	0	0	0	4
03:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
Total	4	1	0	0	2	3	0	1	2	0	2	0	15
04:00 PM	2	1	0	0	0	0	0	0	0	0	1	0	4
04:15 PM	0	0	0	0	1	1	0	0	0	0	1	0	3
04:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	3
04:45 PM	0	0	0	0	1	2	0	1	0	0	0	0	4
Total	3	1	0	0	3	3	0	1	0	0	3	0	14
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	2
05:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	2
Total	3	0	0	0	0	1	0	0	1	0	0	0	5
Grand Total	28	24	1	8	22	20	0	10	7	0	29	3	152
Apprch %	52.8	45.3	1.9	16	44	40	0	58.8	41.2	0	90.6	9.4	
Total %	18.4	15.8	0.7	5.3	14.5	13.2	0	6.6	4.6	0	19.1	2	

CITY TRAFFIC COUNTERS
626.991.7522
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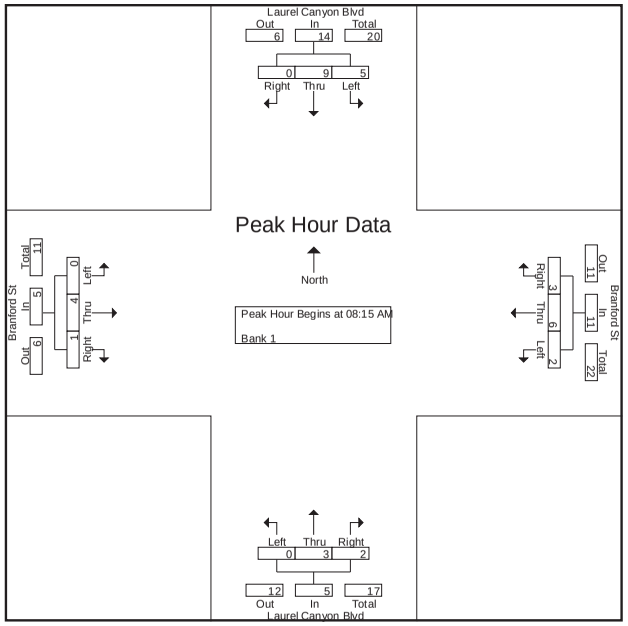
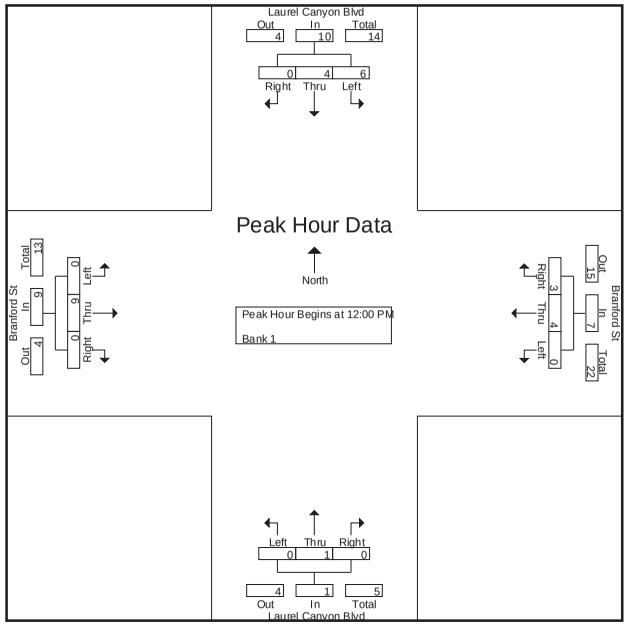
File Name : LCBranford_3Axle
Site Code : 00000000
Start Date : 1/14/2014

	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	1	2	0	3	**1**	**3**	**1**	**5**	0	1	**1**	**2**	0	0	**1**	1	11
08:30 AM	0	**3**	0	3	0	1	1	2	0	0	1	1	0	1	0	1	7
08:45 AM	0	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
09:00 AM	**4**	1	0	**5**	1	2	0	3	0	**2**	0	2	0	**3**	0	**3**	**13**
Total Volume	5	9	0	14	2	6	3	11	0	3	2	5	0	4	1	5	35
% App. Total	35.7	64.3	0		18.2	54.5	27.3		0	60	40		0	80	20		
PHF	.313	.750	.000	.700	.500	.500	.750	.550	.000	.375	.500	.625	.000	.333	.250	.417	.673



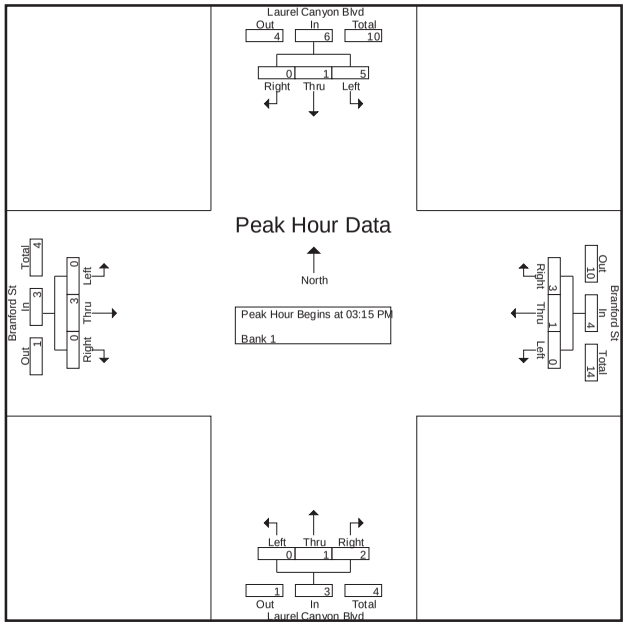
File Name : LCBranford_3Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**2**	1	0	3	0	0	**1**	1	0	0	0	0	0	**5**	0	**5**	**9**
12:15 PM	2	0	0	2	0	**3**	1	**4**	0	0	0	0	0	0	0	0	6
12:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
12:45 PM	1	**3**	0	**4**	0	0	1	1	0	**1**	0	**1**	0	3	0	3	9
Total Volume	6	4	0	10	0	4	3	7	0	1	0	1	0	9	0	9	27
% App. Total	60	40	0		0	57.1	42.9		0	100	0		0	100	0		
PHF	.750	.333	.000	.625	.000	.333	.750	.438	.000	.250	.000	.250	.000	.450	.000	.450	.750



File Name : LCBranford_3Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	**3**	0	0	**3**	0	0	**1**	1	0	0	**1**	1	0	**1**	0	**1**	**6**
03:30 PM	0	0	0	0	0	**1**	1	**2**	0	**1**	1	**2**	0	0	0	0	4
03:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:00 PM	2	**1**	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total Volume	5	1	0	6	0	1	3	4	0	1	2	3	0	3	0	3	16
% App. Total	83.3	16.7	0		0	25	75		0	33.3	66.7		0	100	0		
PHF	.417	.250	.000	.500	.000	.250	.750	.500	.000	.250	.500	.375	.000	.750	.000	.750	.667



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : LCBranford_4Axle
Site Code : 00000000
Start Date : 1/14/2014

Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			Branford St Westbound			Laurel Canyon Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	2	0	0	0	0	0	0	0	3
Total	1	0	0	0	3	1	0	0	0	0	0	0	5
09:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	2	0	1	0	0	0	0	3
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	1	0	0	1	3	0	1	0	0	1	0	7
12:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
12:15 PM	1	0	0	0	0	3	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	1	0	0	0	1	8	0	0	0	0	0	0	10
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	1	2	0	0	0	0	0	0	0	3
03:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	1	0	0	0	0	0	1	1	0	0	0	0	3
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	2	0	0	0	0	1	1	1	0	0	0	0	5
04:00 PM	0	1	0	0	0	0	0	0	1	0	1	0	3
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	0	0	0	0	1	0	1	0	4
05:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	0	1	0	3
Grand Total	5	2	0	1	8	15	1	3	1	0	3	0	39
Apprch %	71.4	28.6	0	4.2	33.3	62.5	20	60	20	0	100	0	
Total %	12.8	5.1	0	2.6	20.5	38.5	2.6	7.7	2.6	0	7.7	0	

CITY TRAFFIC COUNTERS
626.991.7522
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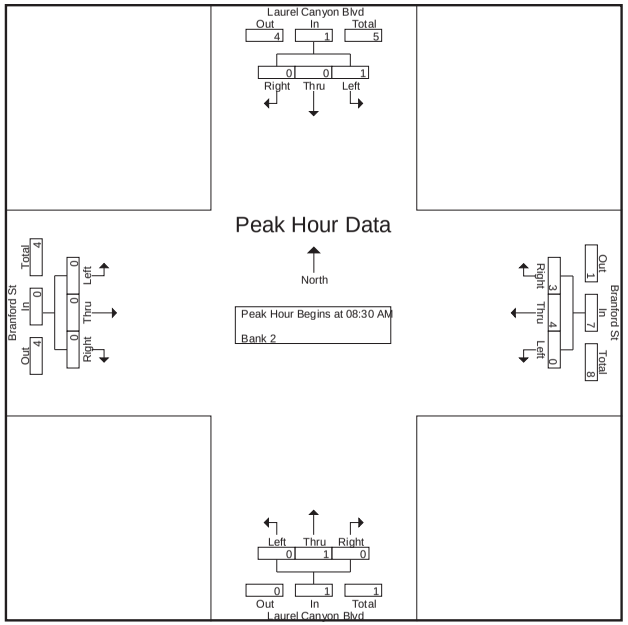
File Name : LCBranford_4Axle
Site Code : 00000000
Start Date : 1/14/2014

	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**3**
09:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	**2**	2	0	**1**	0	**1**	0	0	0	0	3
Total Volume	1	0	0	1	0	4	3	7	0	1	0	1	0	0	0	0	9
% App. Total	100	0	0		0	57.1	42.9		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.500	.375	.875	.000	.250	.000	.250	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS
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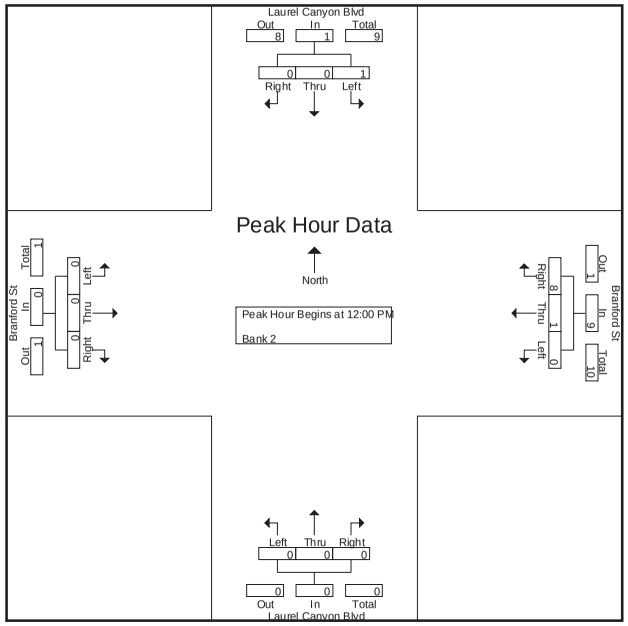
File Name : LCBranford_4Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**1**	1	2	0	0	0	0	0	0	0	0	2
12:15 PM	**1**	0	0	**1**	0	0	**3**	**3**	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
Total Volume	1	0	0	1	0	1	8	9	0	0	0	0	0	0	0	0	10
% App. Total	100	0	0		0	11.1	88.9		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.250	.667	.750	.000	.000	.000	.000	.000	.000	.000	.000	.625



CITY TRAFFIC COUNTERS
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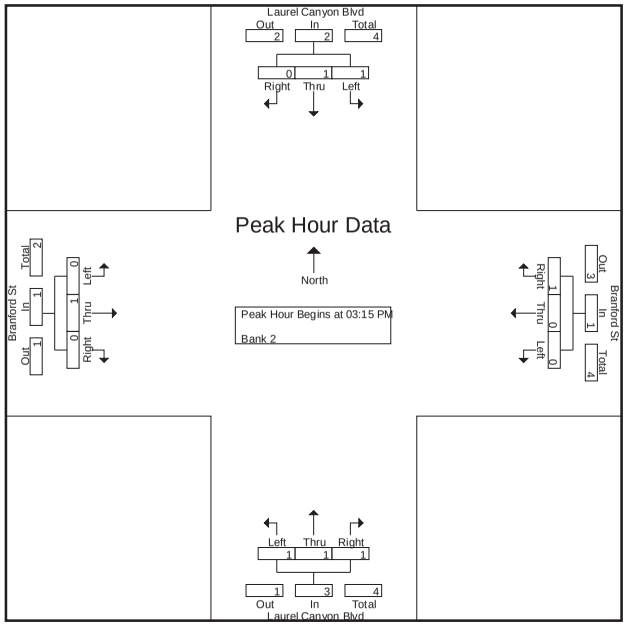
File Name : LCBranford_4Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 4

	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	**1**	0	0	**1**	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	**3**
03:30 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	**1**	0	1	0	0	0	0	0	0	**1**	1	0	**1**	0	**1**	3
Total Volume	1	1	0	2	0	0	1	1	1	1	1	3	0	1	0	1	7
% App. Total	50	50	0		0	0	100		33.3	33.3	33.3		0	100	0		
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.250	.250	.250	.375	.000	.250	.000	.250	.583



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : LCBranford_5Axle
Site Code : 00000000
Start Date : 1/14/2014

Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			Branford St Westbound			Laurel Canyon Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
07:15 AM	2	2	0	0	0	1	0	0	0	0	0	0	5
07:30 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	3
Total	3	3	0	0	1	1	0	2	1	0	0	1	12
08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	3	0	0	0	0	0	1	1	0	0	0	5
08:30 AM	0	3	0	0	0	2	0	0	1	0	1	1	8
08:45 AM	3	4	1	0	0	0	1	1	0	0	1	0	11
Total	3	12	1	0	0	2	1	2	2	0	2	1	26
09:00 AM	0	3	0	1	0	0	0	1	0	0	3	0	8
09:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	3
09:30 AM	1	2	0	1	0	0	0	0	1	1	0	0	6
09:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
Total	2	5	0	3	1	0	0	2	1	1	4	0	19
12:00 PM	2	1	0	0	1	0	0	1	2	0	0	0	7
12:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	1	0	1	0	1	0	0	1	0	0	0	4
Total	3	2	0	1	1	1	0	1	3	0	1	1	14
01:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
01:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	1	1	1	0	3
01:45 PM	0	0	0	1	0	0	0	0	0	2	0	1	4
Total	1	0	0	3	0	0	0	0	1	3	2	1	11
03:00 PM	3	1	0	0	0	0	0	0	0	0	0	0	4
03:15 PM	1	0	0	1	0	0	0	2	0	0	0	0	4
03:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	5	1	0	1	0	0	0	2	0	0	1	0	10
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	0	0	0	0	2	1	0	0	0	4
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	1	0	0	0	0	0	2	1	0	0	0	6
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
05:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	0	0	1	0	0	1	0	0	4
Grand Total	19	24	1	10	3	4	2	11	9	5	10	4	102
Apprch %	43.2	54.5	2.3	58.8	17.6	23.5	9.1	50	40.9	26.3	52.6	21.1	
Total %	18.6	23.5	1	9.8	2.9	3.9	2	10.8	8.8	4.9	9.8	3.9	

CITY TRAFFIC COUNTERS
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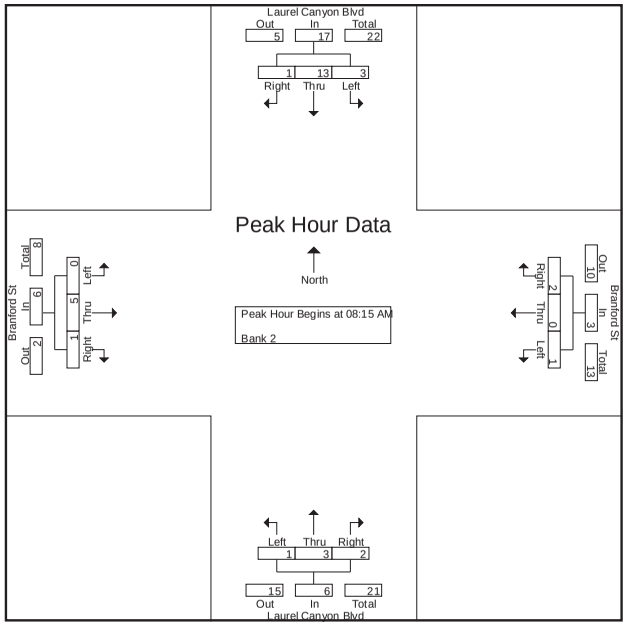
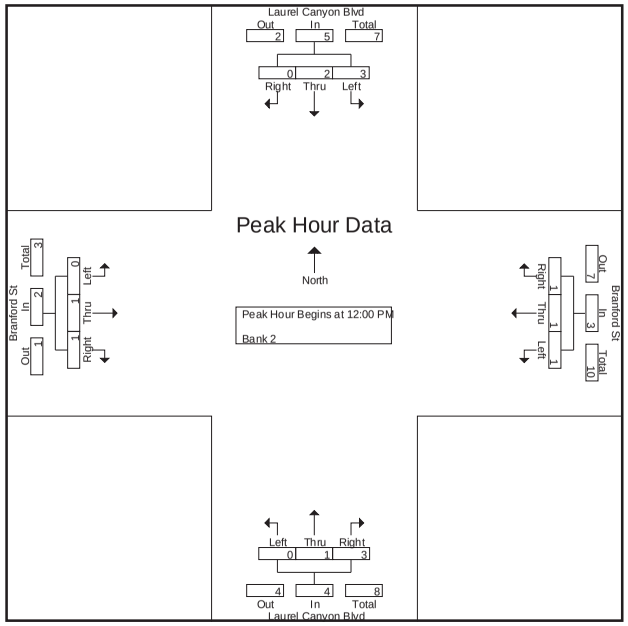
File Name : LCBranford_5Axle
Site Code : 00000000
Start Date : 1/14/2014

	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	3	0	3	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	5
08:30 AM	0	3	0	3	0	0	**2**	**2**	0	0	1	1	0	1	**1**	2	8
08:45 AM	**3**	**4**	**1**	**8**	0	0	0	0	**1**	1	0	2	0	1	0	1	**11**
09:00 AM	0	3	0	3	**1**	0	0	1	0	1	0	1	0	**3**	0	**3**	8
Total Volume	3	13	1	17	1	0	2	3	1	3	2	6	0	5	1	6	32
% App. Total	17.6	76.5	5.9		33.3	0	66.7		16.7	50	33.3		0	83.3	16.7		
PHF	.250	.813	.250	.531	.250	.000	.250	.375	.250	.750	.500	.750	.000	.417	.250	.500	.727



File Name : LCBranford_5Axle
Site Code : 00000000
Start Date : 1/14/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**2**	**1**	0	**3**	0	**1**	0	1	0	**1**	**2**	**3**	0	0	0	0	**7**
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
12:45 PM	0	1	0	1	**1**	0	**1**	**2**	0	0	1	1	0	0	0	0	4
Total Volume	3	2	0	5	1	1	1	3	0	1	3	4	0	1	1	2	14
% App. Total	60	40	0		33.3	33.3	33.3		0	25	75		0	50	50		
PHF	.375	.500	.000	.417	.250	.250	.250	.375	.000	.250	.375	.333	.000	.250	.250	.500	.500



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Site Code : 00000000
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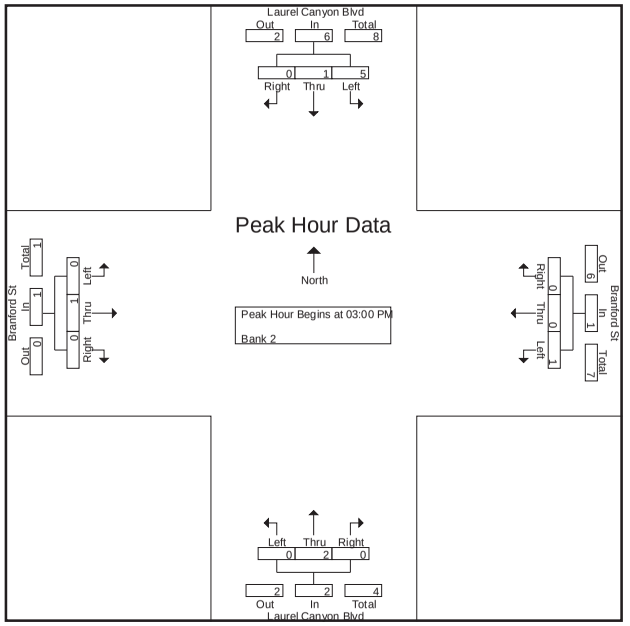
	Laurel Canyon Blvd Southbound				Branford St Westbound				Laurel Canyon Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**3**	**1**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
03:15 PM	1	0	0	1	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	4
03:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	5	1	0	6	1	0	0	1	0	2	0	2	0	1	0	1	10
% App. Total	83.3	16.7	0		100	0	0		0	100	0		0	100	0		
PHF	.417	.250	.000	.375	.250	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.625



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INT. 6

File Name : SanFBranford
Site Code : 00000000
Start Date : 1/14/2014
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Groups Printed- Unshifted

	San Fernando Rd Southbound			Branford St Westbound			San Fernando Rd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	7	143	30	14	39	1	13	49	21	3	46	13	379
07:15 AM	10	193	26	21	59	7	20	68	22	5	51	29	511
07:30 AM	5	172	22	24	48	2	17	77	27	17	88	42	541
07:45 AM	16	185	22	17	45	7	19	65	39	8	112	24	559
Total	38	693	100	76	191	17	69	259	109	33	297	108	1990
08:00 AM	11	166	23	12	36	5	10	61	22	8	86	37	477
08:15 AM	11	170	14	8	27	8	14	58	18	9	63	12	412
08:30 AM	9	156	12	10	21	6	9	55	10	2	38	13	341
08:45 AM	12	110	13	9	34	5	9	46	9	5	40	14	306
Total	43	602	62	39	118	24	42	220	59	24	227	76	1536
09:00 AM	7	105	7	12	16	7	10	36	12	6	35	11	264
09:15 AM	11	66	12	6	26	10	12	34	13	5	26	11	232
09:30 AM	14	52	11	7	29	8	8	47	9	10	36	15	246
09:45 AM	12	55	14	6	29	4	9	48	20	13	42	9	261
Total	44	278	44	31	100	29	39	165	54	34	139	46	1003
12:00 PM	12	85	10	17	39	11	6	70	25	10	47	8	340
12:15 PM	13	71	8	10	33	7	9	69	15	8	39	14	296
12:30 PM	14	82	7	20	32	6	10	63	19	12	39	11	315
12:45 PM	14	70	18	15	46	11	13	72	19	12	30	10	330
Total	53	308	43	62	150	35	38	274	78	42	155	43	1281
01:00 PM	11	62	10	14	37	20	9	81	16	4	32	18	314
01:15 PM	9	78	13	24	45	18	10	65	27	10	47	15	361
01:30 PM	11	82	25	27	49	5	12	79	39	10	46	12	397
01:45 PM	16	81	12	9	28	13	9	91	24	8	31	22	344
Total	47	303	60	74	159	56	40	316	106	32	156	67	1416
03:00 PM	9	60	10	14	45	13	17	92	18	7	60	13	358
03:15 PM	14	42	10	24	64	12	11	78	23	10	64	18	370
03:30 PM	6	74	21	24	69	32	22	115	26	13	47	5	454
03:45 PM	13	72	12	15	33	9	20	139	26	8	65	7	419
Total	42	248	53	77	211	66	70	424	93	38	236	43	1601
04:00 PM	11	72	18	16	51	14	12	101	17	16	51	19	398
04:15 PM	4	78	12	16	50	20	24	113	26	7	59	15	424
04:30 PM	10	79	10	27	75	9	14	154	27	14	39	8	466
04:45 PM	6	83	14	21	64	9	24	145	19	9	59	19	472
Total	31	312	54	80	240	52	74	513	89	46	208	61	1760
05:00 PM	8	69	31	15	70	11	9	127	11	15	38	9	413
05:15 PM	5	84	16	13	68	17	24	137	22	12	38	13	449
05:30 PM	3	74	17	25	60	7	21	106	24	14	55	11	417
05:45 PM	6	68	18	14	40	8	15	139	11	10	42	8	379
Total	22	295	82	67	238	43	69	509	68	51	173	41	1658
Grand Total	320	3039	498	506	1407	322	441	2680	656	300	1591	485	12245
Apprch %	8.3	78.8	12.9	22.6	63	14.4	11.7	71	17.4	12.6	67	20.4	
Total %	2.6	24.8	4.1	4.1	11.5	2.6	3.6	21.9	5.4	2.4	13	4	

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Site Code : 00000000
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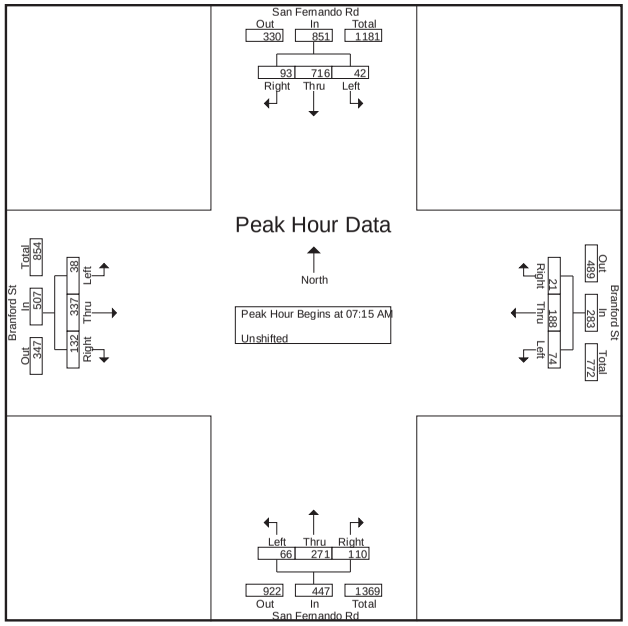
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	**193**	**26**	**229**	21	**59**	**7**	**87**	**20**	68	22	110	5	51	29	85	511
07:30 AM	5	172	22	199	**24**	48	2	74	17	**77**	27	121	**17**	88	**42**	**147**	541
07:45 AM	**16**	185	22	223	17	45	7	69	19	65	**39**	**123**	8	**112**	24	144	**559**
08:00 AM	11	166	23	200	12	36	5	53	10	61	22	93	8	86	37	131	477
Total Volume	42	716	93	851	74	188	21	283	66	271	110	447	38	337	132	507	2088
% App. Total	4.9	84.1	10.9		26.1	66.4	7.4		14.8	60.6	24.6		7.5	66.5	26		
PHF	.656	.927	.894	.929	.771	.797	.750	.813	.825	.880	.705	.909	.559	.752	.786	.862	.934



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Site Code : 00000000
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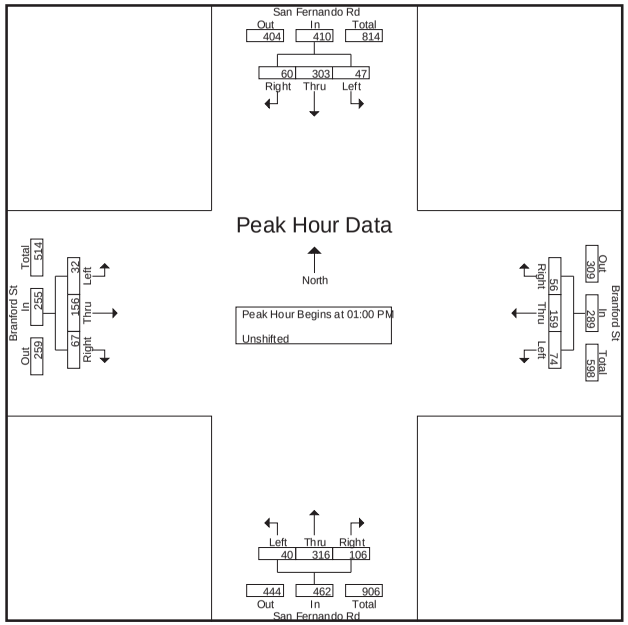
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	11	62	10	83	14	37	**20**	71	9	81	16	106	4	32	18	54	314
01:15 PM	9	78	13	100	24	45	18	**87**	10	65	27	102	**10**	**47**	15	**72**	361
01:30 PM	11	**82**	**25**	**118**	**27**	**49**	5	81	**12**	79	**39**	**130**	10	46	12	68	**397**
01:45 PM	**16**	81	12	109	9	28	13	50	9	**91**	24	124	8	31	**22**	61	344
Total Volume	47	303	60	410	74	159	56	289	40	316	106	462	32	156	67	255	1416
% App. Total	11.5	73.9	14.6		25.6	55	19.4		8.7	68.4	22.9		12.5	61.2	26.3		
PHF	.734	.924	.600	.869	.685	.811	.700	.830	.833	.868	.679	.888	.800	.830	.761	.885	.892



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Site Code : 00000000
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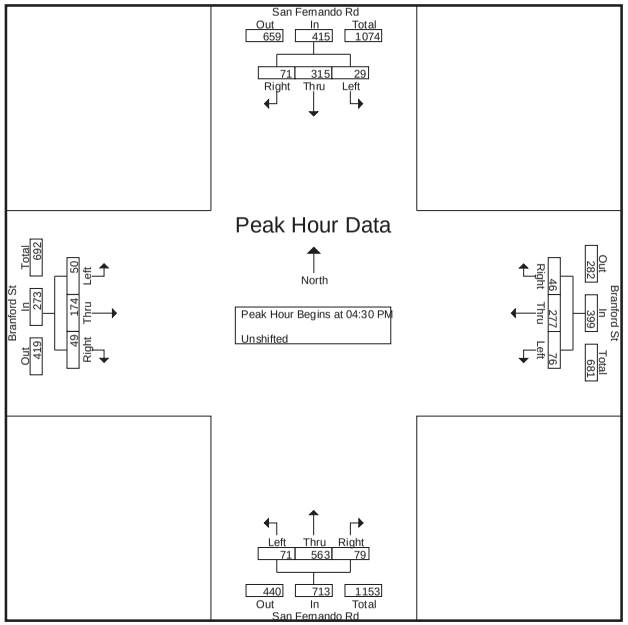
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**10**	79	10	99	**27**	**75**	9	**111**	14	**154**	**27**	**195**	14	39	8	61	466
04:45 PM	6	83	14	103	21	64	9	94	**24**	145	19	188	9	**59**	**19**	**87**	**472**
05:00 PM	8	69	**31**	**108**	15	70	11	96	9	127	11	147	**15**	38	9	62	413
05:15 PM	5	**84**	16	105	13	68	**17**	98	24	137	22	183	12	38	13	63	449
Total Volume	29	315	71	415	76	277	46	399	71	563	79	713	50	174	49	273	1800
% App. Total	7	75.9	17.1		19	69.4	11.5		10	79	11.1		18.3	63.7	17.9		
PHF	.725	.938	.573	.961	.704	.923	.676	.899	.740	.914	.731	.914	.833	.737	.645	.784	.953



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File Name : SanFBranford_MC
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Groups Printed- Bank 2

	San Fernando Rd Southbound			Branford St Westbound			San Fernando Rd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
07:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	3
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	1	1	0	1	1	1	6
08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	1	0	3
Total	0	0	0	0	1	1	0	2	0	0	1	0	5
09:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	1	0	0	0	1	0	0	0	0	0	1	0	3
12:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
12:45 PM	0	1	0	0	0	0	0	0	0	0	1	1	3
Total	0	1	0	0	0	0	0	1	1	0	1	1	5
01:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	1	0	0	0	0	0	1	2	0	0	0	0	4
03:00 PM	0	0	0	0	0	0	1	0	0	0	2	0	3
03:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	2	0	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	1	0	0	1	3
05:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	1	0	0	0	0	0	0	0	0	2	0	3
Grand Total	2	4	0	0	3	1	3	6	2	1	8	3	33
Apprch %	33.3	66.7	0	0	75	25	27.3	54.5	18.2	8.3	66.7	25	
Total %	6.1	12.1	0	0	9.1	3	9.1	18.2	6.1	3	24.2	9.1	

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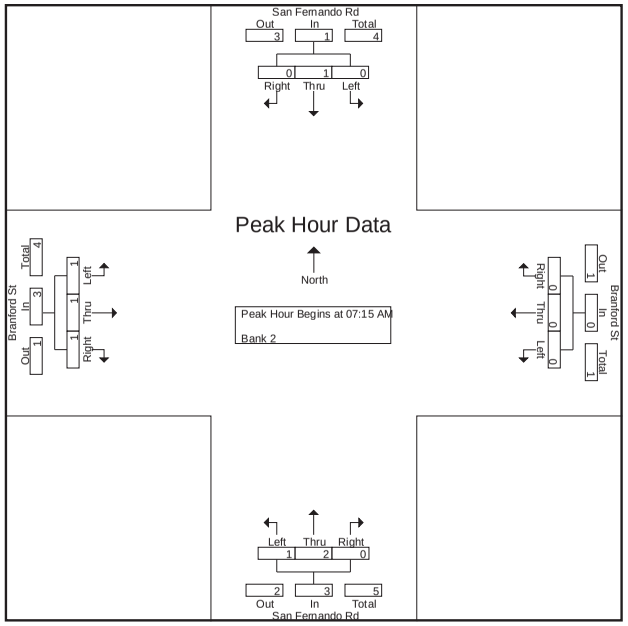
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	1	2
07:30 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**	**1**	0	**2**	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	1	2	0	3	1	1	1	3	7
% App. Total	0	100	0		0	0	0		33.3	66.7	0		33.3	33.3	33.3		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.500	.000	.750	.250	.250	.250	.375	.583



File Name : SanFBranford_MC
Site Code : 00000000
Start Date : 1/14/2014
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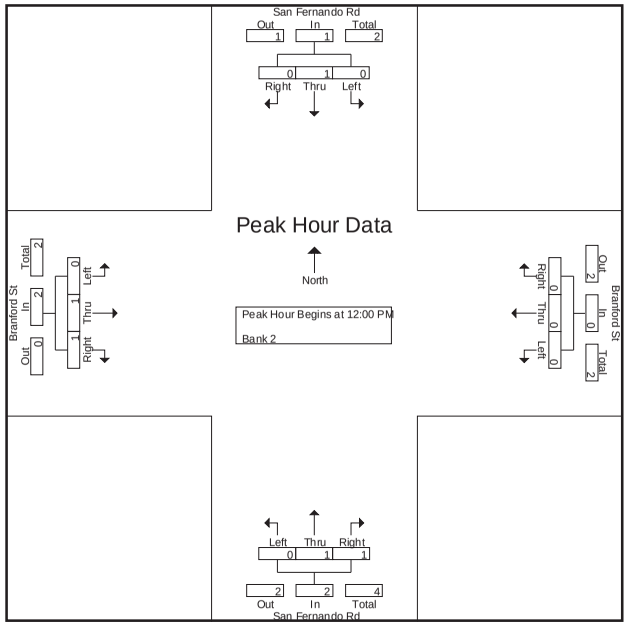
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	**3**
Total Volume	0	1	0	1	0	0	0	0	0	1	1	2	0	1	1	2	5
% App. Total	0	100	0		0	0	0		0	50	50		0	50	50		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.250	.000	.250	.250	.250	.417



File Name : SanFBranford_MC
Site Code : 00000000
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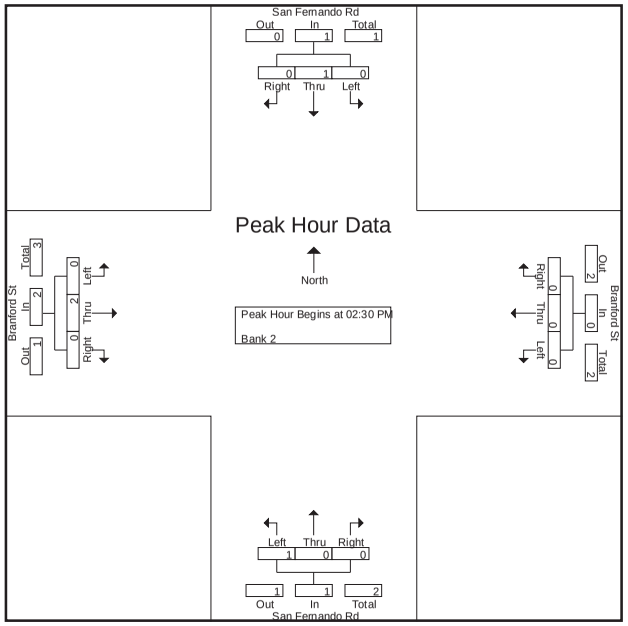
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**2**	0	**2**	**3**
03:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	1	0	0	1	0	2	0	2	4
% App. Total	0	100	0		0	0	0		100	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.333



CITY TRAFFIC COUNTERS
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File Name : SanFBranford_Bus
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Groups Printed- Bank 1

	San Fernando Rd Southbound			Branford St Westbound			San Fernando Rd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	0	0	0	0	3	2	0	1	0	9
07:15 AM	0	3	0	0	0	0	0	2	0	0	0	1	6
07:30 AM	0	1	0	0	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	7	0	0	1	0	0	7	2	0	1	1	19
08:00 AM	0	3	0	0	0	0	0	4	0	0	0	0	7
08:15 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
08:30 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	6	0	0	0	0	0	9	0	0	0	0	15
09:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	3	0	0	0	0	5
12:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
12:15 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
12:30 PM	0	3	0	0	0	0	1	1	0	0	0	0	5
12:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	1	7	0	0	0	0	1	4	0	0	0	0	13
01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	0	2	0	0	0	0	0	1	0	0	0	2	5
01:30 PM	0	2	0	0	0	0	1	0	0	0	0	0	3
01:45 PM	0	2	0	0	1	0	0	3	0	0	1	0	7
Total	0	6	0	0	1	0	1	5	0	0	1	2	16
03:00 PM	1	0	1	0	1	0	0	1	0	0	0	0	4
03:15 PM	0	1	0	0	1	0	0	1	0	0	0	0	3
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	1	0	2	0	0	3	0	0	0	0	9
04:00 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
04:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
Total	0	5	0	0	0	0	0	8	0	0	0	0	13
05:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	5	0	0	0	0	0	4	0	0	0	0	9
Grand Total	2	40	1	0	4	0	2	43	2	0	2	3	99
Apprch %	4.7	93	2.3	0	100	0	4.3	91.5	4.3	0	40	60	
Total %	2	40.4	1	0	4	0	2	43.4	2	0	2	3	

CITY TRAFFIC COUNTERS
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File Name : SanFBranford_Bus
Site Code : 00000000
Start Date : 1/14/2014
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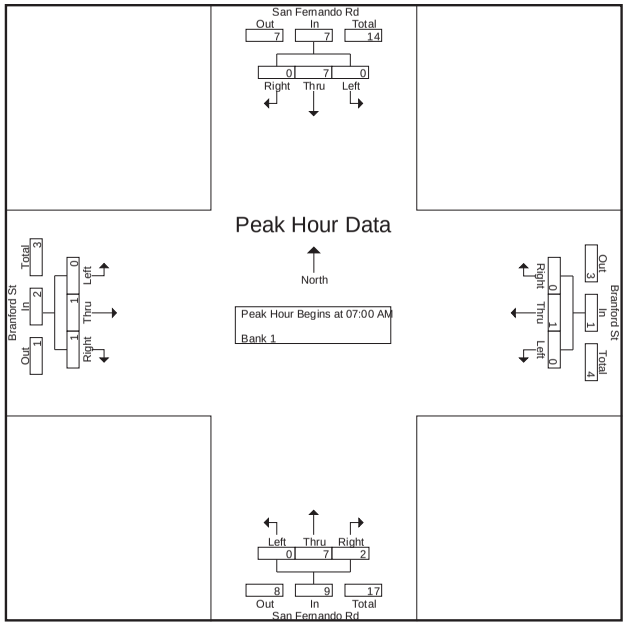
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**3**	0	**3**	0	0	0	0	0	**3**	**2**	**5**	0	**1**	0	**1**	**9**
07:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	**1**	1	6
07:30 AM	0	1	0	1	0	**1**	0	**1**	0	1	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	7	0	7	0	1	0	1	0	7	2	9	0	1	1	2	19
% App. Total	0	100	0		0	100	0		0	77.8	22.2		0	50	50		
PHF	.000	.583	.000	.583	.000	.250	.000	.250	.000	.583	.250	.450	.000	.250	.250	.500	.528



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : SanFBranford_Bus
Site Code : 00000000
Start Date : 1/14/2014
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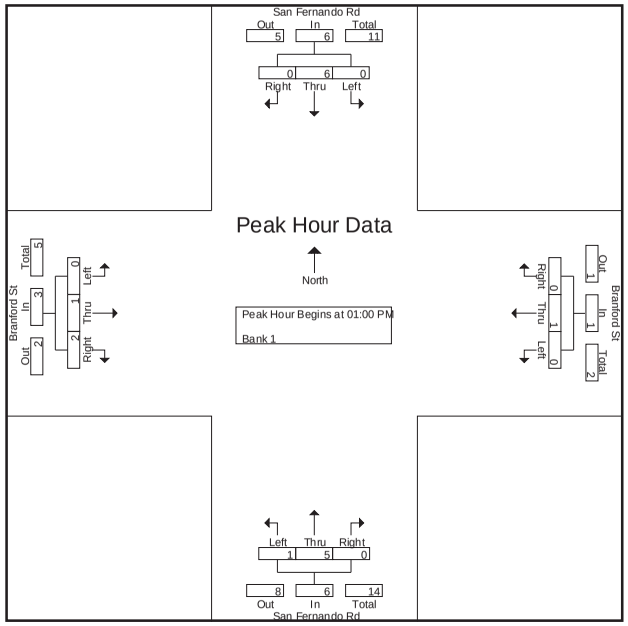
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:15 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	**2**	**2**	5
01:30 PM	0	2	0	2	0	0	0	0	**1**	0	0	1	0	0	0	0	3
01:45 PM	0	2	0	2	0	**1**	0	**1**	0	**3**	0	**3**	0	**1**	0	1	**7**
Total Volume	0	6	0	6	0	1	0	1	1	5	0	6	0	1	2	3	16
% App. Total	0	100	0		0	100	0		16.7	83.3	0		0	33.3	66.7		
PHF	.000	.750	.000	.750	.000	.250	.000	.250	.250	.417	.000	.500	.000	.250	.250	.375	.571



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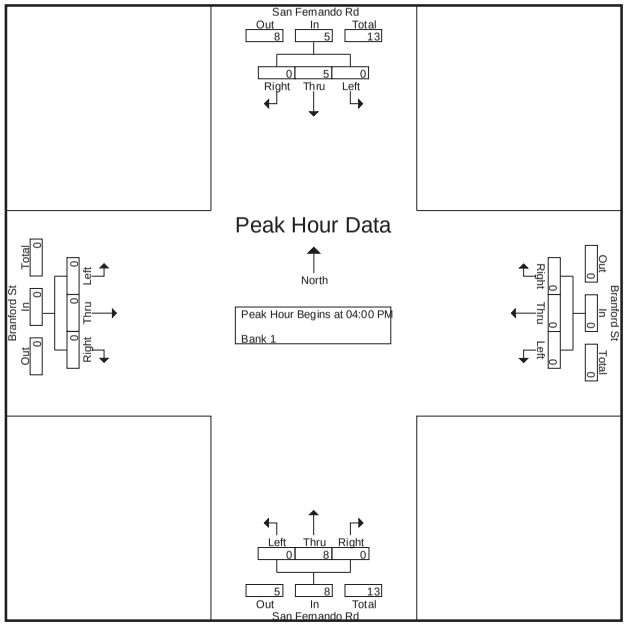
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	0	0	**4**
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
Total Volume	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.813



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Groups Printed- Unshifted

	San Fernando Rd Southbound			Branford St Westbound			San Fernando Rd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	4	1	2	4	1	0	3	1	1	2	1	21
07:15 AM	2	6	0	2	4	2	0	7	0	1	3	1	28
07:30 AM	2	11	0	4	4	1	0	5	1	3	7	4	42
07:45 AM	2	12	2	3	6	2	0	1	3	0	2	1	34
Total	7	33	3	11	18	6	0	16	5	5	14	7	125
08:00 AM	5	21	0	4	8	4	1	4	2	2	5	12	68
08:15 AM	4	18	2	2	4	0	0	8	6	1	4	25	74
08:30 AM	5	15	1	4	6	2	2	9	3	2	5	13	67
08:45 AM	3	16	1	8	8	2	1	9	7	3	3	4	65
Total	17	70	4	18	26	8	4	30	18	8	17	54	274
09:00 AM	3	14	3	2	6	4	6	13	3	2	6	5	67
09:15 AM	3	19	4	4	8	3	4	8	6	4	11	10	84
09:30 AM	4	14	2	2	11	5	0	10	6	0	5	2	61
09:45 AM	3	5	0	3	8	3	3	11	6	2	15	2	61
Total	13	52	9	11	33	15	13	42	21	8	37	19	273
12:00 PM	2	15	0	2	6	2	1	9	6	0	5	0	48
12:15 PM	7	4	2	4	8	3	3	5	7	0	6	2	51
12:30 PM	2	1	3	5	3	3	2	1	3	2	5	1	31
12:45 PM	6	8	5	3	8	2	0	10	2	1	2	3	50
Total	17	28	10	14	25	10	6	25	18	3	18	6	180
01:00 PM	3	16	2	2	3	3	2	13	4	1	6	1	56
01:15 PM	3	6	0	4	2	2	1	11	5	0	8	2	44
01:30 PM	0	10	3	5	6	0	3	12	3	2	3	1	48
01:45 PM	8	10	1	1	5	1	0	12	4	0	4	0	46
Total	14	42	6	12	16	6	6	48	16	3	21	4	194
03:00 PM	2	3	2	2	4	1	2	7	2	1	3	2	31
03:15 PM	3	9	2	2	4	3	3	13	1	1	5	2	48
03:30 PM	3	5	0	1	3	0	4	6	7	1	7	2	39
03:45 PM	5	3	2	5	7	1	3	11	3	2	8	3	53
Total	13	20	6	10	18	5	12	37	13	5	23	9	171
04:00 PM	3	3	2	1	0	0	3	4	4	1	11	1	33
04:15 PM	3	8	2	3	6	0	6	2	3	1	5	0	39
04:30 PM	4	4	1	1	2	0	3	3	3	1	4	1	27
04:45 PM	0	4	0	1	3	0	3	3	3	0	3	0	20
Total	10	19	5	6	11	0	15	12	13	3	23	2	119
05:00 PM	3	2	2	1	6	2	4	3	1	1	6	0	31
05:15 PM	0	0	2	0	2	1	3	7	1	1	2	1	20
05:30 PM	1	0	1	0	4	0	1	4	0	0	1	2	14
05:45 PM	0	0	0	0	0	0	0	0	2	0	2	0	4
Total	4	2	5	1	12	3	8	14	4	2	11	3	69
Grand Total	95	266	48	83	159	53	64	224	108	37	164	104	1405
Apprch %	23.2	65	11.7	28.1	53.9	18	16.2	56.6	27.3	12.1	53.8	34.1	
Total %	6.8	18.9	3.4	5.9	11.3	3.8	4.6	15.9	7.7	2.6	11.7	7.4	

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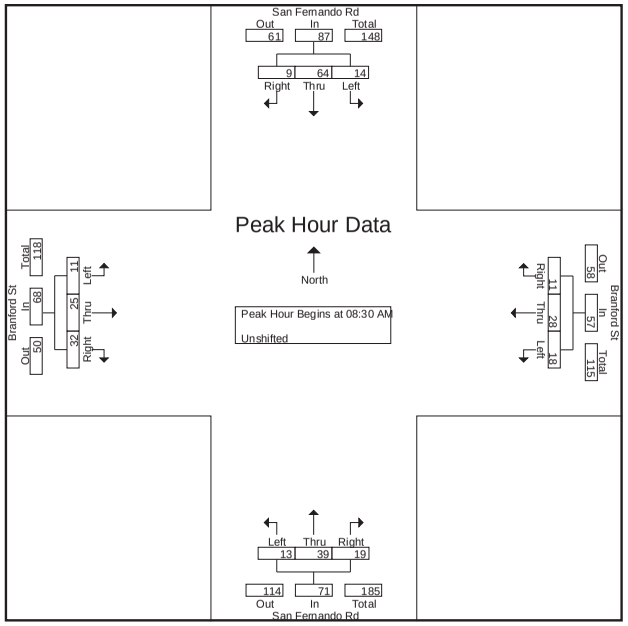
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**5**	15	1	21	4	6	2	12	2	9	3	14	2	5	**13**	20	67
08:45 AM	3	16	1	20	**8**	**8**	2	**18**	1	9	**7**	17	3	3	4	10	65
09:00 AM	3	14	3	20	2	6	**4**	12	**6**	**13**	3	**22**	2	6	5	13	67
09:15 AM	3	**19**	**4**	**26**	4	8	3	15	4	8	6	18	**4**	**11**	10	**25**	**84**
Total Volume	14	64	9	87	18	28	11	57	13	39	19	71	11	25	32	68	283
% App. Total	16.1	73.6	10.3		31.6	49.1	19.3		18.3	54.9	26.8		16.2	36.8	47.1		
PHF	.700	.842	.563	.837	.563	.875	.688	.792	.542	.750	.679	.807	.688	.568	.615	.680	.842



CITY TRAFFIC COUNTERS
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File Name : SanFBranford_2Axle
Site Code : 00000000
Start Date : 1/14/2014
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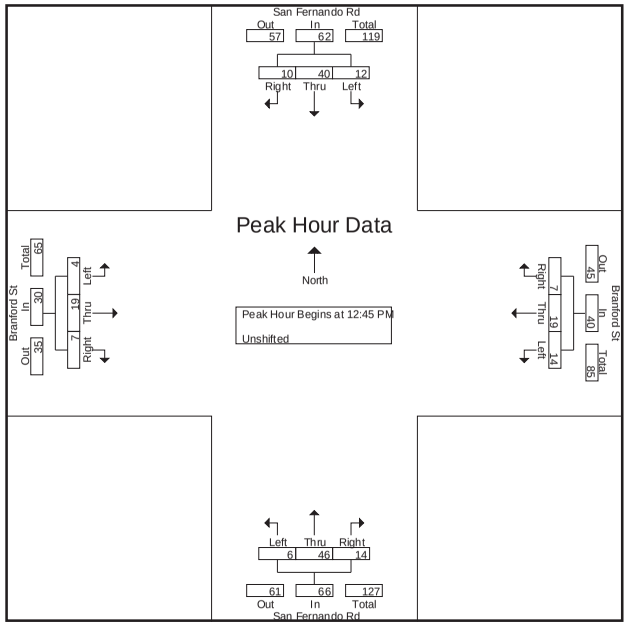
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	**6**	8	**5**	19	3	**8**	2	**13**	0	10	2	12	1	2	**3**	6	50
01:00 PM	3	**16**	2	**21**	2	3	**3**	8	2	**13**	4	**19**	1	6	1	8	**56**
01:15 PM	3	6	0	9	4	2	2	8	1	11	**5**	17	0	**8**	2	**10**	44
01:30 PM	0	10	3	13	**5**	6	0	11	**3**	12	3	18	**2**	3	1	6	48
Total Volume	12	40	10	62	14	19	7	40	6	46	14	66	4	19	7	30	198
% App. Total	19.4	64.5	16.1		35	47.5	17.5		9.1	69.7	21.2		13.3	63.3	23.3		
PHF	.500	.625	.500	.738	.700	.594	.583	.769	.500	.885	.700	.868	.500	.594	.583	.750	.884



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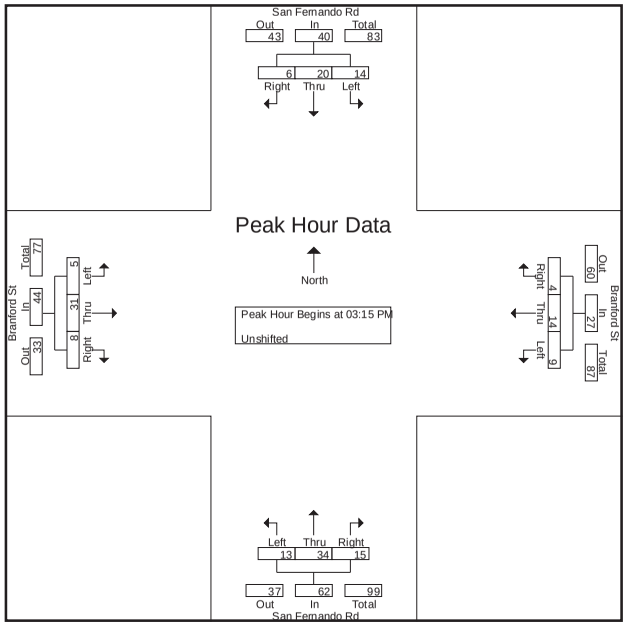
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	3	**9**	**2**	**14**	2	4	**3**	9	3	**13**	1	**17**	1	5	2	8	48
03:30 PM	3	5	0	8	1	3	0	4	**4**	6	**7**	17	1	7	2	10	39
03:45 PM	**5**	3	2	10	**5**	**7**	1	**13**	3	11	3	17	**2**	8	**3**	**13**	**53**
04:00 PM	3	3	2	8	1	0	0	1	3	4	4	11	1	**11**	1	13	33
Total Volume	14	20	6	40	9	14	4	27	13	34	15	62	5	31	8	44	173
% App. Total	35	50	15		33.3	51.9	14.8		21	54.8	24.2		11.4	70.5	18.2		
PHF	.700	.556	.750	.714	.450	.500	.333	.519	.813	.654	.536	.912	.625	.705	.667	.846	.816



CITY TRAFFIC COUNTERS
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Groups Printed- Bank 1

	San Fernando Rd Southbound			Branford St Westbound			San Fernando Rd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	1	0	0	0	1	0	1	0	0	5
07:15 AM	0	5	0	0	2	0	0	1	0	0	1	0	9
07:30 AM	1	2	0	0	1	0	1	0	0	1	3	0	9
07:45 AM	0	7	0	2	1	1	0	0	0	0	0	0	11
Total	1	16	0	3	4	1	1	2	0	2	4	0	34
08:00 AM	1	7	0	0	2	0	1	0	0	1	1	1	14
08:15 AM	0	5	0	1	3	0	0	1	0	0	0	0	10
08:30 AM	1	10	0	0	0	0	0	3	0	1	1	0	16
08:45 AM	0	11	1	0	0	1	0	1	1	0	0	1	16
Total	2	33	1	1	5	1	1	5	1	2	2	2	56
09:00 AM	2	4	0	0	1	0	1	2	0	0	1	1	12
09:15 AM	1	4	0	0	1	0	0	2	1	0	1	0	10
09:30 AM	0	2	0	0	3	0	0	1	0	0	0	1	7
09:45 AM	0	3	0	0	2	0	0	1	0	0	1	0	7
Total	3	13	0	0	7	0	1	6	1	0	3	2	36
12:00 PM	0	2	0	0	2	0	0	2	2	0	4	2	14
12:15 PM	0	4	0	0	1	0	0	0	1	0	1	2	9
12:30 PM	0	2	0	0	3	1	2	1	0	1	0	1	11
12:45 PM	2	1	1	0	1	0	1	1	0	0	4	0	11
Total	2	9	1	0	7	1	3	4	3	1	9	5	45
01:00 PM	1	3	0	1	0	0	0	1	0	0	1	1	8
01:15 PM	0	3	0	0	1	0	1	0	0	0	2	0	7
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	0	3	0	0	0	1	0	1	0	0	1	0	6
Total	1	9	0	1	1	1	1	3	0	0	4	1	22
03:00 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
03:15 PM	0	0	0	2	0	1	1	1	2	0	1	0	8
03:30 PM	0	0	0	1	1	0	1	2	1	0	2	0	8
03:45 PM	0	1	0	1	0	0	0	1	1	0	2	1	7
Total	0	1	0	4	2	1	2	5	4	0	6	1	26
04:00 PM	0	1	0	0	0	0	0	0	0	0	2	0	3
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	2	0	0	0	1	0	1	1	5
Total	0	1	0	0	3	0	0	2	1	0	3	1	11
05:00 PM	0	0	0	0	0	0	1	0	2	0	0	0	3
05:15 PM	0	0	0	0	1	0	1	0	0	0	2	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	2	0	2	0	3	0	9
Grand Total	9	82	3	9	30	5	11	27	12	5	34	12	239
Apprch %	9.6	87.2	3.2	20.5	68.2	11.4	22	54	24	9.8	66.7	23.5	
Total %	3.8	34.3	1.3	3.8	12.6	2.1	4.6	11.3	5	2.1	14.2	5	

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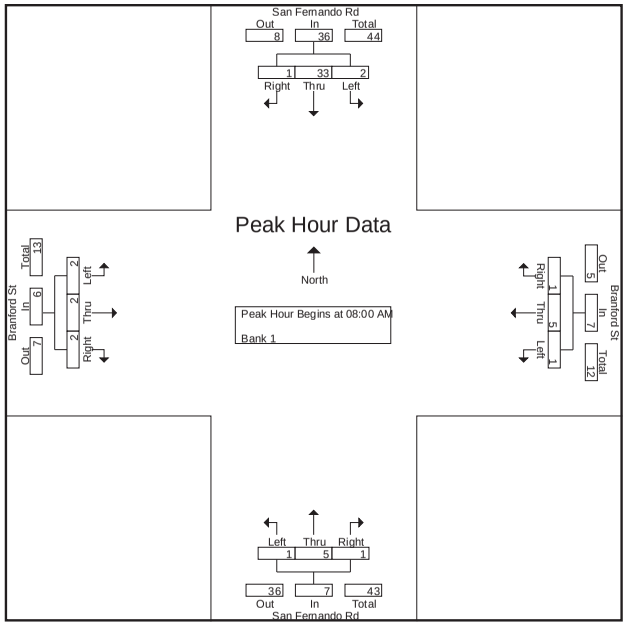
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	7	0	8	0	2	0	2	**1**	0	0	1	**1**	**1**	**1**	**3**	14
08:15 AM	0	5	0	5	**1**	**3**	0	**4**	0	1	0	1	0	0	0	0	10
08:30 AM	1	10	0	11	0	0	0	0	0	**3**	0	**3**	1	1	0	2	**16**
08:45 AM	0	**11**	**1**	**12**	0	0	**1**	1	0	1	**1**	2	0	0	1	1	16
Total Volume	2	33	1	36	1	5	1	7	1	5	1	7	2	2	2	6	56
% App. Total	5.6	91.7	2.8		14.3	71.4	14.3		14.3	71.4	14.3		33.3	33.3	33.3		
PHF	.500	.750	.250	.750	.250	.417	.250	.438	.250	.417	.250	.583	.500	.500	.500	.500	.875



CITY TRAFFIC COUNTERS
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File Name : SanFBranford_3Axle
Site Code : 00000000
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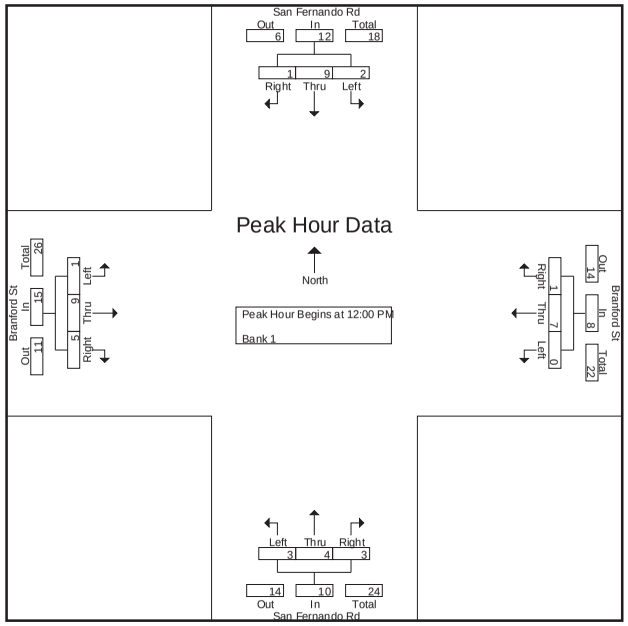
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	2	0	2	0	2	0	2	0	**2**	**2**	**4**	0	**4**	**2**	**6**	**14**
12:15 PM	0	**4**	0	**4**	0	1	0	1	0	0	1	1	0	1	2	3	9
12:30 PM	0	2	0	2	0	**3**	**1**	**4**	**2**	1	0	3	**1**	0	1	2	11
12:45 PM	**2**	1	**1**	4	0	1	0	1	1	1	0	2	0	4	0	4	11
Total Volume	2	9	1	12	0	7	1	8	3	4	3	10	1	9	5	15	45
% App. Total	16.7	75	8.3		0	87.5	12.5		30	40	30		6.7	60	33.3		
PHF	.250	.563	.250	.750	.000	.583	.250	.500	.375	.500	.375	.625	.250	.563	.625	.625	.804



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File Name : SanFBranford_3Axle
Site Code : 00000000
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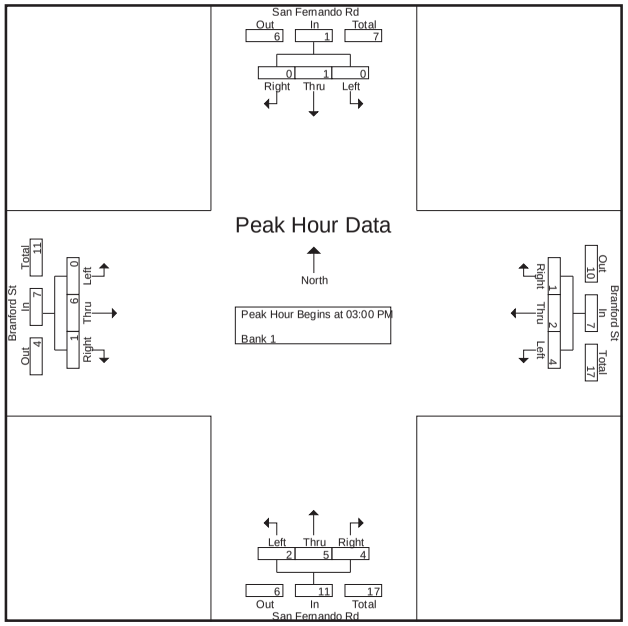
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	1	0	1	0	1	0	1	0	1	3
03:15 PM	0	0	0	0	**2**	0	**1**	**3**	**1**	1	**2**	**4**	0	1	0	1	**8**
03:30 PM	0	0	0	0	1	1	0	2	1	**2**	1	4	0	**2**	0	2	8
03:45 PM	0	**1**	0	**1**	1	0	0	1	0	1	1	2	0	2	**1**	**3**	7
Total Volume	0	1	0	1	4	2	1	7	2	5	4	11	0	6	1	7	26
% App. Total	0	100	0		57.1	28.6	14.3		18.2	45.5	36.4		0	85.7	14.3		
PHF	.000	.250	.000	.250	.500	.500	.250	.583	.500	.625	.500	.688	.000	.750	.250	.583	.813



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File Name : SanFBranford_4Axle
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Groups Printed- Bank 2

	San Fernando Rd Southbound			Branford St Westbound			San Fernando Rd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
07:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	4	0	0	1	0	5
08:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
08:15 AM	0	3	0	0	2	0	0	3	0	0	0	0	8
08:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	2	0	0	5	0	0	0	0	13
09:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	5	0	0	0	0	7
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	1	0	1	0	0	1	0	0	0	0	3
Total	0	0	1	0	2	0	0	1	0	0	0	0	4
02:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	1	1	0	2	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
Total	0	0	0	0	0	0	0	0	0	0	2	1	3
Grand Total	0	8	1	0	4	0	0	16	2	0	5	1	37
Apprch %	0	88.9	11.1	0	100	0	0	88.9	11.1	0	83.3	16.7	
Total %	0	21.6	2.7	0	10.8	0	0	43.2	5.4	0	13.5	2.7	

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File Name : SanFBranford_4Axle
Site Code : 00000000
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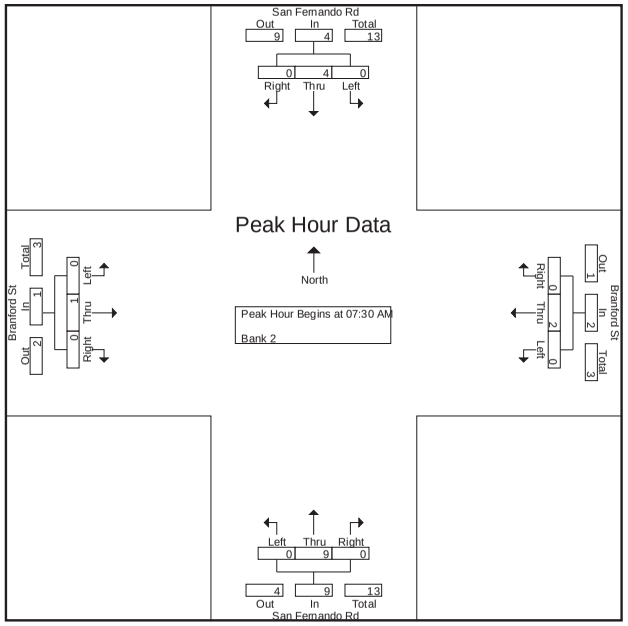
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	**1**	0	**1**	3
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	**3**	0	**3**	0	**2**	0	**2**	0	**3**	0	**3**	0	0	0	0	**8**
Total Volume	0	4	0	4	0	2	0	2	0	9	0	9	0	1	0	1	16
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.333	.000	.333	.000	.250	.000	.250	.000	.750	.000	.750	.000	.250	.000	.250	.500



File Name : SanFBranford_4Axle
Site Code : 00000000
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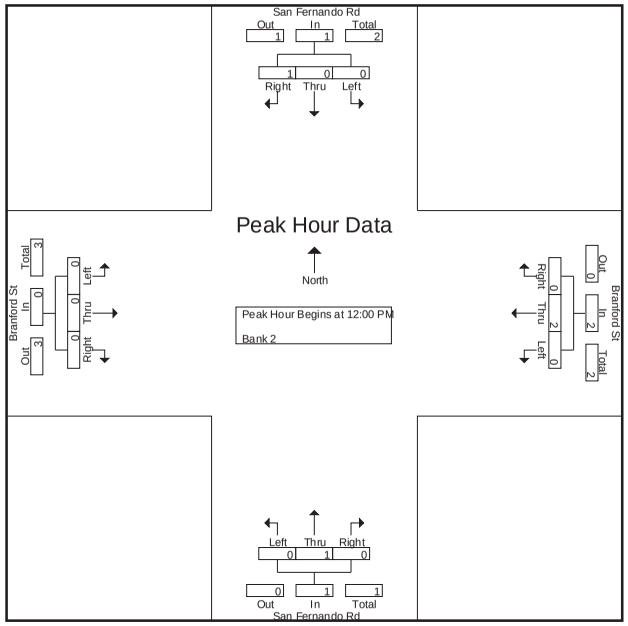
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	**1**	**1**	0	1	0	1	0	**1**	0	**1**	0	0	0	0	**3**
Total Volume	0	0	1	1	0	2	0	2	0	1	0	1	0	0	0	0	4
% App. Total	0	0	100		0	100	0		0	100	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.333



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File Name : SanFBranford_4Axle
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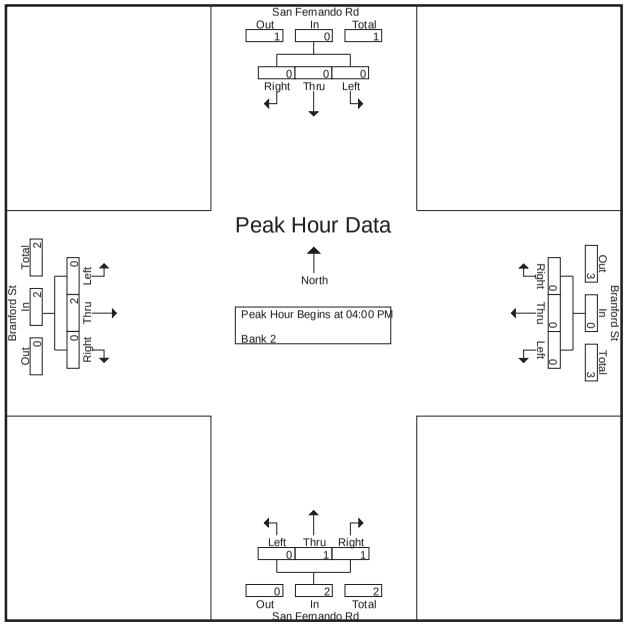
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**2**	0	**2**	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	1	2	0	2	0	2	4
% App. Total	0	0	0		0	0	0		0	50	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.000	.250	.000	.250	.333



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Groups Printed- Bank 2

	San Fernando Rd Southbound			Branford St Westbound			San Fernando Rd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	0	0	0	1	0	0	0	0	0	1	6
07:15 AM	1	1	0	1	1	0	0	1	0	0	1	0	6
07:30 AM	1	0	0	0	1	0	0	0	1	0	0	0	3
07:45 AM	0	1	0	0	0	0	1	1	0	0	1	0	4
Total	2	6	0	1	2	1	1	2	1	0	2	1	19
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	2	0	0	0	0	0	0	0	1	1	0	4
08:45 AM	0	5	0	0	0	0	0	1	0	0	1	0	7
Total	0	10	0	0	1	0	0	1	0	1	2	0	15
09:00 AM	0	0	0	1	0	0	0	1	1	0	1	0	4
09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:30 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
09:45 AM	0	0	0	1	1	0	0	1	0	0	0	0	3
Total	0	0	0	2	2	0	0	4	1	0	3	0	12
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	2	4
12:15 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
12:30 PM	0	1	0	2	0	0	0	2	0	0	0	0	5
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
Total	0	2	0	2	2	0	0	2	1	0	3	2	14
01:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
01:15 PM	1	1	0	0	1	0	0	1	1	0	0	0	5
01:30 PM	1	0	0	1	0	0	0	1	1	0	2	0	6
01:45 PM	0	0	0	1	2	0	0	0	0	0	0	0	3
Total	2	1	0	2	3	0	0	2	3	0	3	0	16
03:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:15 PM	0	0	0	1	0	0	0	1	1	0	0	0	3
03:45 PM	0	0	0	1	0	0	0	1	0	0	1	0	3
Total	0	0	0	2	0	0	0	4	1	0	2	0	9
04:00 PM	0	0	0	1	0	0	0	2	0	0	1	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	1	0	0	0	0	1	0	1	0	3
Total	0	0	0	2	0	0	0	2	1	0	3	0	8
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	2	0	0	0	0	0	0	0	3
Total	0	0	0	1	2	1	0	1	0	0	0	0	5
Grand Total	4	19	0	12	12	2	1	18	8	1	18	3	98
Apprch %	17.4	82.6	0	46.2	46.2	7.7	3.7	66.7	29.6	4.5	81.8	13.6	
Total %	4.1	19.4	0	12.2	12.2	2	1	18.4	8.2	1	18.4	3.1	

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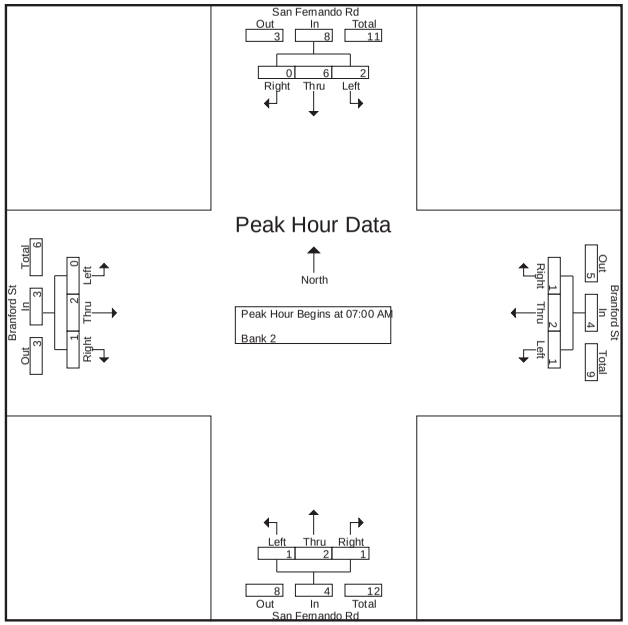
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**4**	0	**4**	0	0	**1**	1	0	0	0	0	0	0	**1**	**1**	**6**
07:15 AM	**1**	1	0	2	**1**	**1**	0	**2**	0	**1**	0	1	0	**1**	0	1	6
07:30 AM	1	0	0	1	0	1	0	1	0	0	**1**	1	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	**1**	1	0	**2**	0	1	0	1	4
Total Volume	2	6	0	8	1	2	1	4	1	2	1	4	0	2	1	3	19
% App. Total	25	75	0		25	50	25		25	50	25		0	66.7	33.3		
PHF	.500	.375	.000	.500	.250	.500	.250	.500	.250	.500	.250	.500	.000	.500	.250	.750	.792



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File Name : SanFBranford_5Axle
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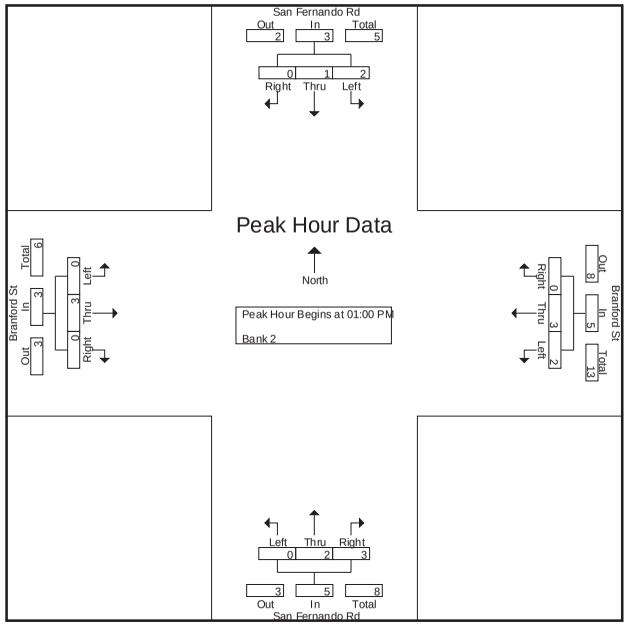
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	1	0	1	2
01:15 PM	**1**	**1**	0	**2**	0	1	0	1	0	**1**	1	**2**	0	0	0	0	5
01:30 PM	1	0	0	1	**1**	0	0	1	0	1	1	2	0	**2**	0	**2**	**6**
01:45 PM	0	0	0	0	1	**2**	0	**3**	0	0	0	0	0	0	0	0	3
Total Volume	2	1	0	3	2	3	0	5	0	2	3	5	0	3	0	3	16
% App. Total	66.7	33.3	0		40	60	0		0	40	60		0	100	0		
PHF	.500	.250	.000	.375	.500	.375	.000	.417	.000	.500	.750	.625	.000	.375	.000	.375	.667



CITY TRAFFIC COUNTERS
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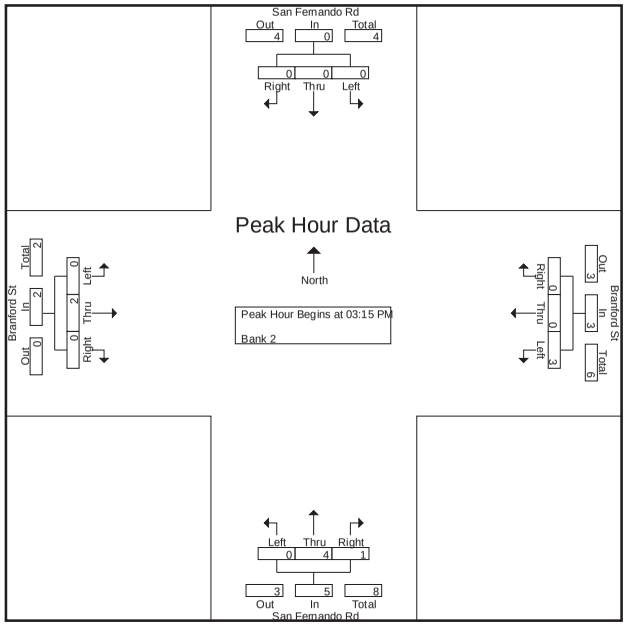
	San Fernando Rd Southbound				Branford St Westbound				San Fernando Rd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	**1**	0	0	**1**	0	1	**1**	**2**	0	0	0	0	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	**1**	0	**1**	3
04:00 PM	0	0	0	0	1	0	0	1	0	**2**	0	2	0	1	0	1	**4**
Total Volume	0	0	0	0	3	0	0	3	0	4	1	5	0	2	0	2	10
% App. Total	0	0	0		100	0	0		0	80	20		0	100	0		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.500	.250	.625	.000	.500	.000	.500	.625



CITY TRAFFIC COUNTERS
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INT. 7

File Name : 5NBLC_Jerome
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Groups Printed- Unshifted

	Laurel Canyon Blvd Southbound			Jerome St Westbound			Laurel Canyon Blvd Northbound			I-5 NB Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	6	270	0	6	0	7	0	77	5	14	1	38	424
07:15 AM	7	280	0	8	0	11	0	108	5	10	1	48	478
07:30 AM	20	291	0	7	0	18	0	116	4	2	1	66	525
07:45 AM	32	277	0	4	0	29	0	122	6	8	0	62	540
Total	65	1118	0	25	0	65	0	423	20	34	3	214	1967
08:00 AM	19	250	0	2	0	12	0	112	3	3	1	63	465
08:15 AM	14	257	0	4	0	3	0	89	3	10	2	53	435
08:30 AM	3	264	0	3	0	1	0	72	5	15	3	42	408
08:45 AM	6	202	0	4	0	3	0	81	3	8	0	41	348
Total	42	973	0	13	0	19	0	354	14	36	6	199	1656
09:00 AM	1	186	0	1	0	3	0	61	2	15	1	28	298
09:15 AM	5	137	0	4	0	4	0	59	1	14	0	31	255
09:30 AM	5	93	0	3	0	7	0	53	2	6	0	29	198
09:45 AM	1	77	0	3	0	3	0	64	8	2	1	26	185
Total	12	493	0	11	0	17	0	237	13	37	2	114	936
12:00 PM	9	84	0	2	0	9	0	94	4	5	0	26	233
12:15 PM	11	118	0	5	0	7	0	77	8	7	0	35	268
12:30 PM	11	109	0	1	0	5	0	97	8	0	3	21	255
12:45 PM	5	105	0	7	0	3	0	77	4	6	1	21	229
Total	36	416	0	15	0	24	0	345	24	18	4	103	985
01:00 PM	1	95	0	4	0	7	0	87	4	0	1	39	238
01:15 PM	6	95	0	1	0	14	0	60	4	4	2	39	225
01:30 PM	5	76	0	2	0	1	0	80	3	7	0	36	210
01:45 PM	8	108	0	0	0	5	0	110	8	1	3	35	278
Total	20	374	0	7	0	27	0	337	19	12	6	149	951
03:00 PM	7	148	0	5	0	7	0	184	9	11	4	50	425
03:15 PM	5	124	0	7	0	14	0	191	11	16	4	62	434
03:30 PM	17	141	0	4	0	15	0	184	10	10	3	54	438
03:45 PM	10	151	0	1	0	14	0	162	2	7	1	60	408
Total	39	564	0	17	0	50	0	721	32	44	12	226	1705
04:00 PM	6	161	0	5	0	13	0	183	6	13	4	38	429
04:15 PM	6	131	0	0	0	15	0	187	3	3	4	50	399
04:30 PM	13	143	0	3	0	14	0	183	7	12	5	39	419
04:45 PM	6	175	0	8	0	11	0	219	10	9	1	53	492
Total	31	610	0	16	0	53	0	772	26	37	14	180	1739
05:00 PM	14	181	0	8	0	18	0	214	6	14	2	45	502
05:15 PM	10	169	0	6	0	10	0	226	8	6	2	40	477
05:30 PM	9	166	0	1	0	10	0	238	10	9	3	47	493
05:45 PM	8	161	0	4	0	5	0	250	4	11	5	47	495
Total	41	677	0	19	0	43	0	928	28	40	12	179	1967
Grand Total	286	5225	0	123	0	298	0	4117	176	258	59	1364	11906
Apprch %	5.2	94.8	0	29.2	0	70.8	0	95.9	4.1	15.3	3.5	81.1	
Total %	2.4	43.9	0	1	0	2.5	0	34.6	1.5	2.2	0.5	11.5	

CITY TRAFFIC COUNTERS
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File Name : 5NBLC_Jerome
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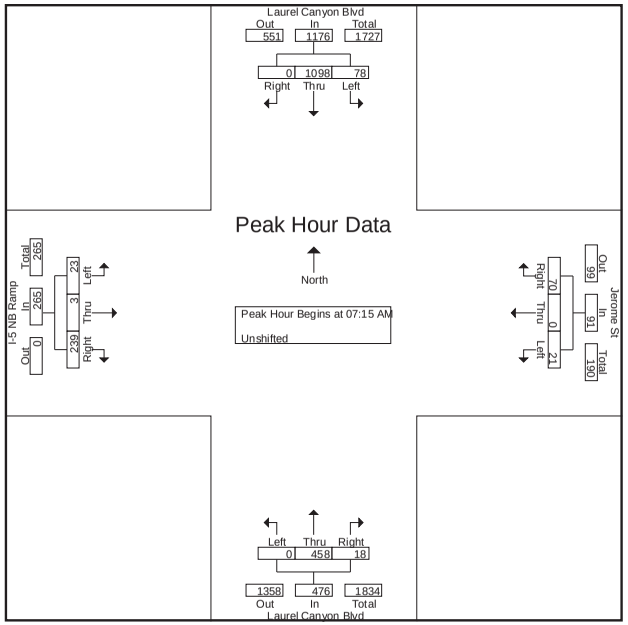
	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	280	0	287	**8**	0	11	19	0	108	5	113	**10**	**1**	48	59	478
07:30 AM	20	**291**	0	**311**	7	0	18	25	0	116	4	120	2	1	**66**	69	525
07:45 AM	**32**	277	0	309	4	0	**29**	**33**	0	**122**	**6**	**128**	8	0	62	**70**	**540**
08:00 AM	19	250	0	269	2	0	12	14	0	112	3	115	3	1	63	67	465
Total Volume	78	1098	0	1176	21	0	70	91	0	458	18	476	23	3	239	265	2008
% App. Total	6.6	93.4	0		23.1	0	76.9		0	96.2	3.8		8.7	1.1	90.2		
PHF	.609	.943	.000	.945	.656	.000	.603	.689	.000	.939	.750	.930	.575	.750	.905	.946	.930



CITY TRAFFIC COUNTERS
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File Name : 5NBLC_Jerome
Site Code : 00000000
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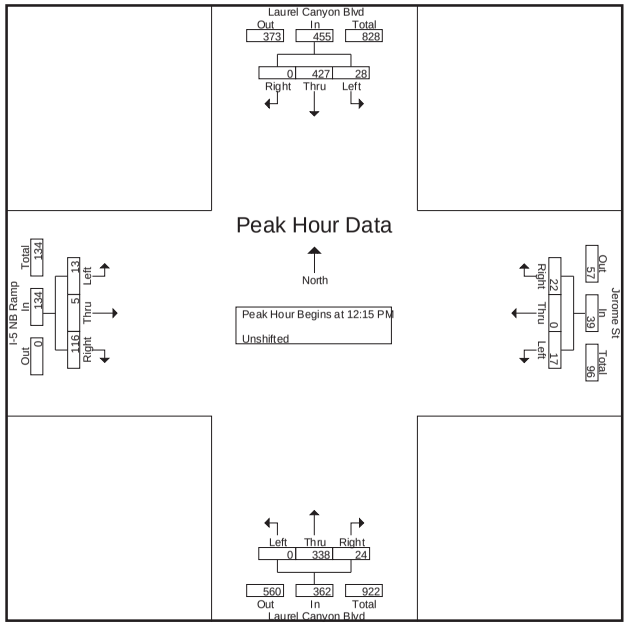
	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**11**	**118**	0	**129**	5	0	**7**	**12**	0	77	**8**	85	**7**	0	35	**42**	**268**
12:30 PM	11	109	0	120	1	0	5	6	0	**97**	8	**105**	0	**3**	21	24	255
12:45 PM	5	105	0	110	**7**	0	3	10	0	77	4	81	6	1	21	28	229
01:00 PM	1	95	0	96	4	0	7	11	0	87	4	91	0	1	**39**	40	238
Total Volume	28	427	0	455	17	0	22	39	0	338	24	362	13	5	116	134	990
% App. Total	6.2	93.8	0		43.6	0	56.4		0	93.4	6.6		9.7	3.7	86.6		
PHF	.636	.905	.000	.882	.607	.000	.786	.813	.000	.871	.750	.862	.464	.417	.744	.798	.924



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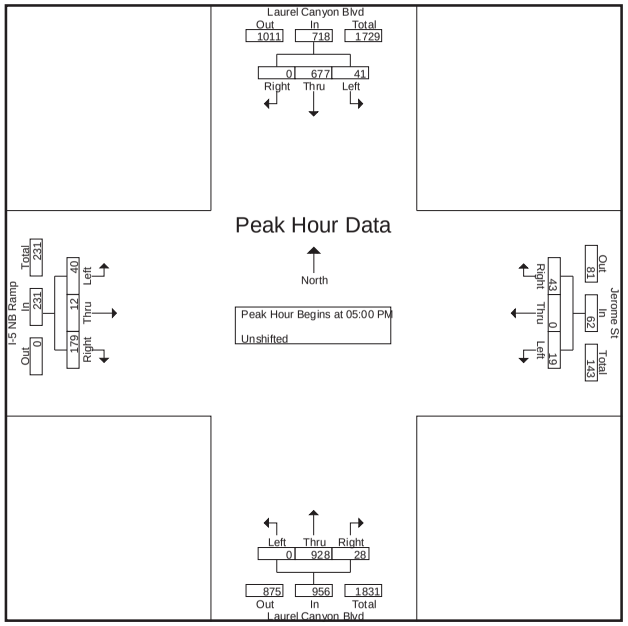
	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**14**	**181**	0	**195**	**8**	0	**18**	**26**	0	214	6	220	**14**	2	45	61	**502**
05:15 PM	10	169	0	179	6	0	10	16	0	226	8	234	6	2	40	48	477
05:30 PM	9	166	0	175	1	0	10	11	0	238	**10**	248	9	3	**47**	59	493
05:45 PM	8	161	0	169	4	0	5	9	0	**250**	4	**254**	11	**5**	47	**63**	495
Total Volume	41	677	0	718	19	0	43	62	0	928	28	956	40	12	179	231	1967
% App. Total	5.7	94.3	0		30.6	0	69.4		0	97.1	2.9		17.3	5.2	77.5		
PHF	.732	.935	.000	.921	.594	.000	.597	.596	.000	.928	.700	.941	.714	.600	.952	.917	.980



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Site Code : 00000000
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Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			Jerome St Westbound			Laurel Canyon Blvd Northbound			I-5 NB Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	1	0	0	0	3
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	1	0	0	0	0	2
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	2	0	0	0	0	0	0	0	1	0	0	3
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
Total	0	1	0	1	0	0	0	1	0	0	0	1	4
Grand Total	0	7	0	1	0	0	0	4	1	1	0	1	15
Apprch %	0	100	0	100	0	0	0	80	20	50	0	50	
Total %	0	46.7	0	6.7	0	0	0	26.7	6.7	6.7	0	6.7	

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File Name : 5NBLC_Jerome_MC
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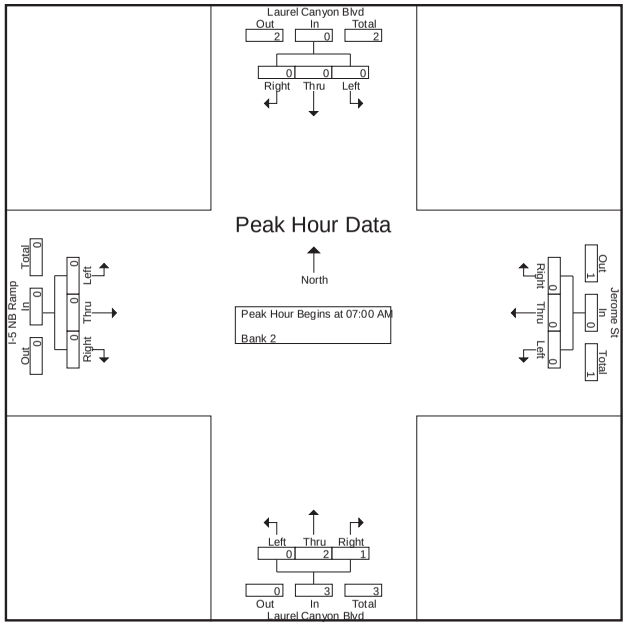
	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	66.7	33.3		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.000	.000	.375



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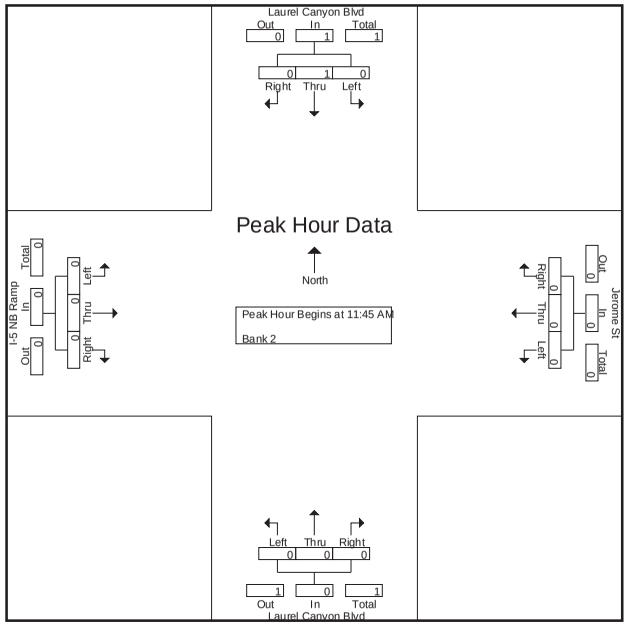
	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



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File Name : 5NBLC_Jerome_MC
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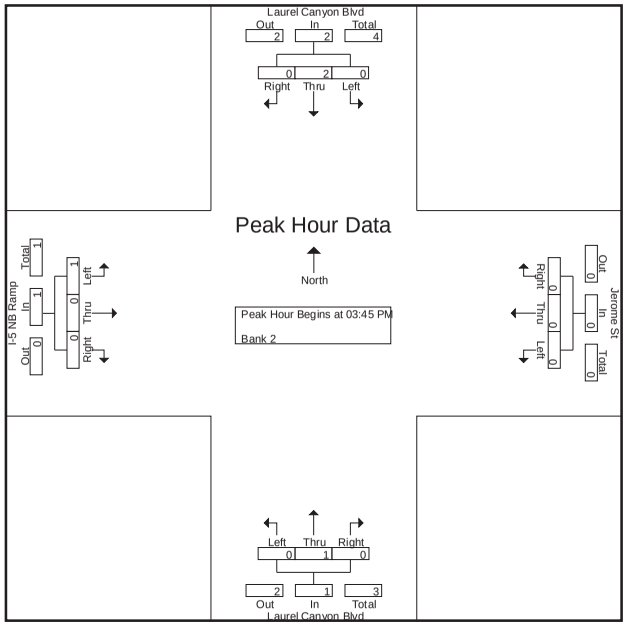
	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.500



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : 5NBLC_Jerome_Bus
Site Code : 00000000
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Groups Printed- Bank 1

	Laurel Canyon Blvd Southbound			Jerome St Westbound			Laurel Canyon Blvd Northbound			I-5 NB Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	0	0	1	0	3	0	0	0	0	7
07:15 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
07:30 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
07:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	9	0	0	0	1	0	8	0	0	0	0	18
08:00 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
08:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
08:45 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	0	12	0	0	0	0	0	5	0	0	0	0	17
09:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	4	0	0	0	0	0	5	0	0	0	0	9
12:00 PM	0	1	0	0	0	0	0	1	0	0	0	1	3
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	0	0	0	0	0	3	0	0	0	1	6
01:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	3	0	0	0	0	0	3	0	0	0	0	6
03:00 PM	1	1	0	0	0	0	0	2	0	0	0	0	4
03:15 PM	0	3	0	0	0	1	0	2	0	0	0	0	6
03:30 PM	0	2	0	0	0	0	0	2	0	1	0	1	6
03:45 PM	0	4	0	0	0	0	0	4	0	0	0	1	9
Total	1	10	0	0	0	1	0	10	0	1	0	2	25
04:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
04:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
04:45 PM	0	2	0	0	0	0	0	1	0	0	0	1	4
Total	0	10	0	0	0	0	0	3	0	0	0	1	14
05:00 PM	0	2	0	0	0	0	0	1	0	0	0	1	4
05:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	5	0	0	0	0	0	4	0	0	0	1	10
Grand Total	1	55	0	0	0	2	0	41	0	1	0	5	105
Apprch %	1.8	98.2	0	0	0	100	0	100	0	16.7	0	83.3	
Total %	1	52.4	0	0	0	1.9	0	39	0	1	0	4.8	

CITY TRAFFIC COUNTERS
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File Name : 5NBLC_Jerome_Bus
Site Code : 00000000
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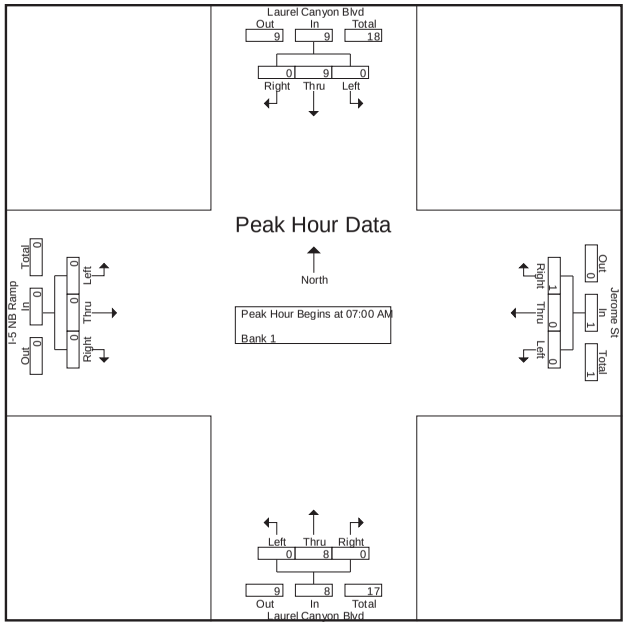
	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**3**	0	**3**	0	0	**1**	**1**	0	**3**	0	**3**	0	0	0	0	**7**
07:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	9	0	9	0	0	1	1	0	8	0	8	0	0	0	0	18
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.000	.667	.000	.667	.000	.000	.000	.000	.643



CITY TRAFFIC COUNTERS
626.991.7522
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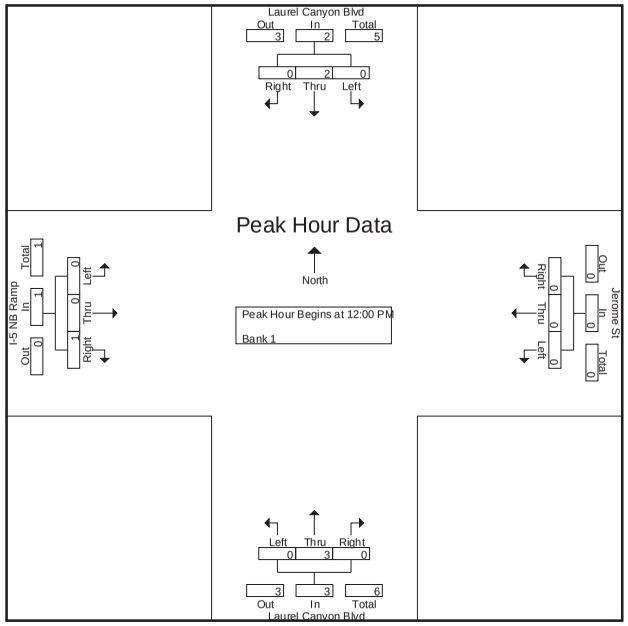
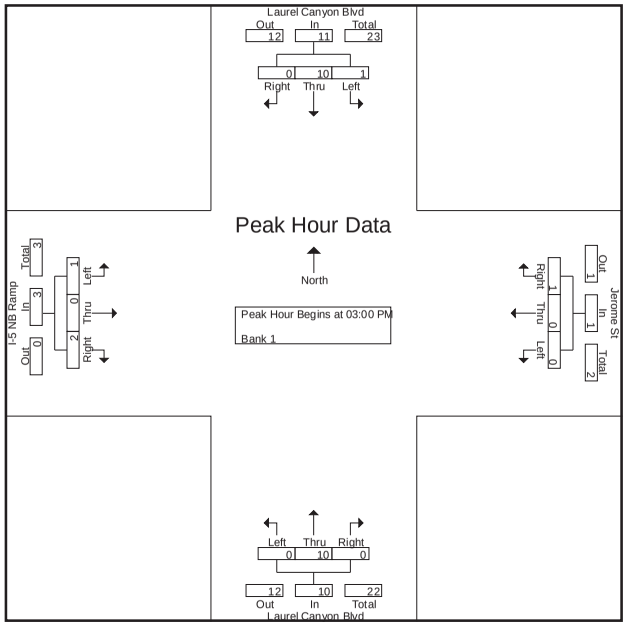
File Name : 5NBLC_Jerome_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	**1**	**1**	**3**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	1	1	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.250	.250	.500



File Name : 5NBLC_Jerome_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
03:15 PM	0	3	0	3	0	0	**1**	**1**	0	2	0	2	0	0	0	0	6
03:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	**1**	0	**1**	**2**	6
03:45 PM	0	**4**	0	**4**	0	0	0	0	0	**4**	0	**4**	0	0	1	1	**9**
Total Volume	1	10	0	11	0	0	1	1	0	10	0	10	1	0	2	3	25
% App. Total	9.1	90.9	0		0	0	100		0	100	0		33.3	0	66.7		
PHF	.250	.625	.000	.688	.000	.000	.250	.250	.000	.625	.000	.625	.250	.000	.500	.375	.694



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : 5NBLC_Jerome_2Axle
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Unshifted

	Laurel Canyon Blvd Southbound			Jerome St Westbound			Laurel Canyon Blvd Northbound			I-5 NB Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	0	0	0	0	2	0	0	1	1	7
07:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
07:30 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
07:45 AM	0	6	0	0	0	0	0	2	0	1	0	1	10
Total	0	14	0	0	0	0	0	7	0	1	1	2	25
08:00 AM	0	10	0	0	0	0	0	2	0	0	0	0	12
08:15 AM	0	13	0	0	0	0	0	3	0	0	0	3	19
08:30 AM	0	13	0	0	0	0	0	2	1	0	0	0	16
08:45 AM	0	6	0	0	0	0	0	2	0	0	0	0	8
Total	0	42	0	0	0	0	0	9	1	0	0	3	55
09:00 AM	0	6	0	0	0	0	0	1	0	0	0	3	10
09:15 AM	0	8	0	0	0	0	0	3	0	1	0	4	16
09:30 AM	1	6	0	0	0	0	0	4	0	1	0	0	12
09:45 AM	0	4	0	0	0	0	0	3	0	0	1	3	11
Total	1	24	0	0	0	0	0	11	0	2	1	10	49
12:00 PM	0	2	0	0	0	0	0	3	0	1	1	1	8
12:15 PM	0	3	0	0	0	0	0	5	1	1	0	1	11
12:30 PM	0	2	0	0	0	0	0	2	1	0	0	1	6
12:45 PM	0	4	0	0	0	1	0	2	0	1	0	1	9
Total	0	11	0	0	0	1	0	12	2	3	1	4	34
01:00 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
01:15 PM	0	2	0	0	0	0	0	1	0	0	0	2	5
01:30 PM	0	1	0	0	0	1	0	2	0	0	0	0	4
01:45 PM	0	4	0	0	0	1	0	3	0	0	0	0	8
Total	0	10	0	0	0	2	0	8	0	0	0	2	22
03:00 PM	0	3	0	0	0	0	0	6	0	3	2	0	14
03:15 PM	0	6	0	0	0	0	0	5	0	0	0	1	12
03:30 PM	0	4	0	0	0	0	0	3	0	0	0	1	8
03:45 PM	0	3	0	0	0	0	0	3	1	0	0	0	7
Total	0	16	0	0	0	0	0	17	1	3	2	2	41
04:00 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
04:15 PM	0	1	0	0	0	1	0	4	0	0	0	1	7
04:30 PM	0	0	0	0	0	0	0	3	0	1	0	1	5
04:45 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
Total	0	5	0	0	0	1	0	12	0	1	0	2	21
05:00 PM	0	3	0	0	0	0	0	6	0	1	0	0	10
05:15 PM	2	2	0	0	0	0	0	4	0	0	0	1	9
05:30 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	2	0	0	0	1	3
Total	2	6	0	0	0	0	0	16	0	1	0	2	27
Grand Total	3	128	0	0	0	4	0	92	4	11	5	27	274
Apprch %	2.3	97.7	0	0	0	100	0	95.8	4.2	25.6	11.6	62.8	
Total %	1.1	46.7	0	0	0	1.5	0	33.6	1.5	4	1.8	9.9	

CITY TRAFFIC COUNTERS
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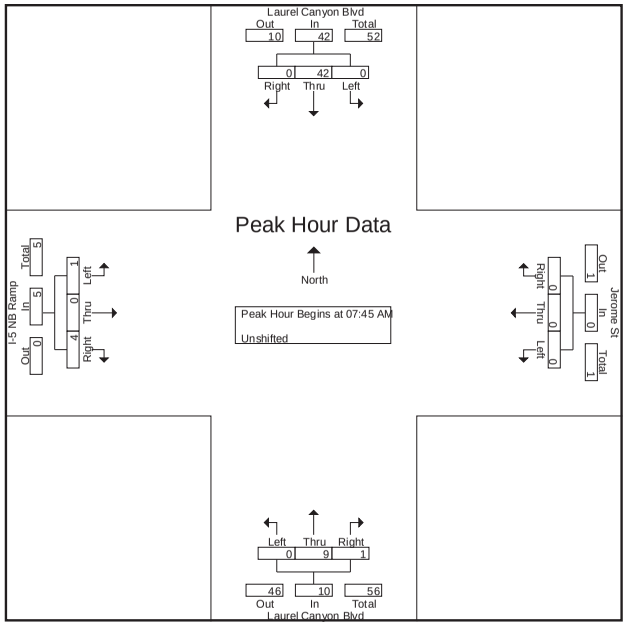
File Name : 5NBLC_Jerome_2Axle
Site Code : 00000000
Start Date : 1/15/2014

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	6	0	6	0	0	0	0	0	2	0	2	**1**	0	1	2	10
08:00 AM	0	10	0	10	0	0	0	0	0	2	0	2	0	0	0	0	12
08:15 AM	0	**13**	0	**13**	0	0	0	0	0	**3**	0	**3**	0	0	**3**	**3**	**19**
08:30 AM	0	13	0	13	0	0	0	0	0	2	**1**	3	0	0	0	0	16
Total Volume	0	42	0	42	0	0	0	0	0	9	1	10	1	0	4	5	57
% App. Total	0	100	0		0	0	0		0	90	10		20	0	80		
PHF	.000	.808	.000	.808	.000	.000	.000	.000	.000	.750	.250	.833	.250	.000	.333	.417	.750



CITY TRAFFIC COUNTERS
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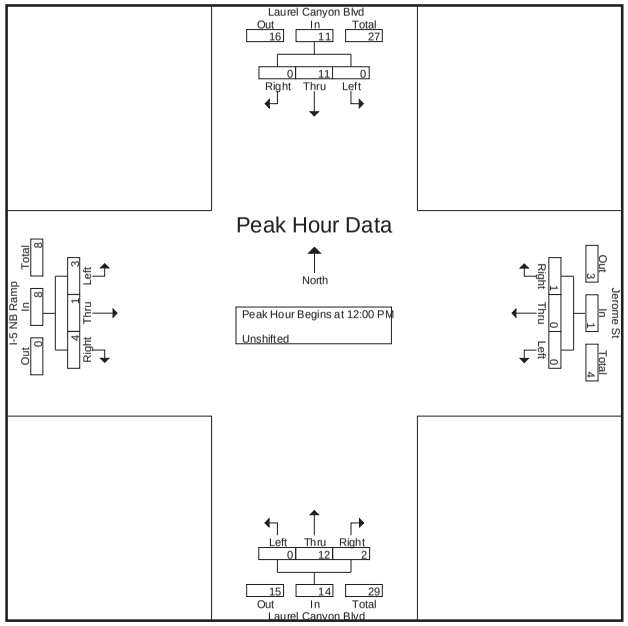
File Name : 5NBLC_Jerome_2Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	**1**	**1**	**1**	**3**	8
12:15 PM	0	3	0	3	0	0	0	0	0	**5**	**1**	**6**	1	0	1	2	**11**
12:30 PM	0	2	0	2	0	0	0	0	0	2	1	3	0	0	1	1	6
12:45 PM	0	**4**	0	**4**	0	0	**1**	**1**	0	2	0	2	1	0	1	2	9
Total Volume	0	11	0	11	0	0	1	1	0	12	2	14	3	1	4	8	34
% App. Total	0	100	0		0	0	100		0	85.7	14.3		37.5	12.5	50		
PHF	.000	.688	.000	.688	.000	.000	.250	.250	.000	.600	.500	.583	.750	.250	1.00	.667	.773



CITY TRAFFIC COUNTERS
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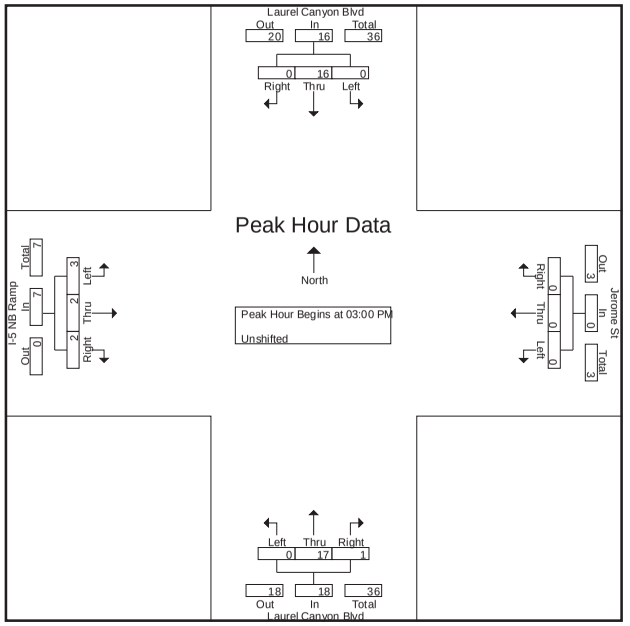
File Name : 5NBLC_Jerome_2Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	3	0	3	0	0	0	0	0	**6**	0	**6**	**3**	**2**	0	**5**	**14**
03:15 PM	0	**6**	0	**6**	0	0	0	0	0	5	0	5	0	0	**1**	1	12
03:30 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	1	1	8
03:45 PM	0	3	0	3	0	0	0	0	0	3	**1**	4	0	0	0	0	7
Total Volume	0	16	0	16	0	0	0	0	0	17	1	18	3	2	2	7	41
% App. Total	0	100	0		0	0	0		0	94.4	5.6		42.9	28.6	28.6		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.708	.250	.750	.250	.250	.500	.350	.732



CITY TRAFFIC COUNTERS
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File Name : 5NBLC_Jerome_3Axle
Site Code : 00000000
Start Date : 1/15/2014
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Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			Jerome St Westbound			Laurel Canyon Blvd Northbound			I-5 NB Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
07:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	3
07:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	0	0	0	1	0	1	0	0	0	1	12
08:00 AM	0	1	0	0	0	1	0	1	0	0	0	0	3
08:15 AM	0	1	0	0	0	0	0	2	0	0	0	1	4
08:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	1	3
Total	0	5	0	0	0	1	0	5	0	0	0	2	13
09:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	5
09:15 AM	0	3	0	0	0	0	0	0	0	0	1	1	5
09:30 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	11	0	0	0	0	0	1	0	0	1	2	15
12:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
Total	0	1	0	0	0	0	0	3	0	0	0	1	5
01:00 PM	0	1	0	0	0	0	0	1	0	1	0	0	3
01:15 PM	0	0	0	0	0	0	0	1	0	0	0	2	3
01:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
01:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	0	0	0	0	3	0	1	0	2	11
03:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
03:30 PM	0	1	0	0	0	0	0	1	0	0	0	1	3
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
Total	0	2	0	0	0	0	0	3	0	0	0	3	8
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	1	0	0	0	0	0	1	0	0	0	1	3
05:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	0	0	0	0	0	2	0	0	0	0	4
Grand Total	0	36	0	0	0	2	0	19	0	1	1	12	71
Apprch %	0	100	0	0	0	100	0	100	0	7.1	7.1	85.7	
Total %	0	50.7	0	0	0	2.8	0	26.8	0	1.4	1.4	16.9	

CITY TRAFFIC COUNTERS
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File Name : 5NBLC_Jerome_3Axle
Site Code : 00000000
Start Date : 1/15/2014
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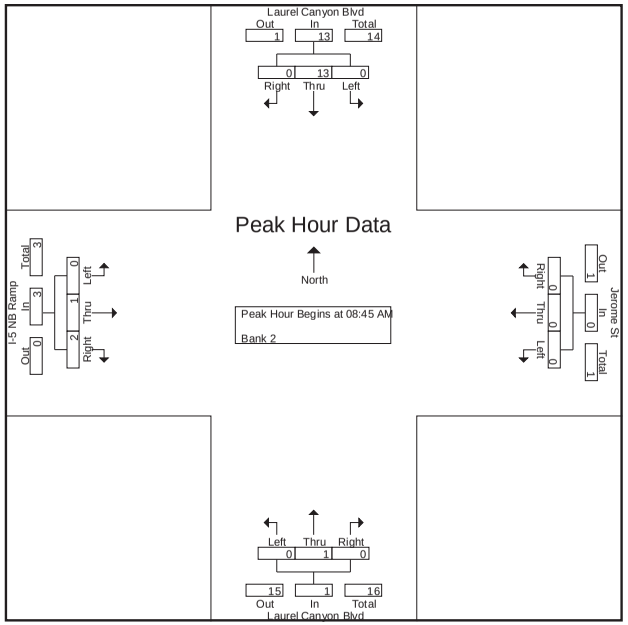
	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	**1**	1	3
09:00 AM	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	**5**
09:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	**1**	1	**2**	5
09:30 AM	0	3	0	3	0	0	0	0	0	**1**	0	**1**	0	0	0	0	4
Total Volume	0	13	0	13	0	0	0	0	0	1	0	1	0	1	2	3	17
% App. Total	0	100	0		0	0	0		0	100	0		0	33.3	66.7		
PHF	.000	.650	.000	.650	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.500	.375	.850



CITY TRAFFIC COUNTERS
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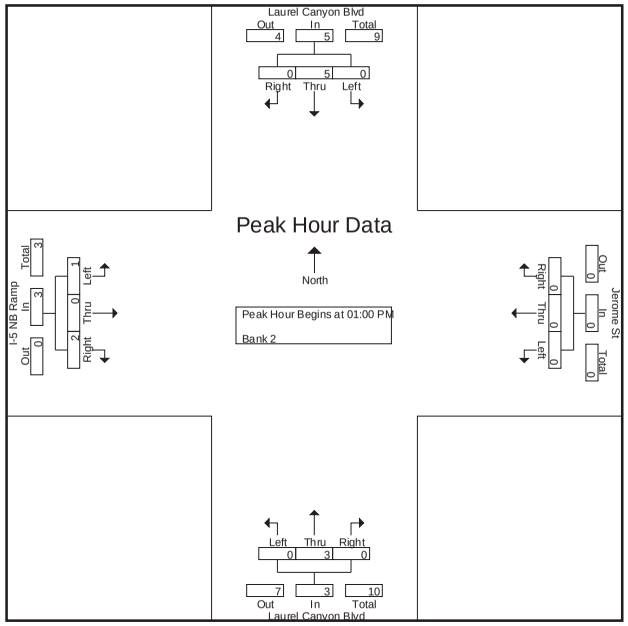
File Name : 5NBLC_Jerome_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**1**	0	0	1	**3**
01:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**2**	**2**	3
01:30 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
01:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	1	0	2	3	11
% App. Total	0	100	0		0	0	0		0	100	0		33.3	0	66.7		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.250	.375	.917



CITY TRAFFIC COUNTERS
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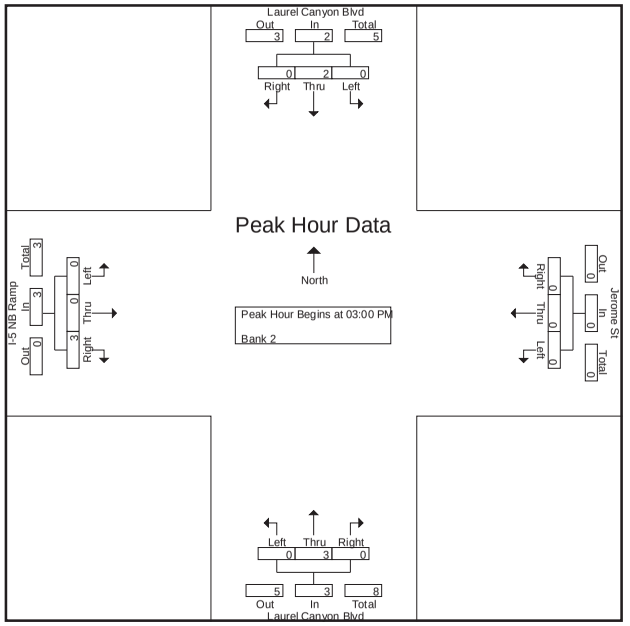
File Name : 5NBLC_Jerome_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**1**	**1**	2
03:30 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	1	1	**3**
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	3	3	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.750	.750	.667



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : 5NBLC_Jerome_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			Jerome St Westbound			Laurel Canyon Blvd Northbound			I-5 NB Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	1	0	0	0	0	0	2	0	0	0	0	3
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	1	0	0	3
09:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	0	0	0	0	0	2	3
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	0	0	2	4
01:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	2	0	0	0	0	0	0	0	0	0	1	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	4	0	0	0	0	0	0	0	0	0	2	6
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
03:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	0	0	0	0	0	2	3
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	12	0	0	0	0	0	2	0	1	0	8	23
Apprch %	0	100	0	0	0	0	0	100	0	11.1	0	88.9	
Total %	0	52.2	0	0	0	0	0	8.7	0	4.3	0	34.8	

CITY TRAFFIC COUNTERS
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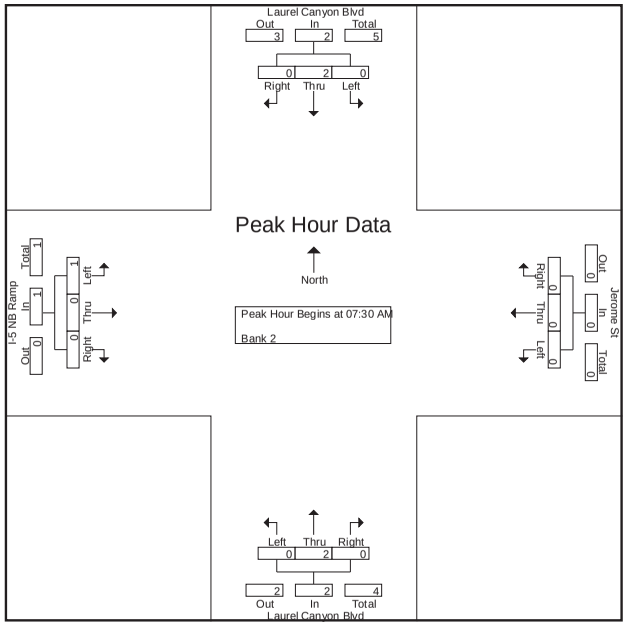
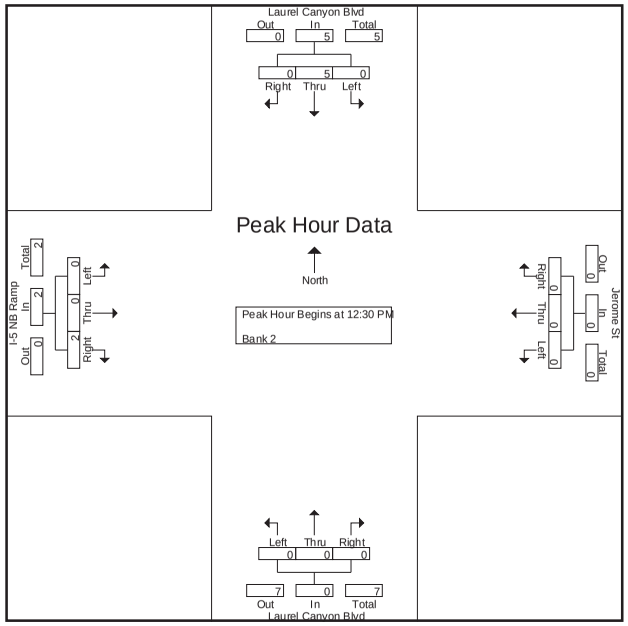
File Name : 5NBLC_Jerome_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	**2**
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.625



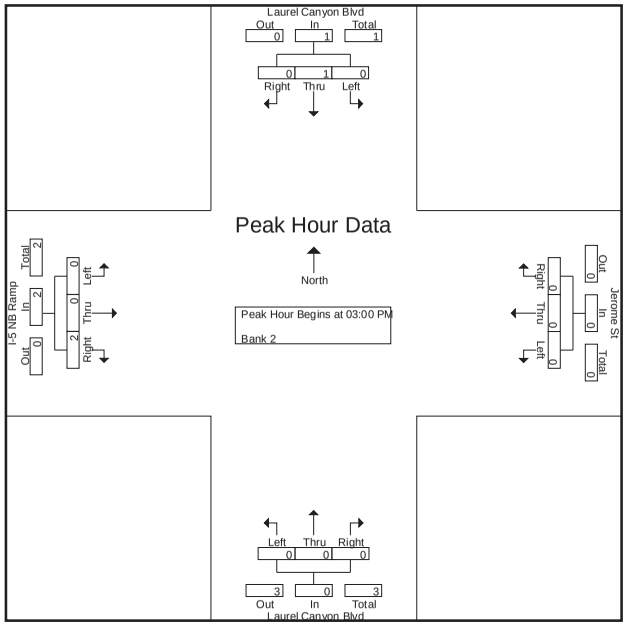
File Name : 5NBLC_Jerome_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	**3**
Total Volume	0	5	0	5	0	0	0	0	0	0	0	0	0	0	2	2	7
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.583



File Name : 5NBLC_Jerome_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
03:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.750



CITY TRAFFIC COUNTERS
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File Name : 5NBLC_Jerome_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			Jerome St Westbound			Laurel Canyon Blvd Northbound			I-5 NB Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
07:15 AM	0	2	0	0	0	0	0	0	0	0	0	5	7
07:30 AM	0	2	0	0	0	0	0	5	0	0	0	0	7
07:45 AM	0	5	0	0	0	0	0	3	0	0	0	1	9
Total	0	10	0	0	0	0	0	9	0	0	0	6	25
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
08:15 AM	0	4	0	0	0	0	0	0	0	0	0	1	5
08:30 AM	0	1	0	0	0	0	0	0	0	3	0	2	6
08:45 AM	0	1	0	0	0	0	0	1	0	1	0	0	3
Total	0	6	0	0	0	0	0	1	0	4	0	5	16
09:00 AM	0	1	1	0	0	0	0	0	0	1	0	0	3
09:15 AM	0	1	0	0	0	0	0	0	0	2	0	0	3
09:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	2	1	0	0	0	0	0	0	6	0	0	9
12:00 PM	0	1	0	0	0	0	0	0	0	4	0	1	6
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	2
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
Total	0	1	0	0	0	0	0	2	0	7	0	2	12
01:00 PM	0	2	0	0	0	0	0	0	0	2	0	0	4
01:15 PM	0	2	0	0	0	0	0	0	0	1	0	1	4
01:30 PM	0	1	0	0	0	0	0	1	0	1	0	1	4
01:45 PM	0	1	0	0	0	0	0	1	0	2	0	0	4
Total	0	6	0	0	0	0	0	2	0	6	0	2	16
03:00 PM	0	1	0	0	0	0	0	1	0	1	0	0	3
03:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	0	0	0	3	0	1	0	0	9
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
05:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
Total	0	3	0	0	0	0	0	1	0	0	0	2	6
Grand Total	0	34	1	0	0	0	0	18	0	24	0	17	94
Apprch %	0	97.1	2.9	0	0	0	0	100	0	58.5	0	41.5	
Total %	0	36.2	1.1	0	0	0	0	19.1	0	25.5	0	18.1	

CITY TRAFFIC COUNTERS
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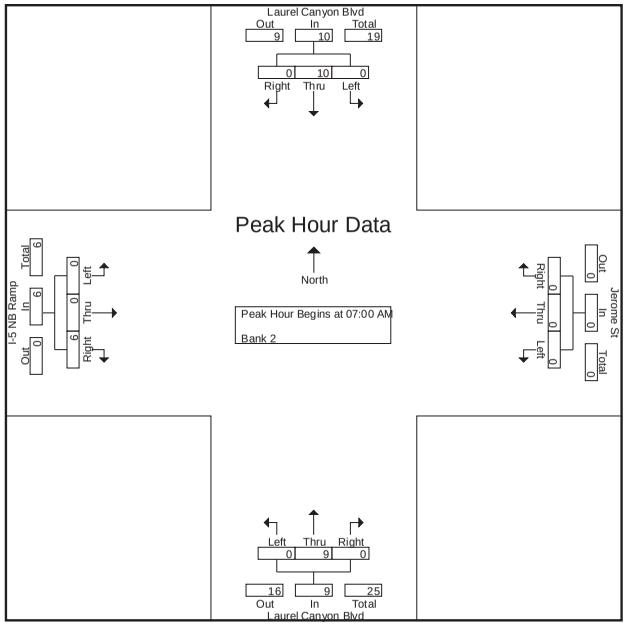
File Name : 5NBLC_Jerome_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	**5**	**5**	7
07:30 AM	0	2	0	2	0	0	0	0	0	**5**	0	**5**	0	0	0	0	7
07:45 AM	0	**5**	0	**5**	0	0	0	0	0	3	0	3	0	0	1	1	**9**
Total Volume	0	10	0	10	0	0	0	0	0	9	0	9	0	0	6	6	25
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.450	.000	.450	.000	.000	.300	.300	.694



CITY TRAFFIC COUNTERS
626.991.7522
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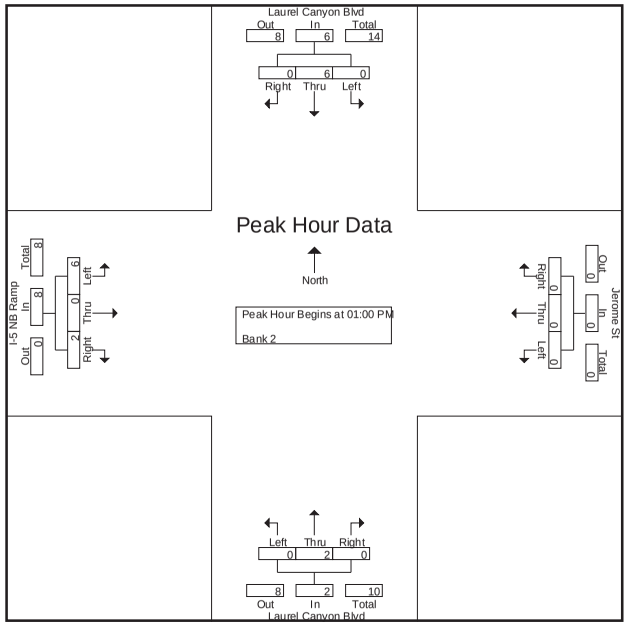
File Name : 5NBLC_Jerome_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**4**
01:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	**1**	2	4
01:30 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	1	0	1	2	4
01:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	2	0	0	2	4
Total Volume	0	6	0	6	0	0	0	0	0	2	0	2	6	0	2	8	16
% App. Total	0	100	0		0	0	0		0	100	0		75	0	25		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.750	.000	.500	1.00	1.00



CITY TRAFFIC COUNTERS
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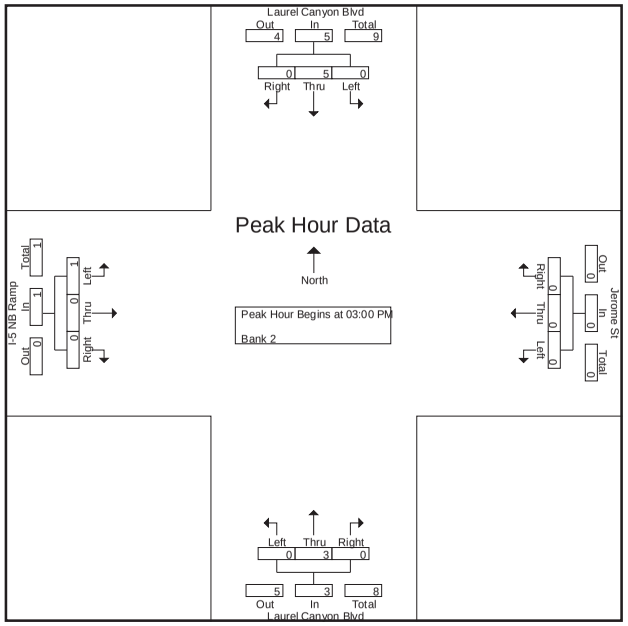
File Name : 5NBLC_Jerome_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				Jerome St Westbound				Laurel Canyon Blvd Northbound				I-5 NB Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	**1**	0	0	**1**	**3**
03:15 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	1	0	0	1	9
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.750



CITY TRAFFIC COUNTERS
626.991.7522
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INT. 8

File Name : LCSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Unshifted

	Laurel Canyon Blvd Southbound			Sheldon St Westbound			Laurel Canyon Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	22	241	37	26	112	26	7	41	21	20	107	36	696
07:15 AM	21	227	52	22	204	20	11	75	27	26	165	32	882
07:30 AM	29	299	46	13	219	21	7	76	69	24	180	35	1018
07:45 AM	46	301	33	13	185	29	7	83	57	25	189	18	986
Total	118	1068	168	74	720	96	32	275	174	95	641	121	3582
08:00 AM	31	259	21	15	173	30	4	82	32	14	163	28	852
08:15 AM	32	273	19	16	149	32	2	49	35	15	115	34	771
08:30 AM	23	210	16	22	104	20	0	49	24	9	89	18	584
08:45 AM	35	186	9	14	97	16	5	61	45	14	79	20	581
Total	121	928	65	67	523	98	11	241	136	52	446	100	2788
09:00 AM	23	180	18	17	92	10	1	51	22	11	96	23	544
09:15 AM	19	138	15	22	81	19	2	32	29	13	102	28	500
09:30 AM	22	85	16	28	92	15	2	36	45	13	86	20	460
09:45 AM	16	64	21	31	61	16	4	45	36	6	77	18	395
Total	80	467	70	98	326	60	9	164	132	43	361	89	1899
12:00 PM	27	105	26	30	74	17	8	72	44	16	81	23	523
12:15 PM	30	97	29	25	70	16	1	56	46	10	89	23	492
12:30 PM	14	102	11	25	84	26	4	54	30	14	102	33	499
12:45 PM	23	110	21	22	69	22	3	53	45	13	65	18	464
Total	94	414	87	102	297	81	16	235	165	53	337	97	1978
01:00 PM	14	87	31	38	40	25	0	70	41	10	113	16	485
01:15 PM	20	83	26	35	47	20	5	41	30	13	87	11	418
01:30 PM	14	84	19	26	70	17	3	56	37	15	115	10	466
01:45 PM	15	103	22	22	78	16	3	79	36	17	78	16	485
Total	63	357	98	121	235	78	11	246	144	55	393	53	1854
03:00 PM	23	142	26	19	180	17	1	162	32	26	173	13	814
03:15 PM	26	140	24	11	157	14	2	176	39	24	170	15	798
03:30 PM	21	165	14	10	138	19	5	158	42	28	201	16	817
03:45 PM	22	170	20	10	133	22	5	127	44	23	174	14	764
Total	92	617	84	50	608	72	13	623	157	101	718	58	3193
04:00 PM	23	170	14	17	122	20	2	131	36	19	204	17	775
04:15 PM	19	160	10	11	111	21	0	141	29	24	206	18	750
04:30 PM	17	163	14	18	103	27	1	147	23	23	196	18	750
04:45 PM	20	186	8	16	150	26	3	181	39	23	202	16	870
Total	79	679	46	62	486	94	6	600	127	89	808	69	3145
05:00 PM	20	197	12	13	163	15	2	179	43	23	195	17	879
05:15 PM	16	188	13	17	146	21	4	186	47	30	191	19	878
05:30 PM	17	186	14	25	139	23	7	199	43	30	218	15	916
05:45 PM	18	177	18	19	89	24	0	189	42	38	205	16	835
Total	71	748	57	74	537	83	13	753	175	121	809	67	3508
Grand Total	718	5278	675	648	3732	662	111	3137	1210	609	4513	654	21947
Apprch %	10.8	79.1	10.1	12.9	74	13.1	2.5	70.4	27.1	10.5	78.1	11.3	
Total %	3.3	24	3.1	3	17	3	0.5	14.3	5.5	2.8	20.6	3	

CITY TRAFFIC COUNTERS
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File Name : LCSheldon
Site Code : 00000000
Start Date : 1/15/2014
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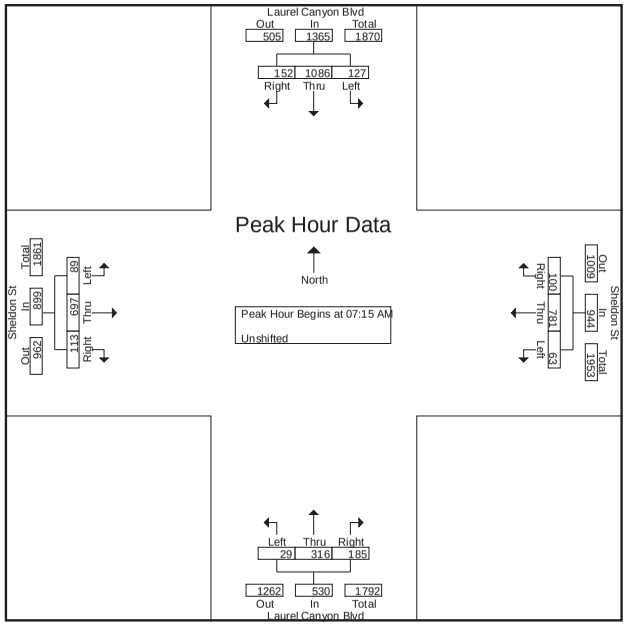
	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	21	227	**52**	300	**22**	204	20	246	**11**	75	27	113	**26**	165	32	223	882
07:30 AM	29	299	46	374	13	**219**	21	**253**	7	76	**69**	**152**	24	180	**35**	**239**	**1018**
07:45 AM	**46**	**301**	33	**380**	13	185	29	227	7	**83**	57	147	25	**189**	18	232	986
08:00 AM	31	259	21	311	15	173	**30**	218	4	82	32	118	14	163	28	205	852
Total Volume	127	1086	152	1365	63	781	100	944	29	316	185	530	89	697	113	899	3738
% App. Total	9.3	79.6	11.1		6.7	82.7	10.6		5.5	59.6	34.9		9.9	77.5	12.6		
PHF	.690	.902	.731	.898	.716	.892	.833	.933	.659	.952	.670	.872	.856	.922	.807	.940	.918



CITY TRAFFIC COUNTERS
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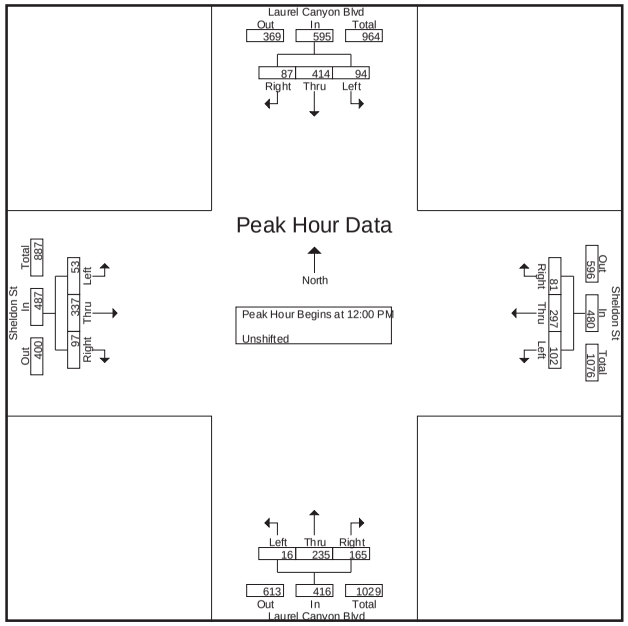
File Name : LCSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	27	105	26	**158**	**30**	74	17	121	**8**	**72**	44	**124**	**16**	81	23	120	**523**
12:15 PM	**30**	97	**29**	156	25	70	16	111	1	56	**46**	103	10	89	23	122	492
12:30 PM	14	102	11	127	25	**84**	**26**	**135**	4	54	30	88	14	**102**	**33**	**149**	499
12:45 PM	23	**110**	21	154	22	69	22	113	3	53	45	101	13	65	18	96	464
Total Volume	94	414	87	595	102	297	81	480	16	235	165	416	53	337	97	487	1978
% App. Total	15.8	69.6	14.6		21.2	61.9	16.9		3.8	56.5	39.7		10.9	69.2	19.9		
PHF	.783	.941	.750	.941	.850	.884	.779	.889	.500	.816	.897	.839	.828	.826	.735	.817	.946



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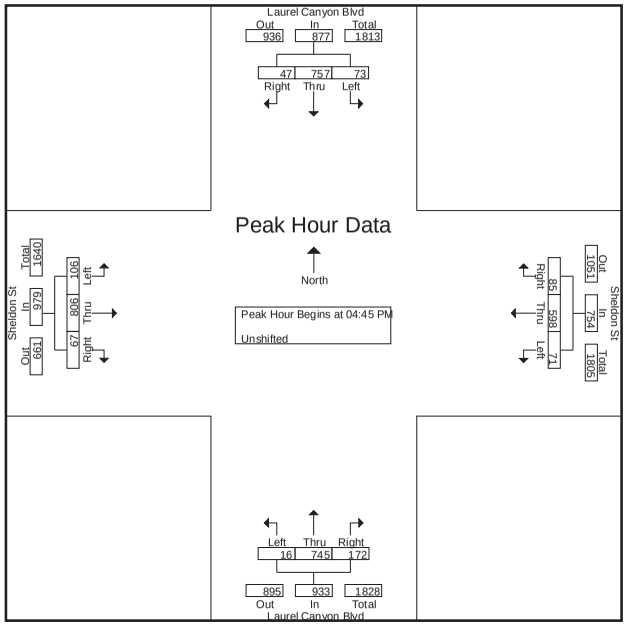
File Name : LCSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**20**	186	8	214	16	150	**26**	**192**	3	181	39	223	23	202	16	241	870
05:00 PM	20	**197**	12	**229**	13	**163**	15	191	2	179	43	224	23	195	17	235	879
05:15 PM	16	188	13	217	17	146	21	184	4	186	**47**	237	**30**	191	**19**	240	878
05:30 PM	17	186	**14**	217	**25**	139	23	187	**7**	**199**	43	**249**	30	**218**	15	**263**	**916**
Total Volume	73	757	47	877	71	598	85	754	16	745	172	933	106	806	67	979	3543
% App. Total	8.3	86.3	5.4		9.4	79.3	11.3		1.7	79.8	18.4		10.8	82.3	6.8		
PHF	.913	.961	.839	.957	.710	.917	.817	.982	.571	.936	.915	.937	.883	.924	.882	.931	.967



CITY TRAFFIC COUNTERS
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File Name : LCSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			Sheldon St Westbound			Laurel Canyon Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	2	1	0	0	0	4
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	1	1	0	3
Total	0	0	0	0	2	0	0	2	2	1	3	0	10
08:15 AM	0	1	0	1	2	0	0	0	1	0	0	0	5
08:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	2	0	1	2	0	0	1	1	0	0	0	7
09:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1	1	0	1	0	0	0	0	3
Total	0	1	0	0	2	1	0	1	0	0	1	0	6
12:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	2	0	0	1	0	0	0	0	4
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	0	0	1	0	3
03:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	1	0	3
04:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
04:30 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
Total	0	1	0	0	2	0	0	1	2	0	3	0	9
05:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
05:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
Total	0	0	0	0	2	1	0	0	1	0	2	0	6
Grand Total	0	6	0	2	14	2	0	6	6	1	11	0	48
Apprch %	0	100	0	11.1	77.8	11.1	0	50	50	8.3	91.7	0	
Total %	0	12.5	0	4.2	29.2	4.2	0	12.5	12.5	2.1	22.9	0	

CITY TRAFFIC COUNTERS
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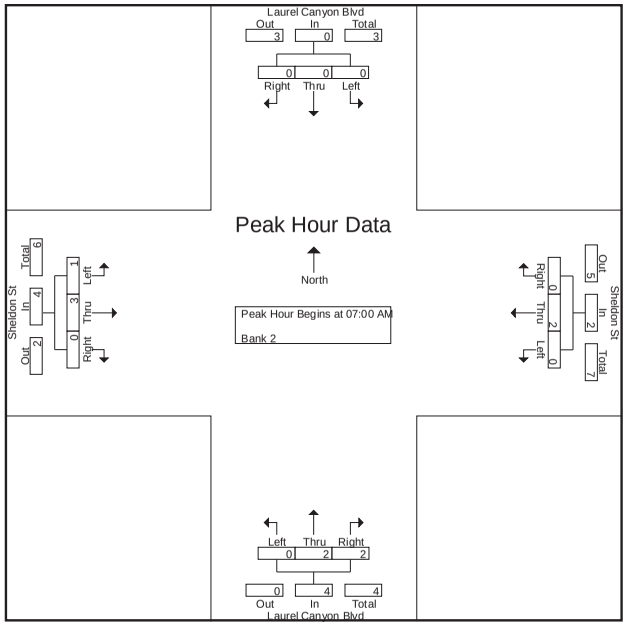
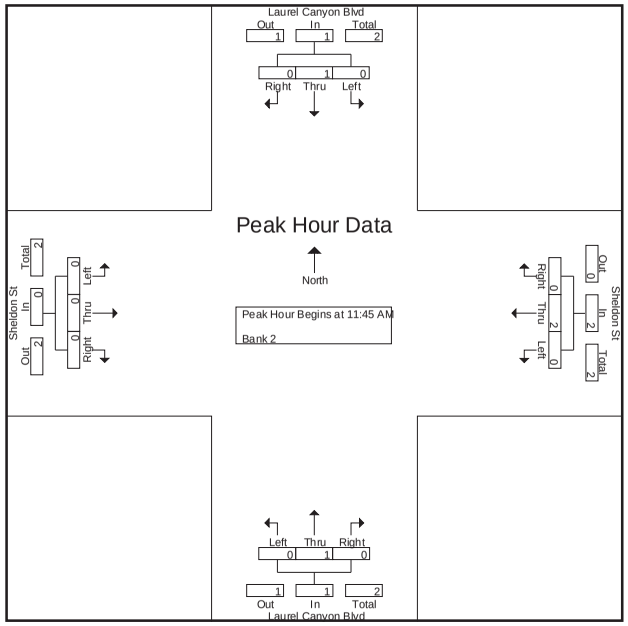
File Name : LCSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

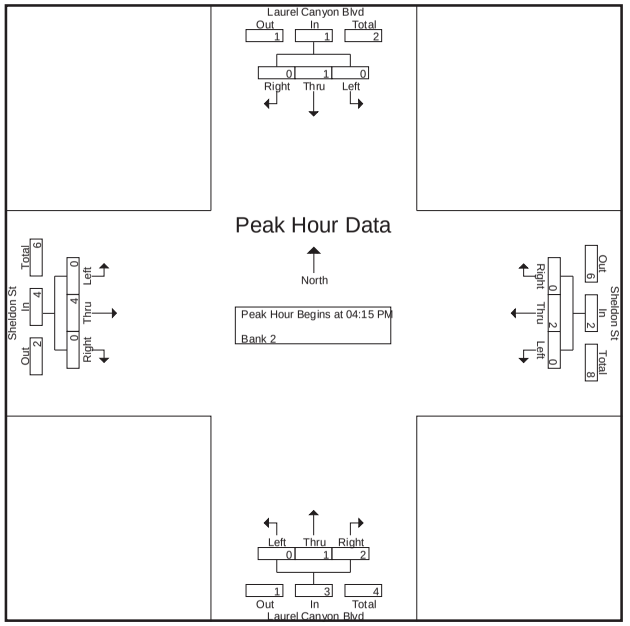
	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	**1**	0	**2**	**1**	**3**	0	0	0	0	**4**
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	**1**	1	0	**2**	3
Total Volume	0	0	0	0	0	2	0	2	0	2	2	4	1	3	0	4	10
% App. Total	0	0	0		0	100	0		0	50	50		25	75	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.500	.333	.250	.750	.000	.500	.625



	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	**2**
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.500



	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1	2
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	0	1	0	1	**3**
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	1	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	3
Total Volume	0	1	0	1	0	2	0	2	0	1	2	3	0	4	0	4	10
% App. Total	0	100	0		0	100	0		0	33.3	66.7		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.500	.750	.000	.500	.000	.500	.833



CITY TRAFFIC COUNTERS
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File Name : LCSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Bank 1

	Laurel Canyon Blvd Southbound			Sheldon St Westbound			Laurel Canyon Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	1	0	2	0	0	3	1	1	2	0	12
07:15 AM	0	3	0	0	0	0	1	2	0	0	3	0	9
07:30 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
07:45 AM	0	1	0	0	2	0	0	2	0	0	1	0	6
Total	0	8	1	0	4	0	1	8	1	1	6	0	30
08:00 AM	0	2	0	0	0	0	0	1	0	0	1	0	4
08:15 AM	0	5	0	0	0	0	0	1	0	0	1	0	7
08:30 AM	0	3	0	0	1	0	0	1	0	0	3	0	8
08:45 AM	0	2	0	0	1	0	0	2	0	0	2	0	7
Total	0	12	0	0	2	0	0	5	0	0	7	0	26
09:00 AM	0	3	0	0	1	0	0	1	2	0	0	0	7
09:15 AM	0	0	0	0	0	0	0	2	1	0	0	0	3
09:30 AM	0	1	0	0	0	0	0	1	0	0	1	0	3
09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	4	0	0	1	0	0	5	3	0	1	0	14
12:00 PM	0	2	0	0	2	0	0	1	0	0	1	0	6
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	3	0	0	3	0	0	3	0	0	1	1	11
01:00 PM	1	1	0	0	1	0	0	0	0	0	0	0	3
01:15 PM	0	0	0	0	1	0	0	1	0	0	3	0	5
01:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
01:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
Total	1	2	0	0	2	0	0	3	0	0	7	0	15
03:00 PM	0	1	0	0	3	0	0	2	0	0	0	0	6
03:15 PM	0	3	0	0	1	0	1	2	0	0	1	0	8
03:30 PM	0	2	0	0	2	0	0	2	0	0	1	0	7
03:45 PM	0	3	0	0	2	0	0	4	0	0	0	0	9
Total	0	9	0	0	8	0	1	10	0	0	2	0	30
04:00 PM	1	3	0	0	1	0	0	0	0	0	5	0	10
04:15 PM	0	3	0	0	1	0	0	1	0	0	2	0	7
04:30 PM	0	2	0	0	0	0	0	1	0	0	1	0	4
04:45 PM	0	2	0	0	0	0	0	0	0	0	2	0	4
Total	1	10	0	0	2	0	0	2	0	0	10	0	25
05:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
05:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:30 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
05:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	0	4	0	0	0	0	0	4	0	0	2	0	10
Grand Total	2	52	1	0	22	0	2	40	4	1	36	1	161
Apprch %	3.6	94.5	1.8	0	100	0	4.3	87	8.7	2.6	94.7	2.6	
Total %	1.2	32.3	0.6	0	13.7	0	1.2	24.8	2.5	0.6	22.4	0.6	

CITY TRAFFIC COUNTERS
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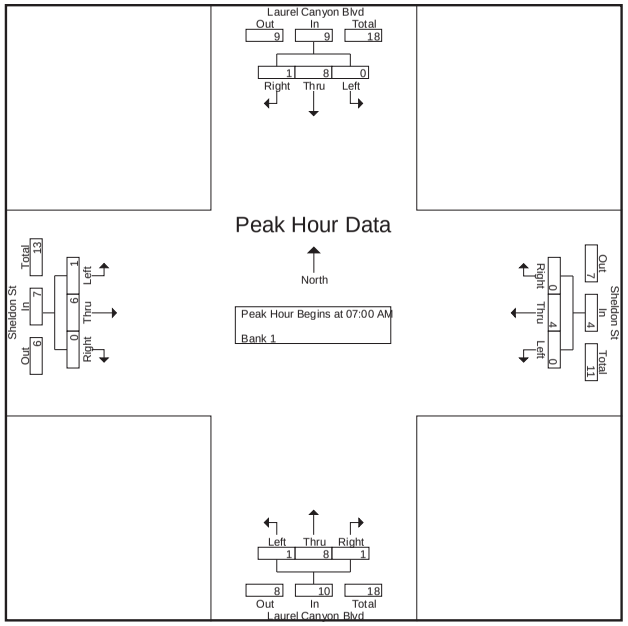
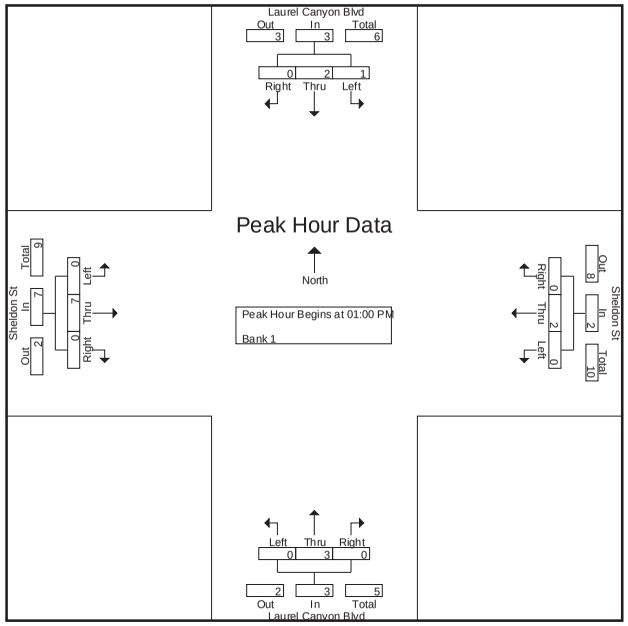
File Name : LCSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014

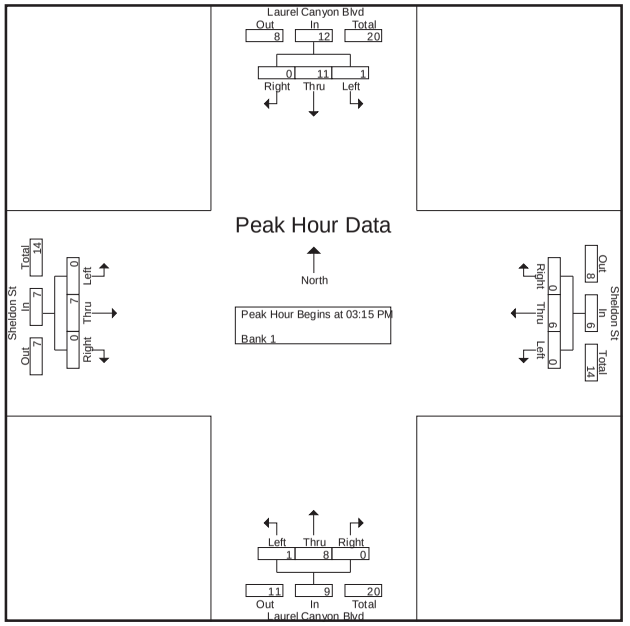
	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	2	**1**	**3**	0	**2**	0	**2**	0	**3**	**1**	**4**	**1**	2	0	**3**	**12**
07:15 AM	0	**3**	0	3	0	0	0	0	**1**	2	0	3	0	**3**	0	3	9
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	1	0	1	6
Total Volume	0	8	1	9	0	4	0	4	1	8	1	10	1	6	0	7	30
% App. Total	0	88.9	11.1		0	100	0		10	80	10		14.3	85.7	0		
PHF	.000	.667	.250	.750	.000	.500	.000	.500	.250	.667	.250	.625	.250	.500	.000	.583	.625



	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**1**	**1**	0	**2**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	3
01:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	**3**	0	**3**	**5**
01:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	3	0	3	5
Total Volume	1	2	0	3	0	2	0	2	0	3	0	3	0	7	0	7	15
% App. Total	33.3	66.7	0		0	100	0		0	100	0		0	100	0		
PHF	.250	.500	.000	.375	.000	.500	.000	.500	.000	.375	.000	.375	.000	.583	.000	.583	.750



	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	**3**	0	3	0	1	0	1	**1**	2	0	3	0	1	0	1	8
03:30 PM	0	2	0	2	0	**2**	0	**2**	0	2	0	2	0	1	0	1	7
03:45 PM	0	3	0	3	0	2	0	2	0	**4**	0	**4**	0	0	0	0	9
04:00 PM	**1**	3	0	**4**	0	1	0	1	0	0	0	0	0	**5**	0	**5**	**10**
Total Volume	1	11	0	12	0	6	0	6	1	8	0	9	0	7	0	7	34
% App. Total	8.3	91.7	0		0	100	0		11.1	88.9	0		0	100	0		
PHF	.250	.917	.000	.750	.000	.750	.000	.750	.250	.500	.000	.563	.000	.350	.000	.350	.850



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : LCSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
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Groups Printed- Unshifted

	Laurel Canyon Blvd Southbound			Sheldon St Westbound			Laurel Canyon Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	3	0	2	2	1	0	1	0	1	6	3	20
07:15 AM	1	1	0	1	3	2	0	1	3	0	3	4	19
07:30 AM	1	3	0	0	1	1	0	0	2	2	3	2	15
07:45 AM	1	4	1	1	2	0	0	1	2	0	4	0	16
Total	4	11	1	4	8	4	0	3	7	3	16	9	70
08:00 AM	1	8	2	0	3	2	0	3	1	0	6	1	27
08:15 AM	5	8	3	2	4	1	0	3	2	0	2	2	32
08:30 AM	1	10	4	3	0	1	0	0	0	1	4	0	24
08:45 AM	1	4	1	2	4	1	0	0	0	0	5	0	18
Total	8	30	10	7	11	5	0	6	3	1	17	3	101
09:00 AM	4	4	1	2	3	2	1	1	4	0	1	1	24
09:15 AM	0	8	2	4	1	1	2	3	2	2	10	1	36
09:30 AM	2	5	1	3	1	2	0	2	4	0	3	0	23
09:45 AM	4	2	3	1	1	1	0	2	1	2	1	0	18
Total	10	19	7	10	6	6	3	8	11	4	15	2	101
12:00 PM	1	0	2	1	0	1	0	0	1	1	4	1	12
12:15 PM	1	2	0	0	4	0	0	2	1	3	3	2	18
12:30 PM	1	2	0	1	3	1	0	0	3	1	0	1	13
12:45 PM	1	3	1	1	3	0	0	2	0	0	5	0	16
Total	4	7	3	3	10	2	0	4	5	5	12	4	59
01:00 PM	0	2	1	1	3	0	0	1	3	0	3	1	15
01:15 PM	1	3	1	0	4	1	0	2	1	0	2	0	15
01:30 PM	1	0	1	1	4	0	0	0	2	2	3	3	17
01:45 PM	0	4	1	1	4	1	0	1	5	0	6	1	24
Total	2	9	4	3	15	2	0	4	11	2	14	5	71
03:00 PM	0	3	0	1	3	1	0	4	2	0	6	0	20
03:15 PM	3	4	0	2	4	1	0	4	8	0	1	2	29
03:30 PM	2	3	0	2	5	0	0	1	5	2	4	0	24
03:45 PM	4	0	0	1	2	0	0	2	4	1	5	0	19
Total	9	10	0	6	14	2	0	11	19	3	16	2	92
04:00 PM	1	0	1	0	1	2	0	0	5	0	2	0	12
04:15 PM	1	1	0	1	2	1	0	3	1	1	6	0	17
04:30 PM	0	1	0	1	1	0	0	2	1	0	3	0	9
04:45 PM	0	1	0	1	1	0	0	2	3	2	4	2	16
Total	2	3	1	3	5	3	0	7	10	3	15	2	54
05:00 PM	1	2	0	2	2	0	0	4	3	1	2	1	18
05:15 PM	0	2	1	1	1	2	1	2	2	1	7	0	20
05:30 PM	1	0	0	1	0	0	0	3	5	2	2	0	14
05:45 PM	0	0	1	1	1	0	0	2	2	0	5	0	12
Total	2	4	2	5	4	2	1	11	12	4	16	1	64
Grand Total	41	93	28	41	73	26	4	54	78	25	121	28	612
Apprch %	25.3	57.4	17.3	29.3	52.1	18.6	2.9	39.7	57.4	14.4	69.5	16.1	
Total %	6.7	15.2	4.6	6.7	11.9	4.2	0.7	8.8	12.7	4.1	19.8	4.6	

CITY TRAFFIC COUNTERS
626.991.7522
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File Name : LCSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
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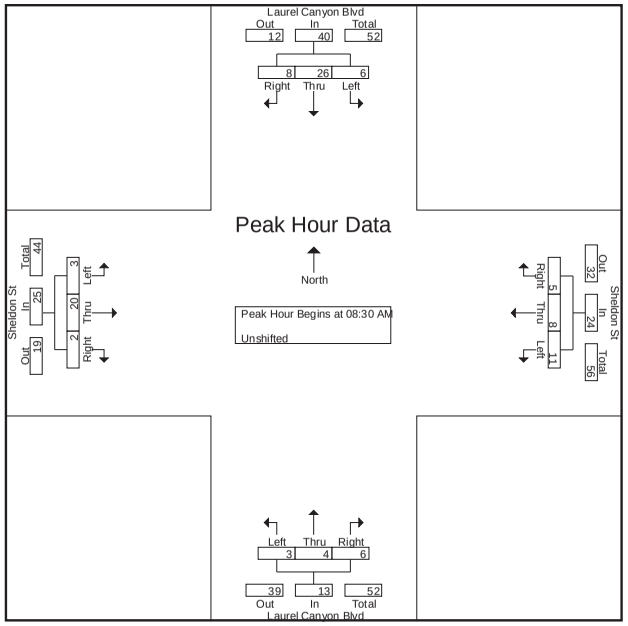
	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	1	**10**	**4**	**15**	3	0	1	4	0	0	0	0	1	4	0	5	24
08:45 AM	1	4	1	6	2	**4**	1	**7**	0	0	0	0	0	5	0	5	18
09:00 AM	**4**	4	1	9	2	3	**2**	7	1	1	**4**	6	0	1	**1**	2	24
09:15 AM	0	8	2	10	**4**	1	1	6	**2**	**3**	2	**7**	**2**	**10**	1	**13**	**36**
Total Volume	6	26	8	40	11	8	5	24	3	4	6	13	3	20	2	25	102
% App. Total	15	65	20		45.8	33.3	20.8		23.1	30.8	46.2		12	80	8		
PHF	.375	.650	.500	.667	.688	.500	.625	.857	.375	.333	.375	.464	.375	.500	.500	.481	.708



CITY TRAFFIC COUNTERS

626.991.7522

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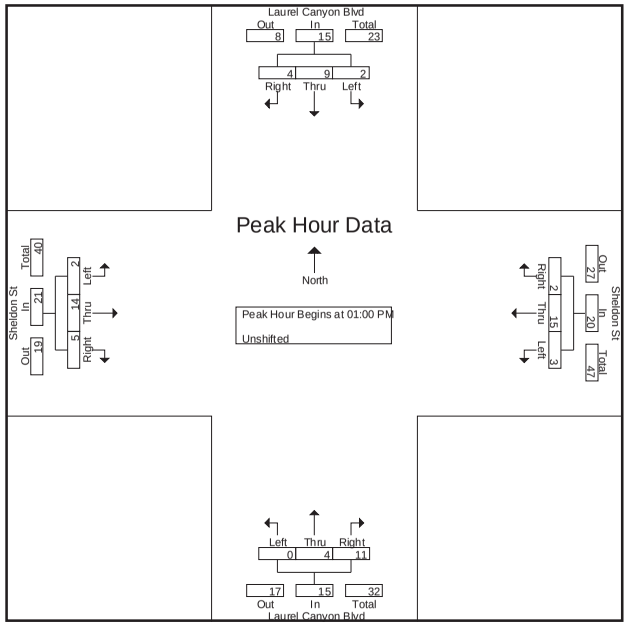
File Name : LCSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	2	**1**	3	**1**	3	0	4	0	1	3	4	0	3	1	4	15
01:15 PM	**1**	3	1	**5**	0	**4**	**1**	5	0	**2**	1	3	0	2	0	2	15
01:30 PM	1	0	1	2	1	4	0	5	0	0	2	2	**2**	3	**3**	**8**	17
01:45 PM	0	**4**	1	5	1	4	1	**6**	0	1	**5**	**6**	0	**6**	1	7	**24**
Total Volume	2	9	4	15	3	15	2	20	0	4	11	15	2	14	5	21	71
% App. Total	13.3	60	26.7		15	75	10		0	26.7	73.3		9.5	66.7	23.8		
PHF	.500	.563	1.00	.750	.750	.938	.500	.833	.000	.500	.550	.625	.250	.583	.417	.656	.740



CITY TRAFFIC COUNTERS

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File Name : LCSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
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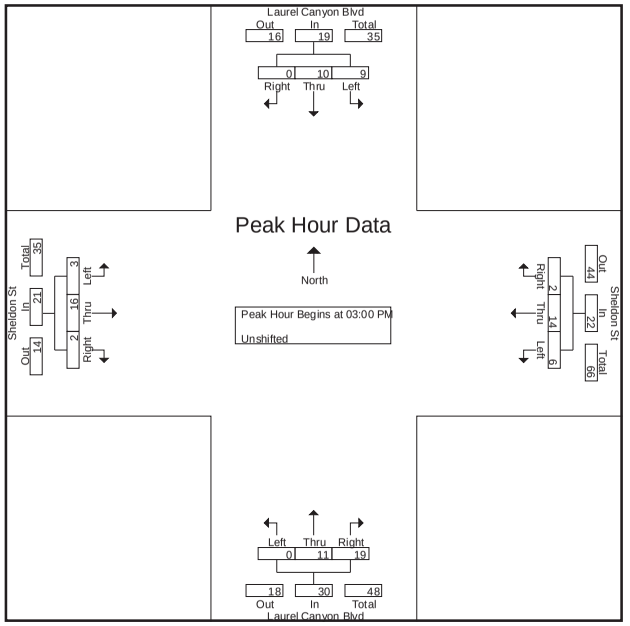
	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	3	0	3	1	3	**1**	5	0	**4**	2	6	0	**6**	0	**6**	20
03:15 PM	3	**4**	0	**7**	**2**	4	1	**7**	0	4	**8**	**12**	0	1	**2**	3	**29**
03:30 PM	2	3	0	5	2	**5**	0	7	0	1	5	6	**2**	4	0	6	24
03:45 PM	**4**	0	0	4	1	2	0	3	0	2	4	6	1	5	0	6	19
Total Volume	9	10	0	19	6	14	2	22	0	11	19	30	3	16	2	21	92
% App. Total	47.4	52.6	0		27.3	63.6	9.1		0	36.7	63.3		14.3	76.2	9.5		
PHF	.563	.625	.000	.679	.750	.700	.500	.786	.000	.688	.594	.625	.375	.667	.250	.875	.793



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : LCSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
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Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			Sheldon St Westbound			Laurel Canyon Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	1	4	0	0	1	0	0	0	0	7
07:15 AM	0	1	1	0	2	0	1	0	0	0	1	0	6
07:30 AM	1	2	0	0	0	0	0	0	1	0	3	2	9
07:45 AM	1	2	1	0	1	0	0	1	1	0	0	0	7
Total	2	5	3	1	7	0	1	2	2	0	4	2	29
08:00 AM	0	1	0	0	3	1	0	0	2	0	3	0	10
08:15 AM	0	1	1	0	1	0	0	1	1	1	3	0	9
08:30 AM	0	1	0	1	0	1	0	0	1	1	4	0	9
08:45 AM	1	1	1	0	3	0	0	0	0	0	1	0	7
Total	1	4	2	1	7	2	0	1	4	2	11	0	35
09:00 AM	0	3	2	0	5	0	0	0	1	0	4	0	15
09:15 AM	1	1	2	0	2	0	0	0	2	0	3	0	11
09:30 AM	0	1	1	1	4	1	0	0	0	0	2	0	10
09:45 AM	0	0	1	0	3	0	0	0	1	0	3	0	8
Total	1	5	6	1	14	1	0	0	4	0	12	0	44
12:00 PM	0	0	0	0	1	1	0	0	3	1	1	1	8
12:15 PM	0	0	0	0	2	1	0	0	1	0	2	1	7
12:30 PM	0	0	2	0	2	0	0	0	1	0	1	0	6
12:45 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
Total	0	0	2	0	5	2	0	0	6	1	6	2	24
01:00 PM	1	1	0	0	1	0	0	1	1	0	0	0	5
01:15 PM	0	2	0	0	2	0	0	1	2	0	4	0	11
01:30 PM	0	1	1	0	0	1	0	0	1	0	4	1	9
01:45 PM	0	1	0	0	0	0	0	0	1	0	4	0	6
Total	1	5	1	0	3	1	0	2	5	0	12	1	31
03:00 PM	0	0	0	0	1	0	0	0	1	1	3	0	6
03:15 PM	1	0	0	0	0	0	0	1	1	0	2	0	5
03:30 PM	1	0	0	0	1	0	0	0	0	1	1	0	4
03:45 PM	1	0	1	0	0	0	0	0	0	0	2	0	4
Total	3	0	1	0	2	0	0	1	2	2	8	0	19
04:00 PM	0	0	1	0	0	0	0	0	1	0	3	0	5
04:15 PM	0	0	0	0	1	0	0	1	3	0	1	0	6
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	3
Total	0	0	1	0	1	0	0	1	9	0	4	1	17
05:00 PM	2	0	0	0	0	0	0	0	3	0	1	0	6
05:15 PM	0	0	0	0	0	0	0	1	2	1	1	0	5
05:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
05:45 PM	0	0	1	0	0	0	0	2	1	0	1	0	5
Total	2	0	1	0	0	0	0	3	8	1	3	0	18
Grand Total	10	19	17	3	39	6	1	10	40	6	60	6	217
Apprch %	21.7	41.3	37	6.2	81.2	12.5	2	19.6	78.4	8.3	83.3	8.3	
Total %	4.6	8.8	7.8	1.4	18	2.8	0.5	4.6	18.4	2.8	27.6	2.8	

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File Name : LCSheldon_3Axle
Site Code : 00000000
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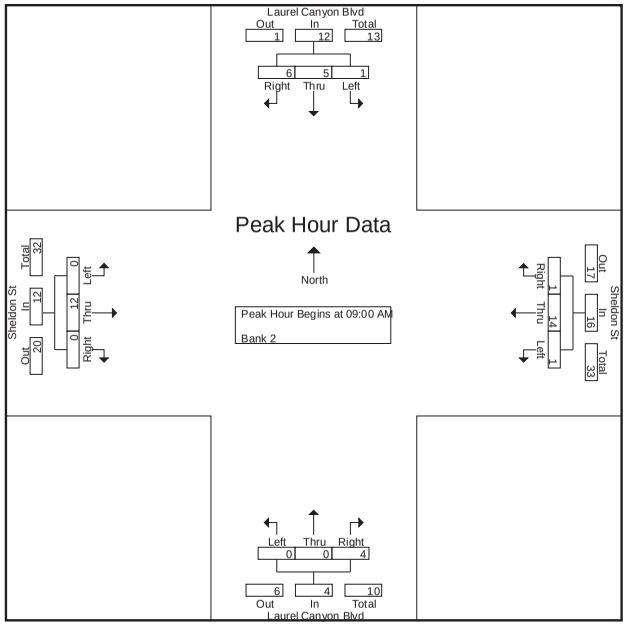
	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	**3**	**2**	**5**	0	**5**	0	5	0	0	1	1	0	**4**	0	**4**	**15**
09:15 AM	**1**	1	2	4	0	2	0	2	0	0	**2**	**2**	0	3	0	3	11
09:30 AM	0	1	1	2	**1**	4	**1**	**6**	0	0	0	0	0	2	0	2	10
09:45 AM	0	0	1	1	0	3	0	3	0	0	1	1	0	3	0	3	8
Total Volume	1	5	6	12	1	14	1	16	0	0	4	4	0	12	0	12	44
% App. Total	8.3	41.7	50		6.2	87.5	6.2		0	0	100		0	100	0		
PHF	.250	.417	.750	.600	.250	.700	.250	.667	.000	.000	.500	.500	.000	.750	.000	.750	.733



CITY TRAFFIC COUNTERS

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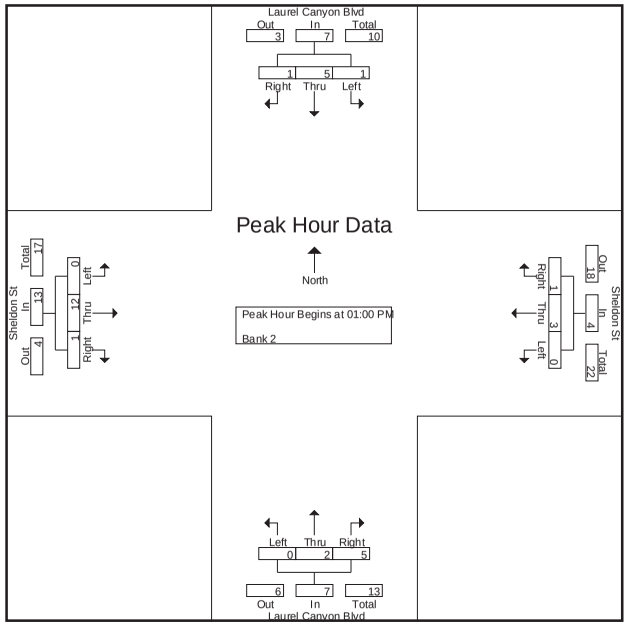
File Name : LCSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**1**	1	0	**2**	0	1	0	1	0	**1**	1	2	0	0	0	0	5
01:15 PM	0	**2**	0	2	0	**2**	0	**2**	0	1	**2**	**3**	0	**4**	0	4	**11**
01:30 PM	0	1	**1**	2	0	0	**1**	1	0	0	1	1	0	4	**1**	**5**	9
01:45 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	4	0	4	6
Total Volume	1	5	1	7	0	3	1	4	0	2	5	7	0	12	1	13	31
% App. Total	14.3	71.4	14.3		0	75	25		0	28.6	71.4		0	92.3	7.7		
PHF	.250	.625	.250	.875	.000	.375	.250	.500	.000	.500	.625	.583	.000	.750	.250	.650	.705



CITY TRAFFIC COUNTERS

626.991.7522

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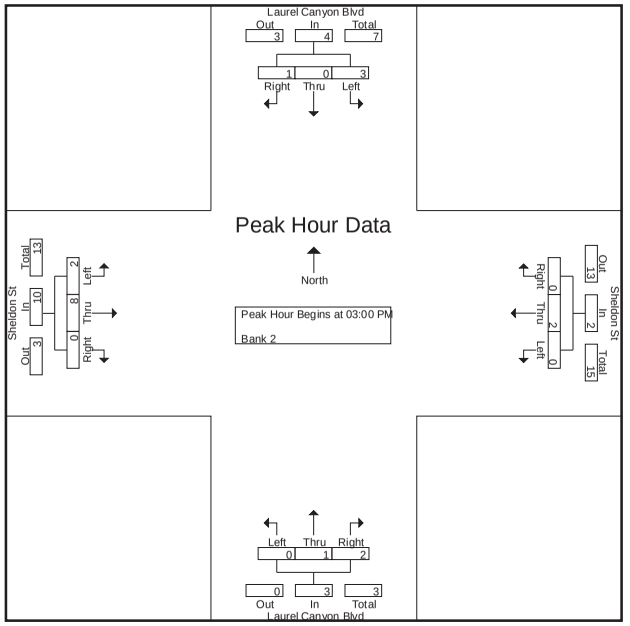
File Name : LCSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	1	**1**	**3**	0	**4**	**6**
03:15 PM	**1**	0	0	1	0	0	0	0	0	**1**	1	**2**	0	2	0	2	5
03:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	1	1	0	2	4
03:45 PM	1	0	**1**	**2**	0	0	0	0	0	0	0	0	0	2	0	2	4
Total Volume	3	0	1	4	0	2	0	2	0	1	2	3	2	8	0	10	19
% App. Total	75	0	25		0	100	0		0	33.3	66.7		20	80	0		
PHF	.750	.000	.250	.500	.000	.500	.000	.500	.000	.250	.500	.375	.500	.667	.000	.625	.792



CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : LCSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			Sheldon St Westbound			Laurel Canyon Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	1	0	0	0	1	0	0	0	1	1	0	4
08:00 AM	0	0	1	0	0	0	0	0	1	0	1	0	3
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	1	1	0	0	0	0	0	2	0	1	0	5
09:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
09:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	1	2	0	0	0	0	0	0	0	1	0	4
12:00 PM	0	1	0	0	1	0	0	0	1	0	1	0	4
12:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	3
12:45 PM	1	0	0	0	0	0	0	0	1	0	1	0	3
Total	2	1	0	0	2	0	0	0	2	0	3	0	10
01:00 PM	1	0	0	0	1	0	0	0	1	0	0	0	3
01:15 PM	2	1	0	0	0	0	0	0	1	0	0	0	4
01:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	3	2	0	0	1	0	0	0	3	0	0	0	9
03:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
03:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45 PM	1	0	0	0	0	0	0	0	0	0	0	1	2
Total	1	1	1	0	0	0	0	0	1	0	0	1	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	1	0	0	0	0	0	0	0	2	0	3
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	0	2
Grand Total	6	7	5	0	3	1	0	0	10	1	8	1	42
Apprch %	33.3	38.9	27.8	0	75	25	0	0	100	10	80	10	
Total %	14.3	16.7	11.9	0	7.1	2.4	0	0	23.8	2.4	19	2.4	

CITY TRAFFIC COUNTERS
626.991.7522
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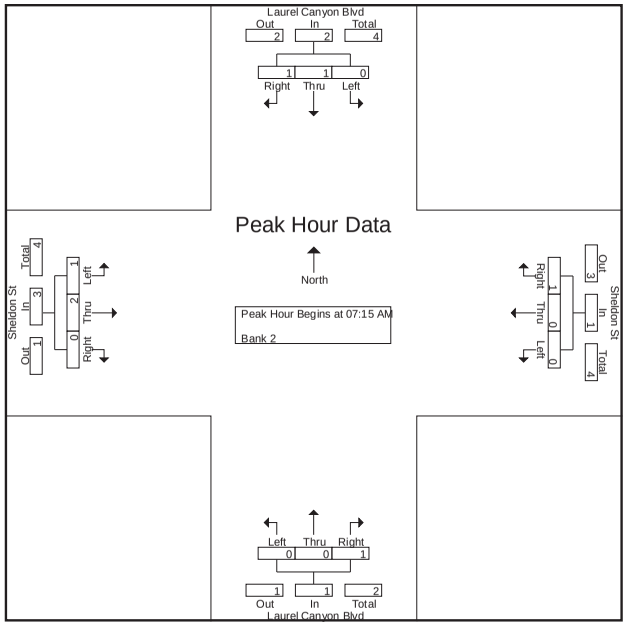
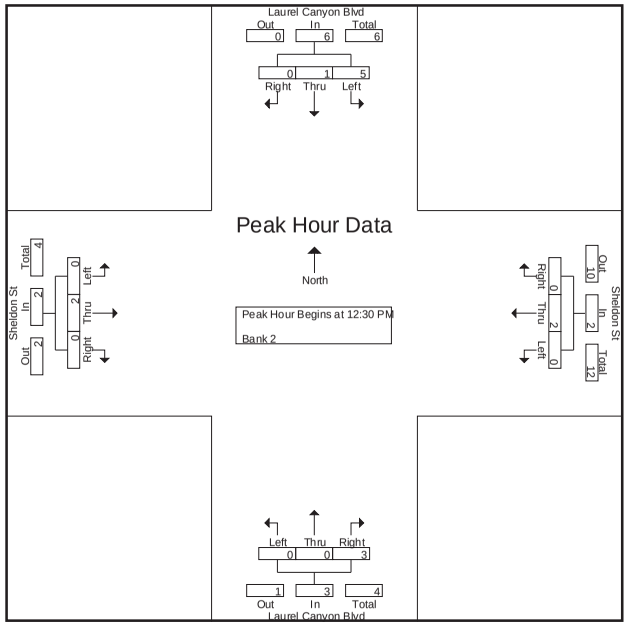
File Name : LCSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014

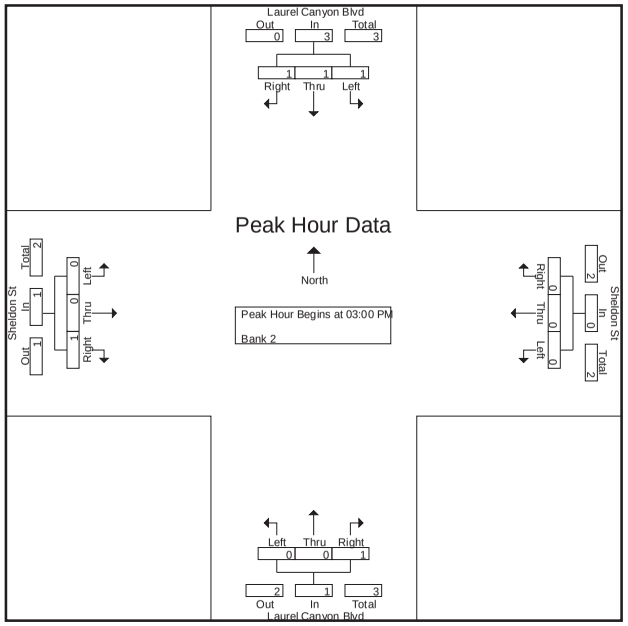
	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:30 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	0	0	1	2
08:00 AM	0	0	**1**	1	0	0	0	0	0	0	**1**	**1**	0	1	0	1	**3**
Total Volume	0	1	1	2	0	0	1	1	0	0	1	1	1	2	0	3	7
% App. Total	0	50	50		0	0	100		0	0	100		33.3	66.7	0		
PHF	.000	.250	.250	.500	.000	.000	.250	.250	.000	.000	.250	.250	.250	.500	.000	.750	.583



	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	1	0	0	1	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	3
12:45 PM	1	0	0	1	0	0	0	0	0	0	**1**	**1**	0	1	0	1	3
01:00 PM	1	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	3
01:15 PM	**2**	**1**	0	**3**	0	0	0	0	0	0	1	1	0	0	0	0	**4**
Total Volume	5	1	0	6	0	2	0	2	0	0	3	3	0	2	0	2	13
% App. Total	83.3	16.7	0		0	100	0		0	0	100		0	100	0		
PHF	.625	.250	.000	.500	.000	.500	.000	.500	.000	.000	.750	.750	.000	.500	.000	.500	.813



	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**2**
03:15 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
Total Volume	1	1	1	3	0	0	0	0	0	0	1	1	0	0	1	1	5
% App. Total	33.3	33.3	33.3		0	0	0		0	0	100		0	0	100		
PHF	.250	.250	.250	.750	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.250	.625



CITY TRAFFIC COUNTERS
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File Name : LCSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
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Groups Printed- Bank 1

	Laurel Canyon Blvd Southbound			Sheldon St Westbound			Laurel Canyon Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	2	0	1	0	2	1	3	0	10
07:15 AM	2	0	5	0	1	0	2	0	0	0	0	0	10
07:30 AM	1	1	0	0	0	0	0	0	0	6	0	0	8
07:45 AM	0	4	2	1	0	0	0	0	0	2	1	0	10
Total	3	6	7	1	3	0	3	0	2	9	4	0	38
08:00 AM	1	0	2	1	0	0	0	0	1	0	3	2	10
08:15 AM	0	5	1	1	0	0	0	0	1	0	1	0	9
08:30 AM	1	1	0	1	1	0	0	0	0	0	1	0	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	2	6	3	3	1	0	0	0	2	0	6	2	25
09:00 AM	0	1	0	2	0	0	0	1	1	0	1	1	7
09:15 AM	0	1	0	1	2	0	0	0	0	0	1	0	5
09:30 AM	0	0	0	0	1	0	0	0	3	0	1	0	5
09:45 AM	0	0	0	1	4	0	0	1	1	0	1	1	9
Total	0	2	0	4	7	0	0	2	5	0	4	2	26
12:00 PM	0	1	1	1	2	0	0	0	2	0	0	0	7
12:15 PM	1	0	0	0	0	0	0	0	1	0	2	1	5
12:30 PM	0	0	0	0	1	0	0	1	2	0	2	1	7
12:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	1	1	1	1	5	0	0	1	5	0	6	2	23
01:00 PM	0	1	0	0	0	0	0	0	1	0	1	0	3
01:15 PM	1	2	0	0	0	0	0	0	0	0	1	0	4
01:30 PM	0	1	0	0	0	0	0	0	0	1	1	1	4
01:45 PM	0	1	0	3	0	0	0	1	2	0	1	0	8
Total	1	5	0	3	0	0	0	1	3	1	4	1	19
03:00 PM	0	1	0	1	0	0	0	0	1	0	1	0	4
03:15 PM	2	0	0	1	0	0	0	0	0	0	0	0	3
03:30 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
03:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	1	0	2	0	1	0	1	1	0	2	0	11
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	1	0	0	0	2
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
Total	0	2	0	0	0	0	0	1	1	0	1	1	6
Grand Total	11	23	11	14	16	1	3	6	20	10	27	8	150
Apprch %	24.4	51.1	24.4	45.2	51.6	3.2	10.3	20.7	69	22.2	60	17.8	
Total %	7.3	15.3	7.3	9.3	10.7	0.7	2	4	13.3	6.7	18	5.3	

CITY TRAFFIC COUNTERS
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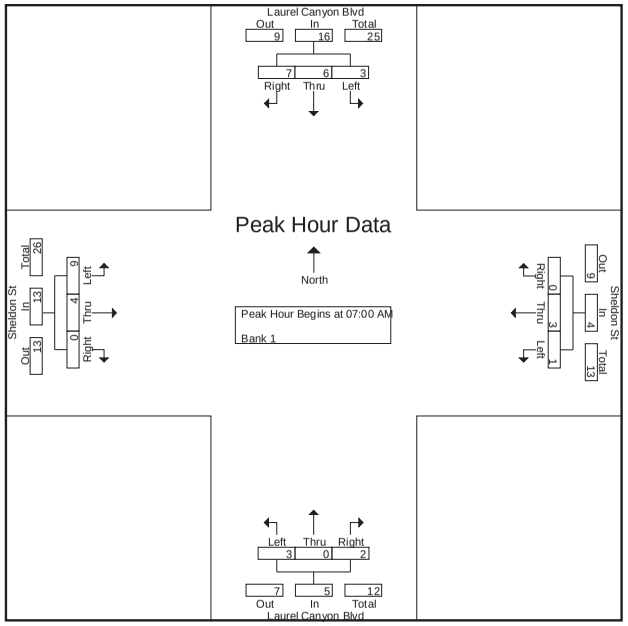
File Name : LCSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	**2**	0	**2**	1	0	**2**	**3**	1	**3**	0	4	**10**
07:15 AM	**2**	0	**5**	**7**	0	1	0	1	**2**	0	0	2	0	0	0	0	10
07:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	**6**	0	0	**6**	8
07:45 AM	0	**4**	2	6	**1**	0	0	1	0	0	0	0	2	1	0	3	10
Total Volume	3	6	7	16	1	3	0	4	3	0	2	5	9	4	0	13	38
% App. Total	18.8	37.5	43.8		25	75	0		60	0	40		69.2	30.8	0		
PHF	.375	.375	.350	.571	.250	.375	.000	.500	.375	.000	.250	.417	.375	.333	.000	.542	.950



CITY TRAFFIC COUNTERS
626.991.7522
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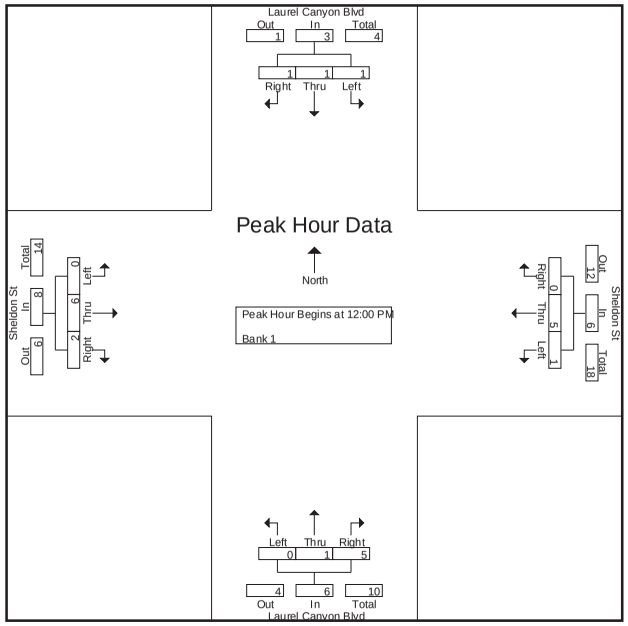
File Name : LCSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**1**	**1**	**2**	**1**	**2**	0	**3**	0	0	**2**	2	0	0	0	0	**7**
12:15 PM	**1**	0	0	1	0	0	0	0	0	0	1	1	0	**2**	**1**	**3**	5
12:30 PM	0	0	0	0	0	1	0	1	0	**1**	2	**3**	0	2	1	3	7
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	1	1	1	3	1	5	0	6	0	1	5	6	0	6	2	8	23
% App. Total	33.3	33.3	33.3		16.7	83.3	0		0	16.7	83.3		0	75	25		
PHF	.250	.250	.250	.375	.250	.625	.000	.500	.000	.250	.625	.500	.000	.750	.500	.667	.821



CITY TRAFFIC COUNTERS
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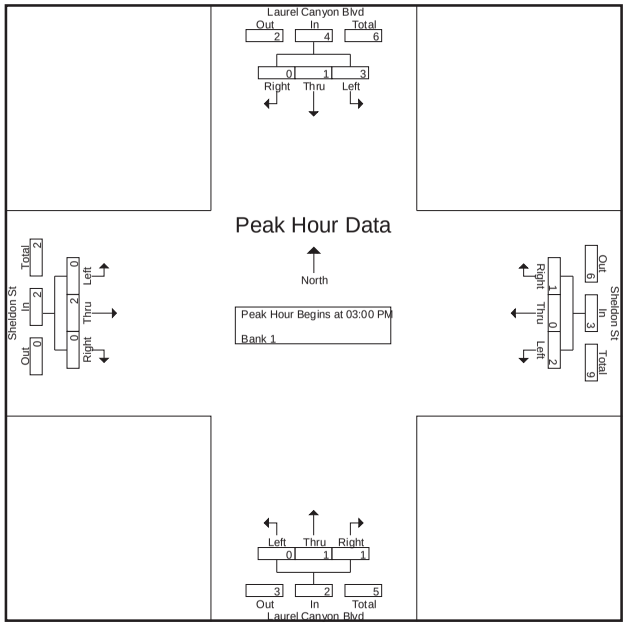
File Name : LCSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				Sheldon St Westbound				Laurel Canyon Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	1	**1**	0	0	**1**	0	0	**1**	**1**	0	**1**	0	**1**	**4**
03:15 PM	**2**	0	0	**2**	1	0	0	1	0	0	0	0	0	0	0	0	3
03:30 PM	0	0	0	0	0	0	**1**	1	0	**1**	0	1	0	1	0	1	3
03:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	1	0	4	2	0	1	3	0	1	1	2	0	2	0	2	11
% App. Total	75	25	0		66.7	0	33.3		0	50	50		0	100	0		
PHF	.375	.250	.000	.500	.500	.000	.250	.750	.000	.250	.250	.500	.000	.500	.000	.500	.688



CITY TRAFFIC COUNTERS
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INT. 9

File Name : LC5SB
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Unshifted

	Laurel Canyon Blvd Southbound			I-5 SB Ramps Westbound			Laurel Canyon Blvd Northbound			I-5 SB Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	148	153	0	5	0	16	0	64	33	0	0	0	419
07:15 AM	128	157	0	5	0	18	0	113	35	0	0	0	456
07:30 AM	133	151	0	1	0	17	0	146	30	0	0	0	478
07:45 AM	111	158	0	0	0	16	0	169	36	0	0	0	490
Total	520	619	0	11	0	67	0	492	134	0	0	0	1843
08:00 AM	103	136	0	10	0	21	0	130	23	0	0	0	423
08:15 AM	112	154	0	6	0	15	0	86	12	0	0	0	385
08:30 AM	128	130	0	1	0	13	0	70	7	0	0	0	349
08:45 AM	107	121	0	7	0	11	0	86	12	0	0	0	344
Total	450	541	0	24	0	60	0	372	54	0	0	0	1501
09:00 AM	80	102	0	7	0	10	0	58	15	0	0	0	272
09:15 AM	60	85	0	11	0	13	0	61	18	0	0	0	248
09:30 AM	58	79	0	10	0	21	0	80	15	0	0	0	263
09:45 AM	48	95	0	7	0	14	0	89	12	0	0	0	265
Total	246	361	0	35	0	58	0	288	60	0	0	0	1048
12:00 PM	42	98	0	7	0	29	0	110	17	0	0	0	303
12:15 PM	50	103	0	13	0	33	0	110	15	0	0	0	324
12:30 PM	52	91	0	14	0	16	0	108	12	0	0	0	293
12:45 PM	57	96	0	15	0	18	0	110	8	0	0	0	304
Total	201	388	0	49	0	96	0	438	52	0	0	0	1224
01:00 PM	40	105	0	7	0	17	0	101	13	0	0	0	283
01:15 PM	52	79	0	9	0	11	0	103	12	0	0	0	266
01:30 PM	46	99	0	19	0	19	0	114	11	0	0	0	308
01:45 PM	51	94	0	11	0	19	0	129	3	0	0	0	307
Total	189	377	0	46	0	66	0	447	39	0	0	0	1164
03:00 PM	71	134	0	12	0	35	0	166	21	0	0	0	439
03:15 PM	66	104	0	21	0	42	0	157	25	0	0	0	415
03:30 PM	76	110	0	25	0	34	0	168	20	0	0	0	433
03:45 PM	81	121	0	18	0	45	0	189	22	0	0	0	476
Total	294	469	0	76	0	156	0	680	88	0	0	0	1763
04:00 PM	53	128	0	29	0	39	0	133	12	0	0	0	394
04:15 PM	51	119	0	12	0	26	0	225	23	0	0	0	456
04:30 PM	71	119	0	13	0	35	0	187	17	0	0	0	442
04:45 PM	78	132	0	6	0	29	0	238	17	0	0	0	500
Total	253	498	0	60	0	129	0	783	69	0	0	0	1792
05:00 PM	92	140	0	9	0	42	0	196	14	0	0	0	493
05:15 PM	97	119	0	8	0	41	0	239	8	0	0	0	512
05:30 PM	86	130	0	9	0	35	0	291	8	0	0	0	559
05:45 PM	47	117	0	9	0	31	0	193	27	0	0	0	424
Total	322	506	0	35	0	149	0	919	57	0	0	0	1988
Grand Total	2475	3759	0	336	0	781	0	4419	553	0	0	0	12323
Apprch %	39.7	60.3	0	30.1	0	69.9	0	88.9	11.1	0	0	0	
Total %	20.1	30.5	0	2.7	0	6.3	0	35.9	4.5	0	0	0	

CITY TRAFFIC COUNTERS
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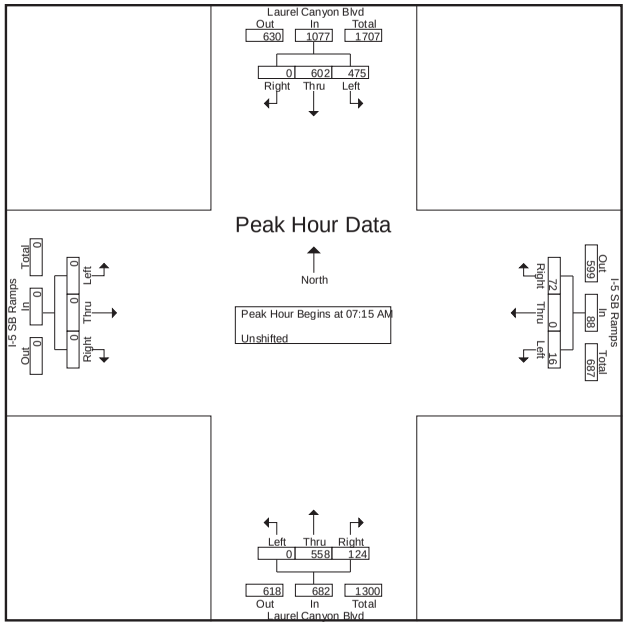
File Name : LC5SB
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	128	157	0	**285**	5	0	18	23	0	113	35	148	0	0	0	0	456
07:30 AM	**133**	151	0	284	1	0	17	18	0	146	30	176	0	0	0	0	478
07:45 AM	111	**158**	0	269	0	0	16	16	0	**169**	**36**	**205**	0	0	0	0	**490**
08:00 AM	103	136	0	239	**10**	0	**21**	**31**	0	130	23	153	0	0	0	0	423
Total Volume	475	602	0	1077	16	0	72	88	0	558	124	682	0	0	0	0	1847
% App. Total	44.1	55.9	0		18.2	0	81.8		0	81.8	18.2		0	0	0		
PHF	.893	.953	.000	.945	.400	.000	.857	.710	.000	.825	.861	.832	.000	.000	.000	.000	.942



CITY TRAFFIC COUNTERS
626.991.7522
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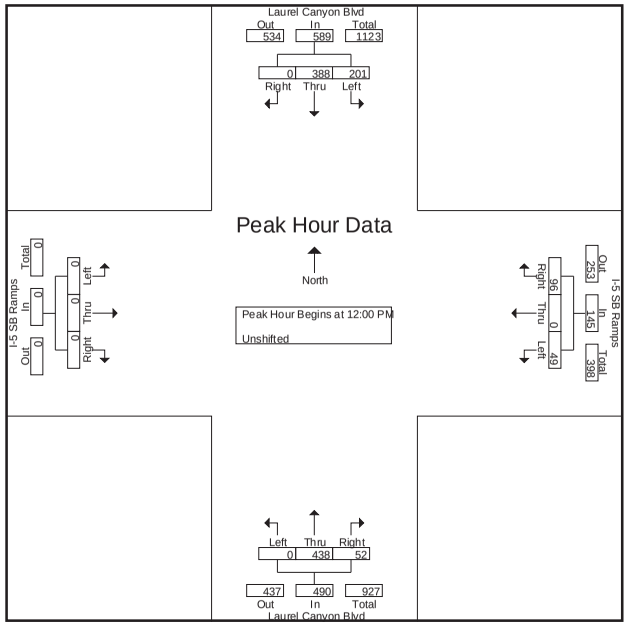
File Name : LC5SB
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	42	98	0	140	7	0	29	36	0	**110**	**17**	**127**	0	0	0	0	303
12:15 PM	50	**103**	0	**153**	13	0	**33**	**46**	0	110	15	125	0	0	0	0	**324**
12:30 PM	52	91	0	143	14	0	16	30	0	108	12	120	0	0	0	0	293
12:45 PM	**57**	96	0	153	**15**	0	18	33	0	110	8	118	0	0	0	0	304
Total Volume	201	388	0	589	49	0	96	145	0	438	52	490	0	0	0	0	1224
% App. Total	34.1	65.9	0		33.8	0	66.2		0	89.4	10.6		0	0	0		
PHF	.882	.942	.000	.962	.817	.000	.727	.788	.000	.995	.765	.965	.000	.000	.000	.000	.944



CITY TRAFFIC COUNTERS
626.991.7522
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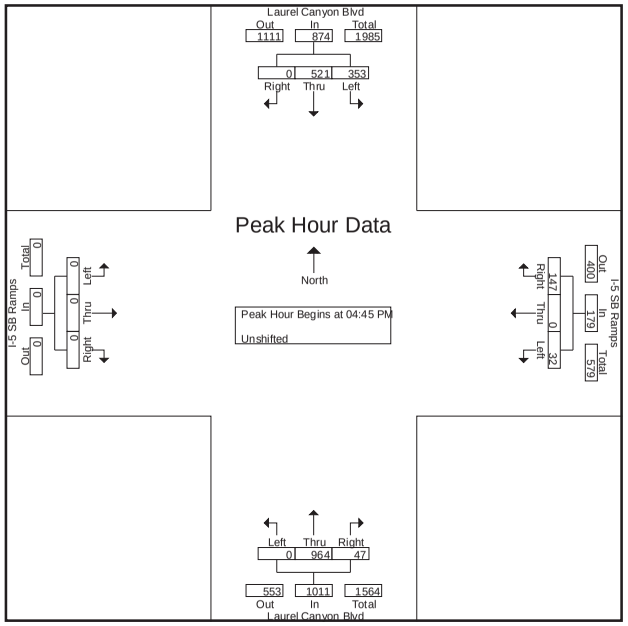
File Name : LC5SB
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	78	132	0	210	6	0	29	35	0	238	**17**	255	0	0	0	0	500
05:00 PM	92	**140**	0	**232**	**9**	0	**42**	**51**	0	196	14	210	0	0	0	0	493
05:15 PM	**97**	119	0	216	8	0	41	49	0	239	8	247	0	0	0	0	512
05:30 PM	86	130	0	216	9	0	35	44	0	**291**	8	**299**	0	0	0	0	**559**
Total Volume	353	521	0	874	32	0	147	179	0	964	47	1011	0	0	0	0	2064
% App. Total	40.4	59.6	0		17.9	0	82.1		0	95.4	4.6		0	0	0		
PHF	.910	.930	.000	.942	.889	.000	.875	.877	.000	.828	.691	.845	.000	.000	.000	.000	.923



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : LC5SB_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			I-5 SB Ramps Westbound			Laurel Canyon Blvd Northbound			I-5 SB Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	1	0	1	1	0	0	0	3
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	0	1
12:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	1	0	0	0	0	3
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	4	0	0	0	2	0	4	1	0	0	0	12
Apprch %	20	80	0	0	0	100	0	80	20	0	0	0	
Total %	8.3	33.3	0	0	0	16.7	0	33.3	8.3	0	0	0	

CITY TRAFFIC COUNTERS
626.991.7522
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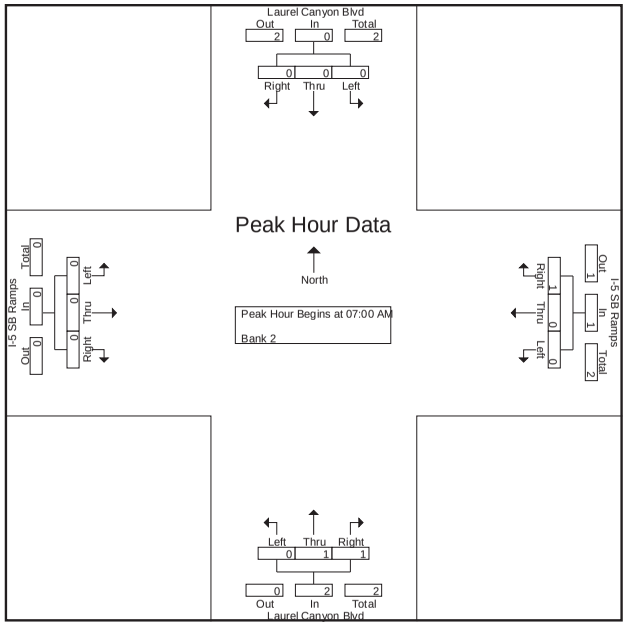
File Name : LC5SB_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0	3
% App. Total	0	0	0		0	0	100		0	50	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.250	.500	.000	.000	.000	.000	.375



CITY TRAFFIC COUNTERS

626.991.7522

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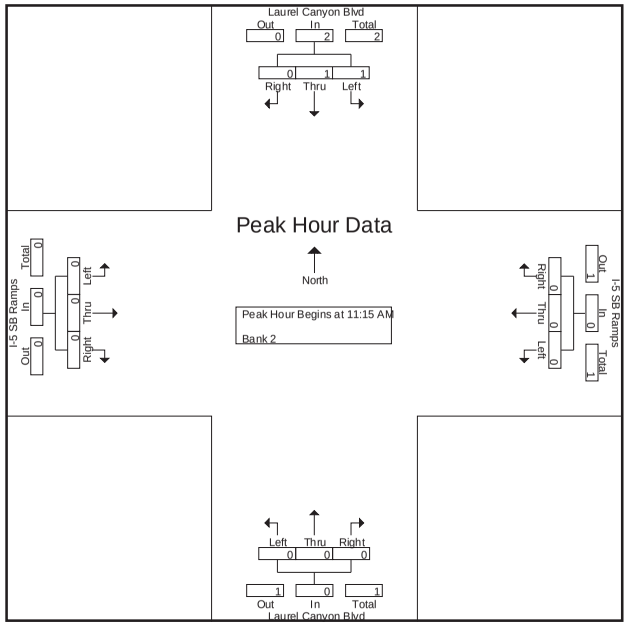
File Name : LC5SB_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	50	50	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



CITY TRAFFIC COUNTERS

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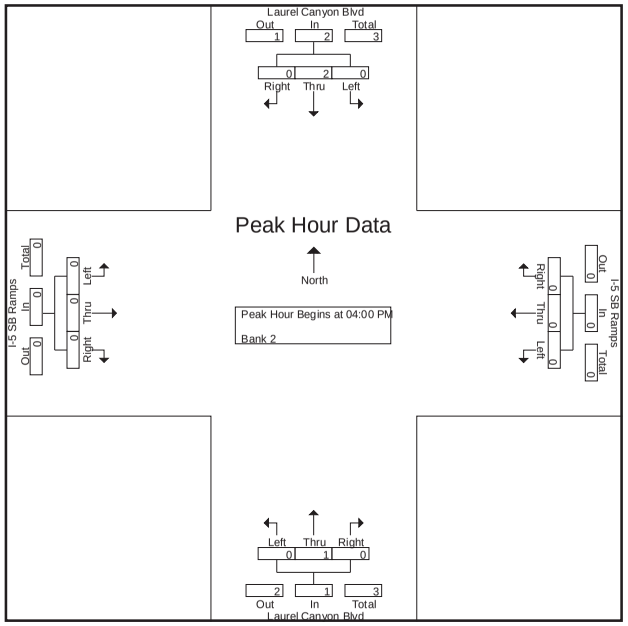
File Name : LC5SB_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS
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File Name : LC5SB_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 1

	Laurel Canyon Blvd Southbound			I-5 SB Ramps Westbound			Laurel Canyon Blvd Northbound			I-5 SB Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	2	0	0	0	1	0	3	0	0	0	0	7
07:15 AM	0	3	0	0	0	0	0	2	1	0	0	0	6
07:30 AM	1	1	0	0	0	0	0	1	0	0	0	0	3
07:45 AM	0	1	0	0	0	1	0	1	0	0	0	0	3
Total	2	7	0	0	0	2	0	7	1	0	0	0	19
08:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
08:15 AM	2	6	0	1	0	1	0	1	0	0	0	0	11
08:30 AM	0	4	0	0	0	1	0	0	0	0	0	0	5
08:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	2	15	0	1	0	2	0	3	0	0	0	0	23
09:00 AM	2	1	0	1	0	1	0	1	0	0	0	0	6
09:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	1	0	1	0	0	0	1	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	4	2	0	2	0	1	0	4	0	0	0	0	13
12:00 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	1	0	0	0	0	0	0	2	1	0	0	0	4
Total	1	5	0	0	0	0	0	3	1	0	0	0	10
01:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
01:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
01:45 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	4	0	0	0	1	0	3	0	0	0	0	8
03:00 PM	1	1	0	0	0	0	0	2	0	0	0	0	4
03:15 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
03:30 PM	0	2	0	1	0	1	0	2	0	0	0	0	6
03:45 PM	0	3	0	0	0	0	0	6	0	0	0	0	9
Total	1	9	0	1	0	1	0	11	0	0	0	0	23
04:00 PM	1	2	0	0	0	1	0	2	0	0	0	0	6
04:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
04:30 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
04:45 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
Total	1	9	0	0	0	1	0	6	0	0	0	0	17
05:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	3	0	0	0	0	5
05:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	4	0	1	0	1	0	5	0	0	0	0	11
Grand Total	11	55	0	5	0	9	0	42	2	0	0	0	124
Apprch %	16.7	83.3	0	35.7	0	64.3	0	95.5	4.5	0	0	0	
Total %	8.9	44.4	0	4	0	7.3	0	33.9	1.6	0	0	0	

CITY TRAFFIC COUNTERS
626.991.7522
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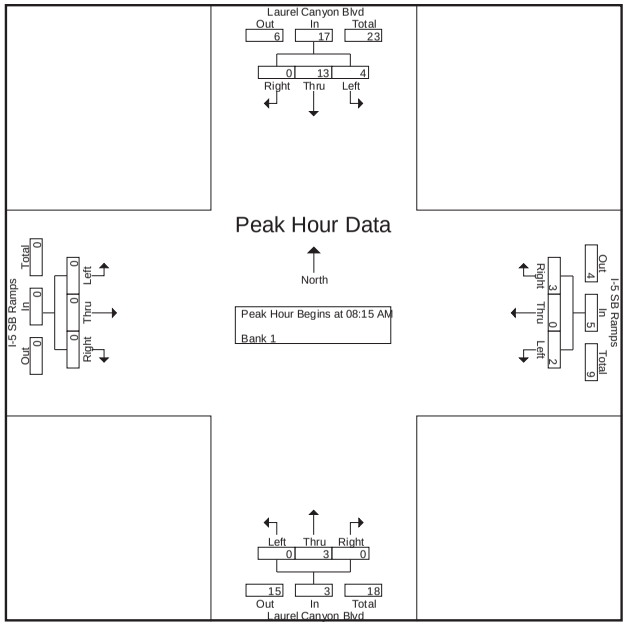
File Name : LC5SB_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**2**	**6**	0	**8**	**1**	0	**1**	**2**	0	**1**	0	**1**	0	0	0	0	**11**
08:30 AM	0	4	0	4	0	0	1	1	0	0	0	0	0	0	0	0	5
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
09:00 AM	2	1	0	3	1	0	1	2	0	1	0	1	0	0	0	0	6
Total Volume	4	13	0	17	2	0	3	5	0	3	0	3	0	0	0	0	25
% App. Total	23.5	76.5	0		40	0	60		0	100	0		0	0	0		
PHF	.500	.542	.000	.531	.500	.000	.750	.625	.000	.750	.000	.750	.000	.000	.000	.000	.568



CITY TRAFFIC COUNTERS
626.991.7522
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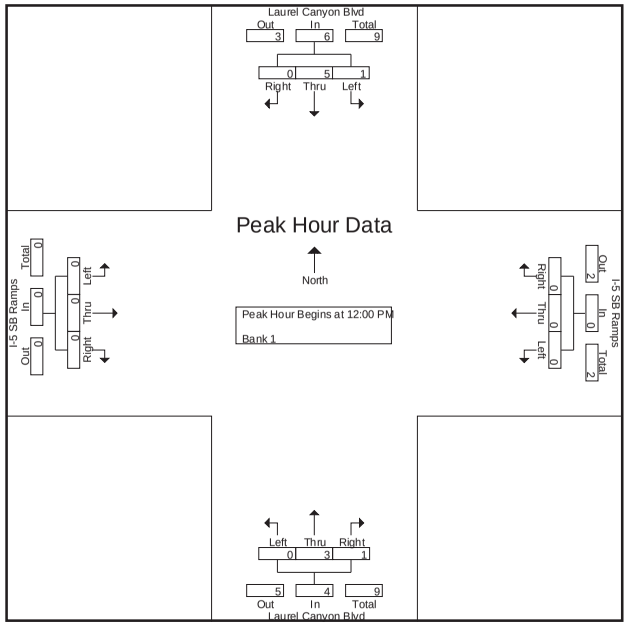
File Name : LC5SB_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	0	0	**5**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	**1**	0	0	1	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	4
Total Volume	1	5	0	6	0	0	0	0	0	3	1	4	0	0	0	0	10
% App. Total	16.7	83.3	0		0	0	0		0	75	25		0	0	0		
PHF	.250	.313	.000	.375	.000	.000	.000	.000	.000	.375	.250	.333	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
626.991.7522
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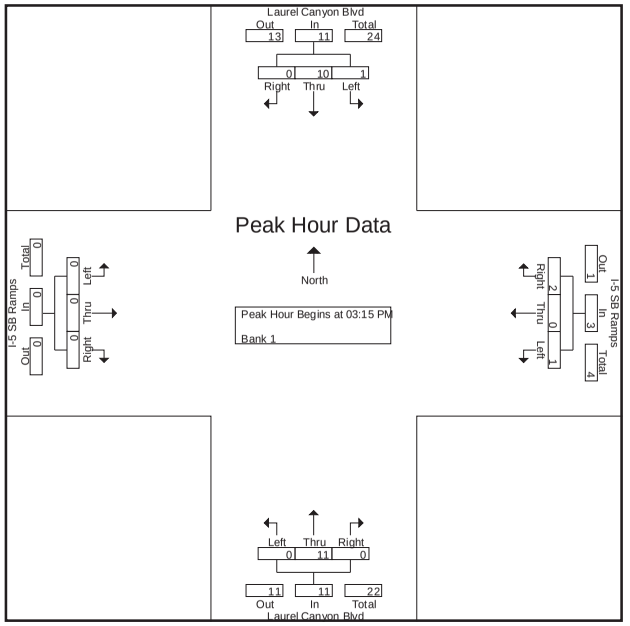
File Name : LC5SB_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
03:30 PM	0	2	0	2	**1**	0	**1**	**2**	0	2	0	2	0	0	0	0	6
03:45 PM	0	3	0	3	0	0	0	0	0	**6**	0	**6**	0	0	0	0	**9**
04:00 PM	**1**	2	0	3	0	0	1	1	0	2	0	2	0	0	0	0	6
Total Volume	1	10	0	11	1	0	2	3	0	11	0	11	0	0	0	0	25
% App. Total	9.1	90.9	0		33.3	0	66.7		0	100	0		0	0	0		
PHF	.250	.833	.000	.917	.250	.000	.500	.375	.000	.458	.000	.458	.000	.000	.000	.000	.694



CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : LC5SB_2Axle
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Unshifted

	Laurel Canyon Blvd Southbound			I-5 SB Ramps Westbound			Laurel Canyon Blvd Northbound			I-5 SB Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	0	0	0	0	1	0	1	0	0	0	0	4
07:15 AM	1	3	0	0	0	0	0	2	0	0	0	0	6
07:30 AM	2	2	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	5	6	0	0	0	1	0	3	0	0	0	0	15
08:00 AM	3	1	0	0	0	2	0	0	2	0	0	0	8
08:15 AM	2	3	0	0	0	0	0	4	0	0	0	0	9
08:30 AM	5	3	0	0	0	0	0	2	0	0	0	0	10
08:45 AM	3	7	0	0	0	0	0	0	0	0	0	0	10
Total	13	14	0	0	0	2	0	6	2	0	0	0	37
09:00 AM	3	1	0	0	0	2	0	2	0	0	0	0	8
09:15 AM	5	3	0	0	0	0	0	2	1	0	0	0	11
09:30 AM	4	4	0	0	0	3	0	3	0	0	0	0	14
09:45 AM	3	3	0	0	0	1	0	2	0	0	0	0	9
Total	15	11	0	0	0	6	0	9	1	0	0	0	42
12:00 PM	1	2	0	0	0	2	0	2	1	0	0	0	8
12:15 PM	1	1	0	1	0	1	0	1	0	0	0	0	5
12:30 PM	4	0	0	0	0	4	0	2	0	0	0	0	10
12:45 PM	4	1	0	0	0	1	0	0	0	0	0	0	6
Total	10	4	0	1	0	8	0	5	1	0	0	0	29
01:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:15 PM	6	2	0	0	0	1	0	2	0	0	0	0	11
01:30 PM	0	1	0	0	0	0	0	1	1	0	0	0	3
01:45 PM	1	1	0	0	0	3	0	0	0	0	0	0	5
Total	7	5	0	0	0	4	0	4	1	0	0	0	21
03:00 PM	2	1	0	0	0	4	0	2	0	0	0	0	9
03:15 PM	1	1	0	1	0	4	0	1	1	0	0	0	9
03:30 PM	3	3	0	0	0	4	0	3	0	0	0	0	13
03:45 PM	1	0	0	0	0	3	0	2	0	0	0	0	6
Total	7	5	0	1	0	15	0	8	1	0	0	0	37
04:00 PM	1	1	0	0	0	3	0	0	0	0	0	0	5
04:15 PM	0	1	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
Total	1	2	0	0	0	6	0	2	1	0	0	0	12
05:00 PM	3	1	0	0	0	0	0	2	0	0	0	0	6
05:15 PM	2	0	0	0	0	2	0	1	0	0	0	0	5
05:30 PM	1	0	0	0	0	1	0	3	1	0	0	0	6
05:45 PM	0	0	0	0	0	3	0	1	0	0	0	0	4
Total	6	1	0	0	0	6	0	7	1	0	0	0	21
Grand Total	64	48	0	2	0	48	0	44	8	0	0	0	214
Apprch %	57.1	42.9	0	4	0	96	0	84.6	15.4	0	0	0	
Total %	29.9	22.4	0	0.9	0	22.4	0	20.6	3.7	0	0	0	

CITY TRAFFIC COUNTERS
626.991.7522
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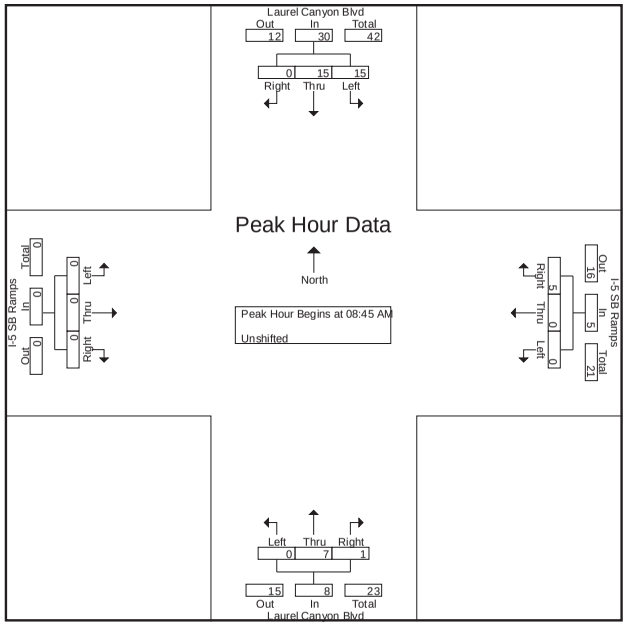
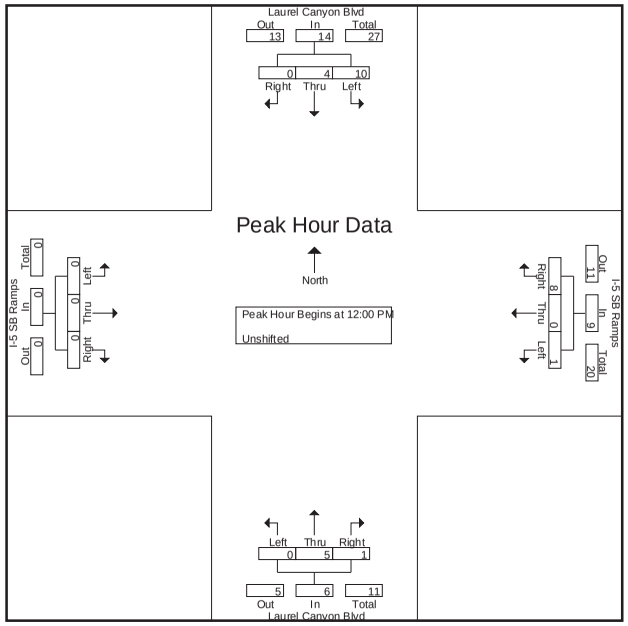
File Name : LC5SB_2Axle
Site Code : 00000000
Start Date : 1/15/2014

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	3	**7**	0	**10**	0	0	0	0	0	0	0	0	0	0	0	0	10
09:00 AM	3	1	0	4	0	0	2	2	0	2	0	2	0	0	0	0	8
09:15 AM	**5**	3	0	8	0	0	0	0	0	2	**1**	**3**	0	0	0	0	11
09:30 AM	4	4	0	8	0	0	**3**	**3**	0	**3**	0	3	0	0	0	0	**14**
Total Volume	15	15	0	30	0	0	5	5	0	7	1	8	0	0	0	0	43
% App. Total	50	50	0		0	0	100		0	87.5	12.5		0	0	0		
PHF	.750	.536	.000	.750	.000	.000	.417	.417	.000	.583	.250	.667	.000	.000	.000	.000	.768



File Name : LC5SB_2Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	1	**2**	0	3	0	0	2	2	0	**2**	**1**	**3**	0	0	0	0	8
12:15 PM	1	1	0	2	**1**	0	1	2	0	1	0	1	0	0	0	0	5
12:30 PM	**4**	0	0	4	0	0	**4**	**4**	0	2	0	2	0	0	0	0	**10**
12:45 PM	4	1	0	**5**	0	0	1	1	0	0	0	0	0	0	0	0	6
Total Volume	10	4	0	14	1	0	8	9	0	5	1	6	0	0	0	0	29
% App. Total	71.4	28.6	0		11.1	0	88.9		0	83.3	16.7		0	0	0		
PHF	.625	.500	.000	.700	.250	.000	.500	.563	.000	.625	.250	.500	.000	.000	.000	.000	.725



CITY TRAFFIC COUNTERS
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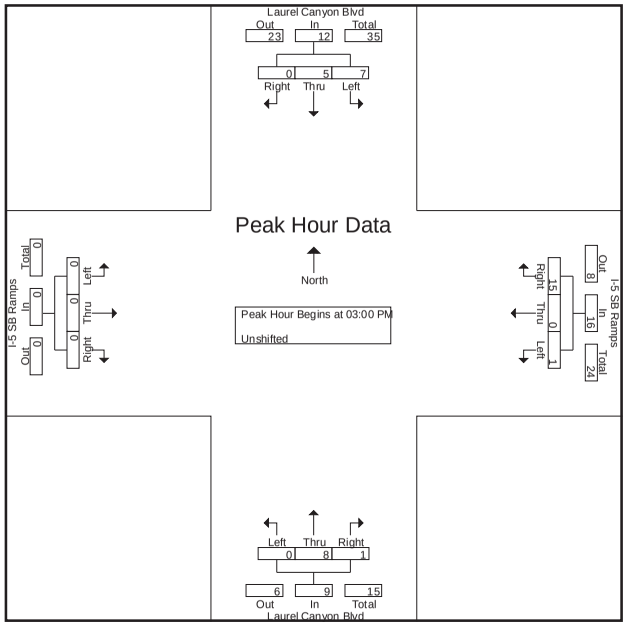
File Name : LC5SB_2Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	2	1	0	3	0	0	**4**	4	0	2	0	2	0	0	0	0	9
03:15 PM	1	1	0	2	**1**	0	4	**5**	0	1	**1**	2	0	0	0	0	9
03:30 PM	**3**	**3**	0	**6**	0	0	4	4	0	**3**	0	**3**	0	0	0	0	**13**
03:45 PM	1	0	0	1	0	0	3	3	0	2	0	2	0	0	0	0	6
Total Volume	7	5	0	12	1	0	15	16	0	8	1	9	0	0	0	0	37
% App. Total	58.3	41.7	0		6.2	0	93.8		0	88.9	11.1		0	0	0		
PHF	.583	.417	.000	.500	.250	.000	.938	.800	.000	.667	.250	.750	.000	.000	.000	.000	.712



CITY TRAFFIC COUNTERS
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File Name : LC5SB_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 1

	Laurel Canyon Blvd Southbound			I-5 SB Ramps Westbound			Laurel Canyon Blvd Northbound			I-5 SB Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	0	1	1	0	1	0	0	1	5
07:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	2	0	0	0	1	1	0	1	0	0	1	8
08:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
Total	1	2	0	0	0	1	0	2	0	0	0	0	6
09:00 AM	1	1	0	0	0	0	0	1	0	0	0	0	3
09:15 AM	1	3	0	1	0	0	0	1	0	0	0	0	6
09:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	4	4	0	1	0	1	0	2	0	0	0	0	12
12:00 PM	1	0	0	0	0	3	0	0	0	0	0	0	4
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
12:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	2	2	0	0	0	4	0	0	0	0	0	0	8
01:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:30 PM	2	0	0	0	0	1	0	0	0	0	0	0	3
01:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	2
Total	3	0	0	0	0	2	0	2	0	0	0	0	7
03:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	4
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
03:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	0	1	0	0	0	8	0	1	0	0	0	0	10
04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	0	2	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	1	0	0	0	0	6	0	2	0	0	0	0	9
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	0	0	0	0	9	0	1	0	0	0	0	11
Grand Total	14	11	0	1	0	32	1	10	1	0	0	1	71
Apprch %	56	44	0	3	0	97	8.3	83.3	8.3	0	0	100	
Total %	19.7	15.5	0	1.4	0	45.1	1.4	14.1	1.4	0	0	1.4	

CITY TRAFFIC COUNTERS
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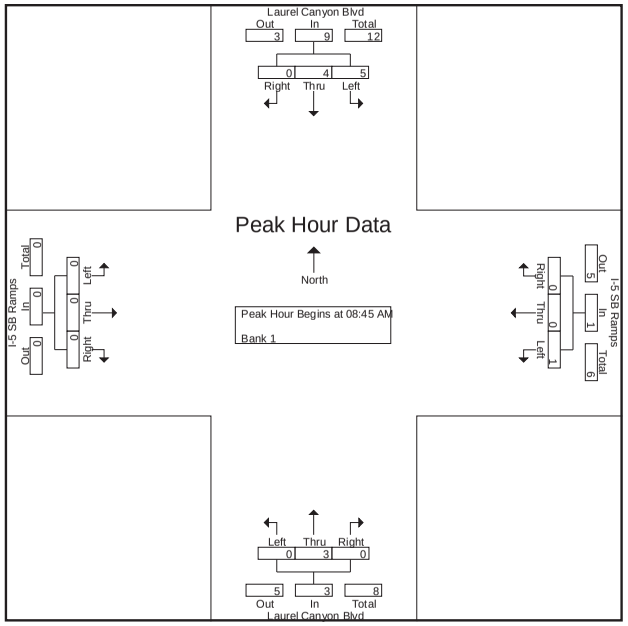
File Name : LC5SB_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	1	0	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
09:00 AM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
09:15 AM	1	**3**	0	**4**	**1**	0	0	**1**	0	1	0	1	0	0	0	0	**6**
09:30 AM	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	5	4	0	9	1	0	0	1	0	3	0	3	0	0	0	0	13
% App. Total	55.6	44.4	0		100	0	0		0	100	0		0	0	0		
PHF	.625	.333	.000	.563	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.542



CITY TRAFFIC COUNTERS
626.991.7522
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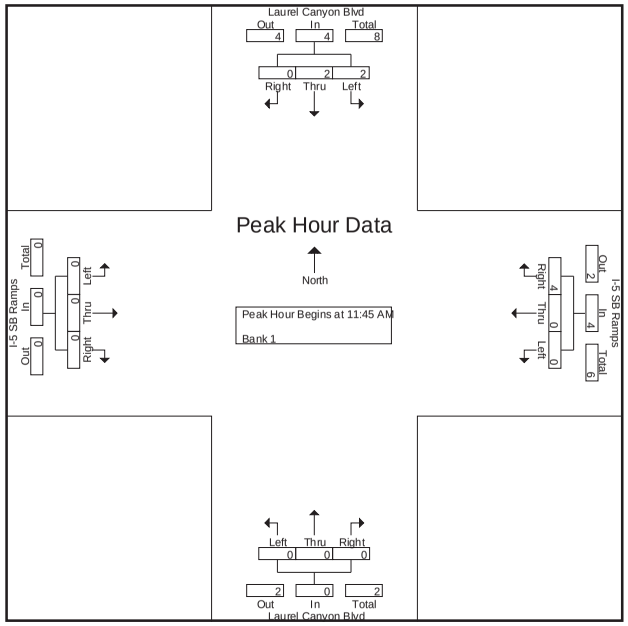
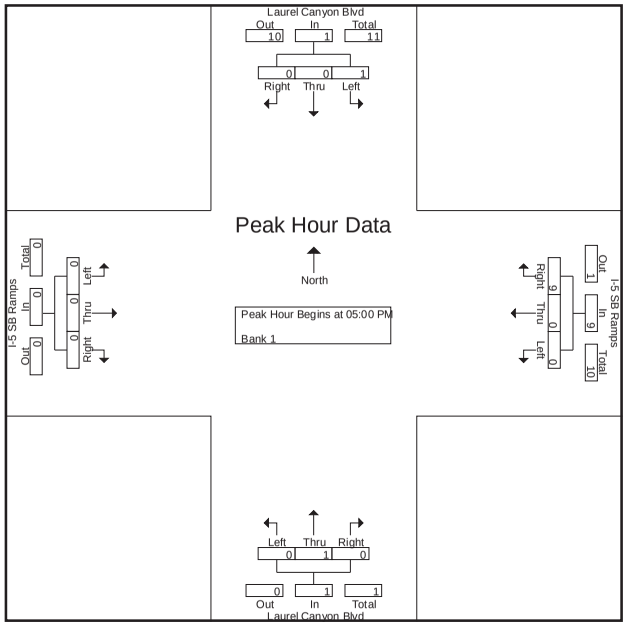
File Name : LC5SB_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	**1**	0	0	1	0	0	**3**	**3**	0	0	0	0	0	0	0	0	**4**
12:15 PM	0	**1**	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
12:30 PM	1	1	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	2	0	4	0	0	4	4	0	0	0	0	0	0	0	0	8
% App. Total	50	50	0		0	0	100		0	0	0		0	0	0		
PHF	.500	.500	.000	.500	.000	.000	.333	.333	.000	.000	.000	.000	.000	.000	.000	.000	.500



File Name : LC5SB_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	**4**	**4**	0	0	0	0	0	0	0	0	**4**
05:30 PM	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	1	1	0	**1**	0	**1**	0	0	0	0	2
Total Volume	1	0	0	1	0	0	9	9	0	1	0	1	0	0	0	0	11
% App. Total	100	0	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.563	.563	.000	.250	.000	.250	.000	.000	.000	.000	.688



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : LC5SB_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			I-5 SB Ramps Westbound			Laurel Canyon Blvd Northbound			I-5 SB Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	2
09:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	0	0	0	2
03:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	2	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	0	0	0	0	0	2
Grand Total	1	2	0	0	0	10	0	1	0	0	0	0	14
Apprch %	33.3	66.7	0	0	0	100	0	100	0	0	0	0	
Total %	7.1	14.3	0	0	0	71.4	0	7.1	0	0	0	0	

CITY TRAFFIC COUNTERS
626.991.7522
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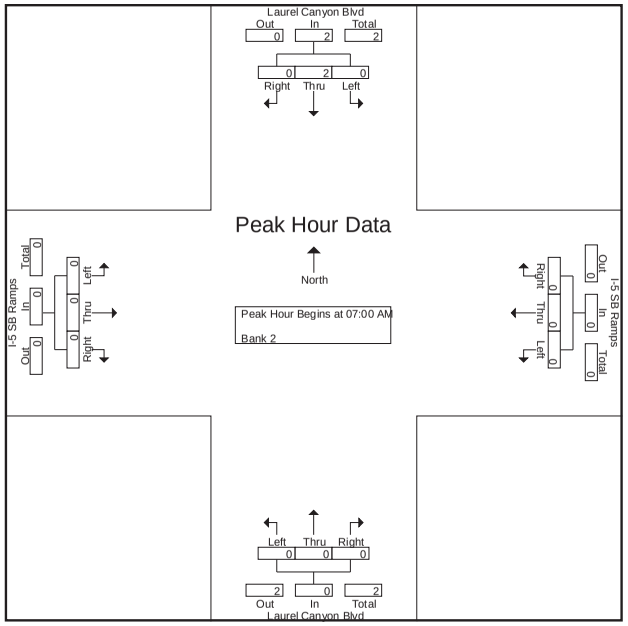
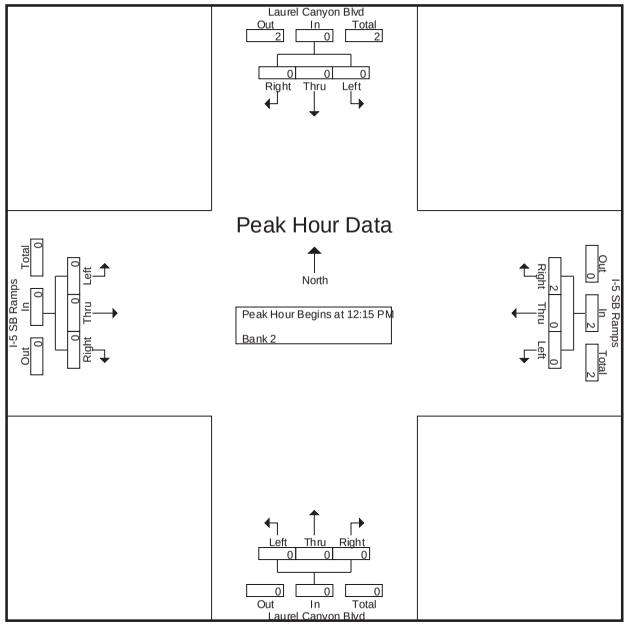
File Name : LC5SB_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



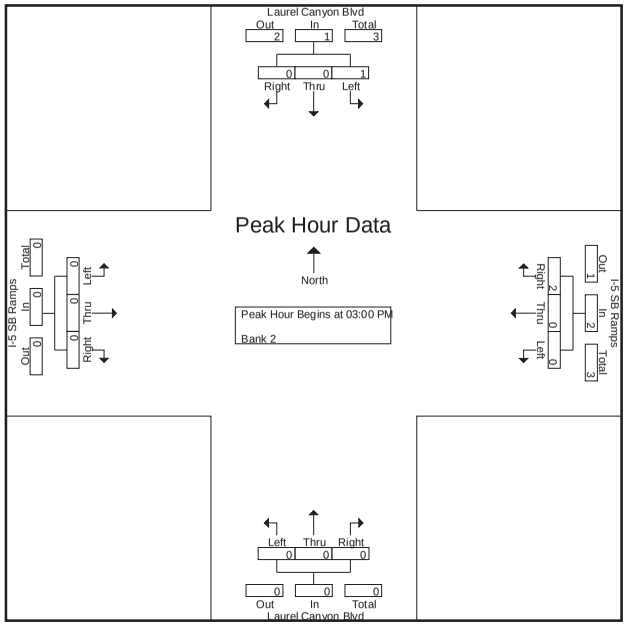
File Name : LC5SB_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500



File Name : LC5SB_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**
03:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	3
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : lc5sb_5axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Laurel Canyon Blvd Southbound			I-5 SB Ramps Westbound			Laurel Canyon Blvd Northbound			I-5 SB Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
07:15 AM	2	0	0	0	0	0	0	2	0	0	0	0	4
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	0	0	0	5	0	0	0	0	8
08:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	2	1	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	3	2	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	1	1	0	0	0	1	0	2	0	0	0	0	5
Total	10	4	0	0	0	1	0	2	0	0	0	0	17
09:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	4	0	0	0	0	0	0	1	0	0	0	0	5
09:45 AM	0	0	0	0	0	2	0	0	1	0	0	0	3
Total	6	0	0	0	0	2	0	1	1	0	0	0	10
12:00 PM	2	1	0	0	0	2	0	1	0	0	0	0	6
12:15 PM	3	0	0	0	0	1	0	0	1	0	0	0	5
12:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	2
12:45 PM	1	0	0	0	0	2	0	1	0	0	0	0	4
Total	7	1	0	0	0	5	0	2	2	0	0	0	17
01:15 PM	3	0	0	0	0	0	0	0	1	0	0	0	4
01:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
01:45 PM	3	0	0	0	0	0	0	1	0	0	0	0	4
Total	7	1	0	0	0	0	0	1	1	0	0	0	10
03:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
03:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	2
Total	3	0	0	0	0	3	0	0	0	0	0	0	6
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	1	0	0	0	0	2
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	2
05:30 PM	2	0	0	0	0	0	0	1	0	0	0	0	3
05:45 PM	0	1	0	0	0	1	0	1	0	0	0	0	3
Total	4	1	0	0	0	2	0	2	0	0	0	0	9
Grand Total	41	7	0	0	0	13	0	14	4	0	0	0	79
Apprch %	85.4	14.6	0	0	0	100	0	77.8	22.2	0	0	0	
Total %	51.9	8.9	0	0	0	16.5	0	17.7	5.1	0	0	0	

CITY TRAFFIC COUNTERS
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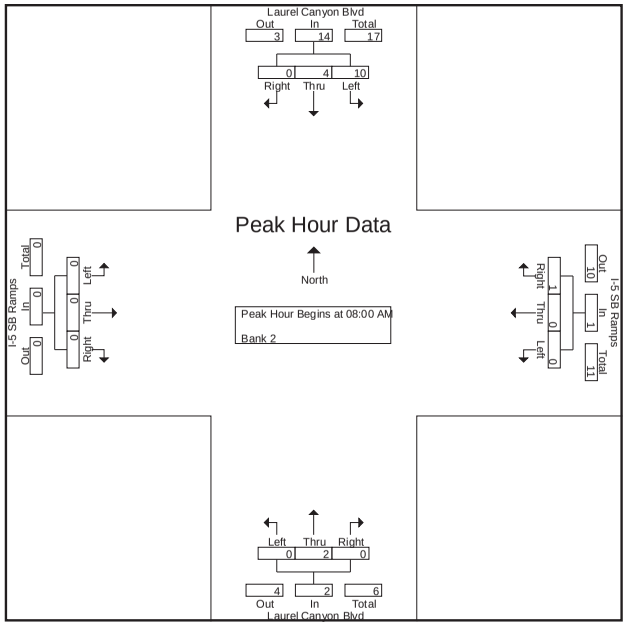
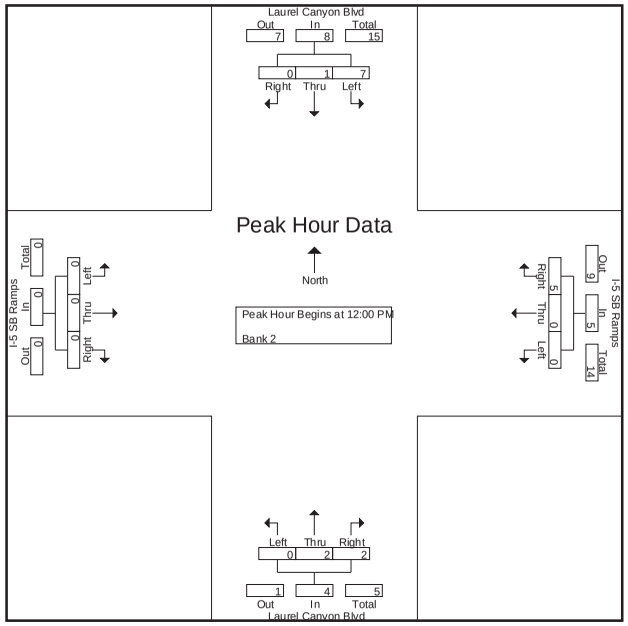
File Name : lc5sb_5axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**4**	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	3	**2**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	**5**
08:45 AM	1	1	0	2	0	0	**1**	**1**	0	**2**	0	**2**	0	0	0	0	5
Total Volume	10	4	0	14	0	0	1	1	0	2	0	2	0	0	0	0	17
% App. Total	71.4	28.6	0		0	0	100		0	100	0		0	0	0		
PHF	.625	.500	.000	.700	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.850



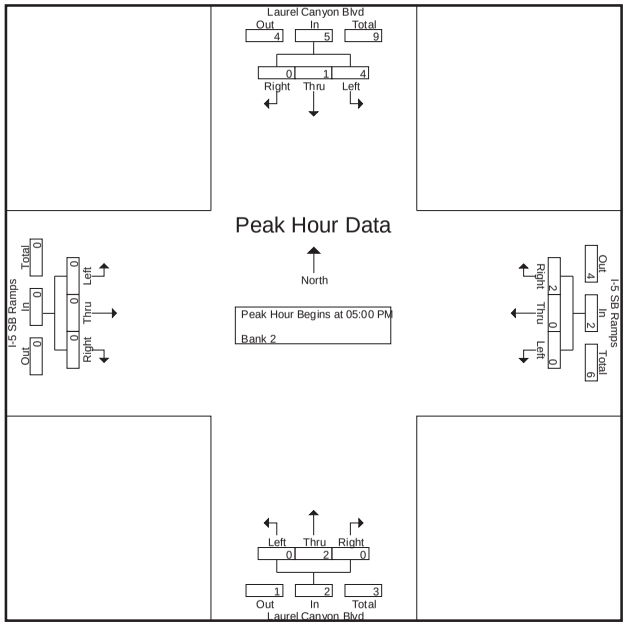
File Name : lc5sb_5axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	2	**1**	0	**3**	0	0	**2**	**2**	0	**1**	0	**1**	0	0	0	0	**6**
12:15 PM	**3**	0	0	3	0	0	1	1	0	0	**1**	1	0	0	0	0	5
12:30 PM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
12:45 PM	1	0	0	1	0	0	2	2	0	1	0	1	0	0	0	0	4
Total Volume	7	1	0	8	0	0	5	5	0	2	2	4	0	0	0	0	17
% App. Total	87.5	12.5	0		0	0	100		0	50	50		0	0	0		
PHF	.583	.250	.000	.667	.000	.000	.625	.625	.000	.500	.500	1.00	.000	.000	.000	.000	.708



File Name : lc5sb_5axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Laurel Canyon Blvd Southbound				I-5 SB Ramps Westbound				Laurel Canyon Blvd Northbound				I-5 SB Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
05:30 PM	**2**	0	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
05:45 PM	0	**1**	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Total Volume	4	1	0	5	0	0	2	2	0	2	0	2	0	0	0	0	9
% App. Total	80	20	0		0	0	100		0	100	0		0	0	0		
PHF	.500	.250	.000	.625	.000	.000	.500	.500	.000	.500	.000	.500	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS
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INT. 10

File Name : 5NBRinSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Unshifted

	Rincon Ave Southbound			Sheldon St Westbound			I-5 NB Ramp Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	1	4	31	149	9	0	0	0	4	120	27	346
07:15 AM	1	0	13	38	229	10	0	0	0	4	170	40	505
07:30 AM	1	0	8	37	243	1	0	0	0	11	210	62	573
07:45 AM	1	0	4	28	226	5	0	0	0	11	241	44	560
Total	4	1	29	134	847	25	0	0	0	30	741	173	1984
08:00 AM	5	2	7	33	205	10	0	0	0	7	175	39	483
08:15 AM	2	1	4	24	187	5	0	0	0	10	160	14	407
08:30 AM	1	3	2	25	144	4	0	0	0	4	115	19	317
08:45 AM	1	1	4	20	120	4	0	0	0	0	133	26	309
Total	9	7	17	102	656	23	0	0	0	21	583	98	1516
09:00 AM	2	1	3	15	114	6	0	0	0	5	112	20	278
09:15 AM	3	0	2	16	122	2	0	0	0	4	117	19	285
09:30 AM	3	0	3	16	131	2	0	0	0	6	125	20	306
09:45 AM	1	2	6	15	105	0	0	0	0	3	107	18	257
Total	9	3	14	62	472	10	0	0	0	18	461	77	1126
12:00 PM	6	1	5	23	120	3	0	0	0	3	122	27	310
12:15 PM	0	1	10	22	102	5	0	0	0	7	126	35	308
12:30 PM	4	1	7	24	128	5	0	0	0	5	120	21	315
12:45 PM	2	1	7	12	103	2	0	0	0	5	110	19	261
Total	12	4	29	81	453	15	0	0	0	20	478	102	1194
01:00 PM	4	1	2	9	103	0	0	0	0	3	139	20	281
01:15 PM	0	0	1	9	102	0	0	0	0	2	112	20	246
01:30 PM	3	1	5	17	109	1	0	0	0	2	137	27	302
01:45 PM	1	1	4	17	114	0	0	0	0	8	102	20	267
Total	8	3	12	52	428	1	0	0	0	15	490	87	1096
03:00 PM	0	2	5	26	214	1	0	0	0	15	179	31	473
03:15 PM	1	0	8	30	168	0	0	0	0	4	201	31	443
03:30 PM	2	1	6	41	160	1	0	0	0	6	219	42	478
03:45 PM	3	1	4	42	159	2	0	0	0	11	188	40	450
Total	6	4	23	139	701	4	0	0	0	36	787	144	1844
04:00 PM	1	1	5	37	153	7	0	0	0	11	212	44	471
04:15 PM	3	2	4	28	135	1	0	0	0	8	202	44	427
04:30 PM	2	1	2	44	143	3	0	0	0	6	183	55	439
04:45 PM	1	1	6	30	181	3	0	0	0	5	201	56	484
Total	7	5	17	139	612	14	0	0	0	30	798	199	1821
05:00 PM	2	1	7	32	188	2	0	0	0	10	206	40	488
05:15 PM	0	1	8	22	185	4	0	0	0	14	185	58	477
05:30 PM	5	1	8	20	174	4	0	0	0	8	216	52	488
05:45 PM	2	0	3	22	125	1	0	0	0	5	204	57	419
Total	9	3	26	96	672	11	0	0	0	37	811	207	1872
Grand Total	64	30	167	805	4841	103	0	0	0	207	5149	1087	12453
Apprch %	24.5	11.5	64	14	84.2	1.8	0	0	0	3.2	79.9	16.9	
Total %	0.5	0.2	1.3	6.5	38.9	0.8	0	0	0	1.7	41.3	8.7	

CITY TRAFFIC COUNTERS
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File Name : 5NBRinSheldon
Site Code : 00000000
Start Date : 1/15/2014
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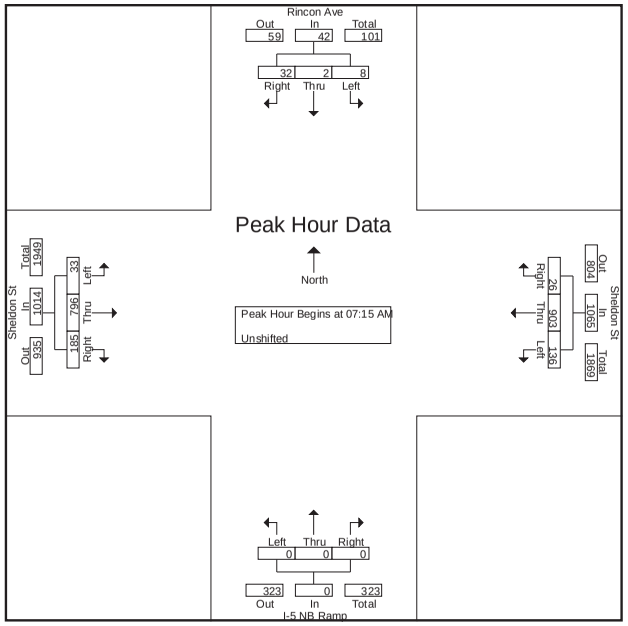
	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	**13**	**14**	**38**	229	**10**	277	0	0	0	0	4	170	40	214	505
07:30 AM	1	0	8	9	37	**243**	1	**281**	0	0	0	0	**11**	210	**62**	283	**573**
07:45 AM	1	0	4	5	28	226	5	259	0	0	0	0	11	**241**	44	**296**	560
08:00 AM	**5**	**2**	7	14	33	205	10	248	0	0	0	0	7	175	39	221	483
Total Volume	8	2	32	42	136	903	26	1065	0	0	0	0	33	796	185	1014	2121
% App. Total	19	4.8	76.2		12.8	84.8	2.4		0	0	0		3.3	78.5	18.2		
PHF	.400	.250	.615	.750	.895	.929	.650	.948	.000	.000	.000	.000	.750	.826	.746	.856	.925



CITY TRAFFIC COUNTERS
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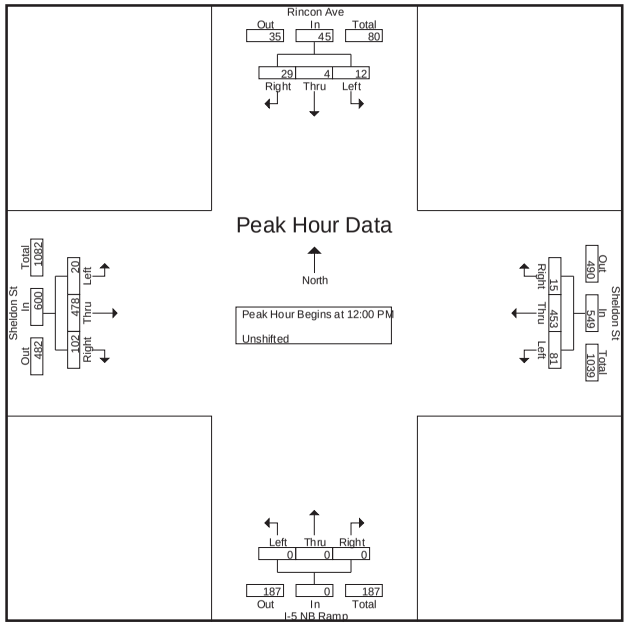
File Name : 5NBRinSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**6**	**1**	5	**12**	23	120	3	146	0	0	0	0	3	122	27	152	310
12:15 PM	0	1	**10**	11	22	102	**5**	129	0	0	0	0	**7**	**126**	**35**	**168**	308
12:30 PM	4	1	7	12	**24**	**128**	5	**157**	0	0	0	0	5	120	21	146	**315**
12:45 PM	2	1	7	10	12	103	2	117	0	0	0	0	5	110	19	134	261
Total Volume	12	4	29	45	81	453	15	549	0	0	0	0	20	478	102	600	1194
% App. Total	26.7	8.9	64.4		14.8	82.5	2.7		0	0	0		3.3	79.7	17		
PHF	.500	1.00	.725	.938	.844	.885	.750	.874	.000	.000	.000	.000	.714	.948	.729	.893	.948



CITY TRAFFIC COUNTERS
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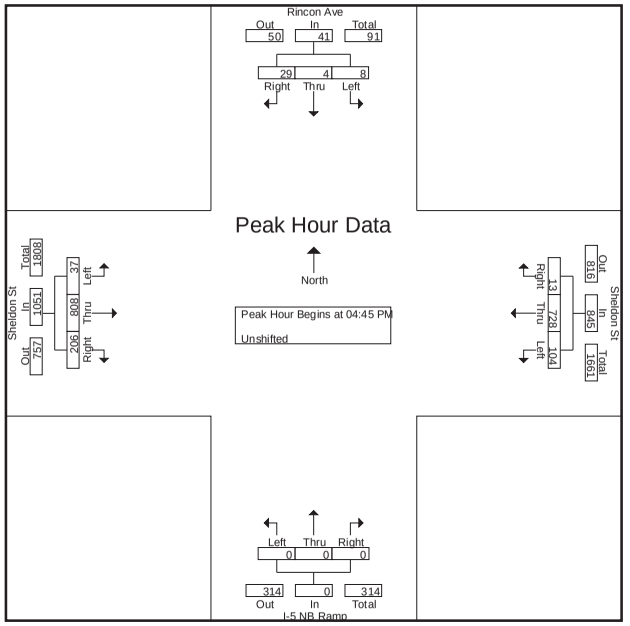
File Name : 5NBRinSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	**1**	6	8	30	181	3	214	0	0	0	0	5	201	56	262	484
05:00 PM	2	1	7	10	**32**	**188**	2	**222**	0	0	0	0	10	206	40	256	**488**
05:15 PM	0	1	**8**	9	22	185	**4**	211	0	0	0	0	**14**	185	**58**	257	477
05:30 PM	**5**	1	8	**14**	20	174	4	198	0	0	0	0	8	**216**	52	**276**	488
Total Volume	8	4	29	41	104	728	13	845	0	0	0	0	37	808	206	1051	1937
% App. Total	19.5	9.8	70.7		12.3	86.2	1.5		0	0	0		3.5	76.9	19.6		
PHF	.400	1.00	.906	.732	.813	.968	.813	.952	.000	.000	.000	.000	.661	.935	.888	.952	.992



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : 5NBRinSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Bank 2

	Rincon Ave Southbound			Sheldon St Westbound			I-5 NB Ramp Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	1	0	3
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	1	2	0	0	0	0	0	5	0	8
08:15 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
Total	0	0	0	0	4	0	0	0	0	0	1	0	5
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	1	2	0	0	0	0	0	0	0	3
Total	0	0	0	1	2	0	0	0	0	0	1	0	4
03:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	1	1	0	0	0	0	0	1	0	3
04:00 PM	0	0	0	1	1	0	0	0	0	0	1	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	1	2	0	0	0	0	0	5	0	8
05:00 PM	0	0	0	3	1	0	0	0	0	0	2	0	6
05:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
Total	0	0	0	3	4	0	0	0	0	0	2	0	9
Grand Total	0	0	0	7	19	0	0	0	0	0	16	0	42
Apprch %	0	0	0	26.9	73.1	0	0	0	0	0	100	0	
Total %	0	0	0	16.7	45.2	0	0	0	0	0	38.1	0	

CITY TRAFFIC COUNTERS
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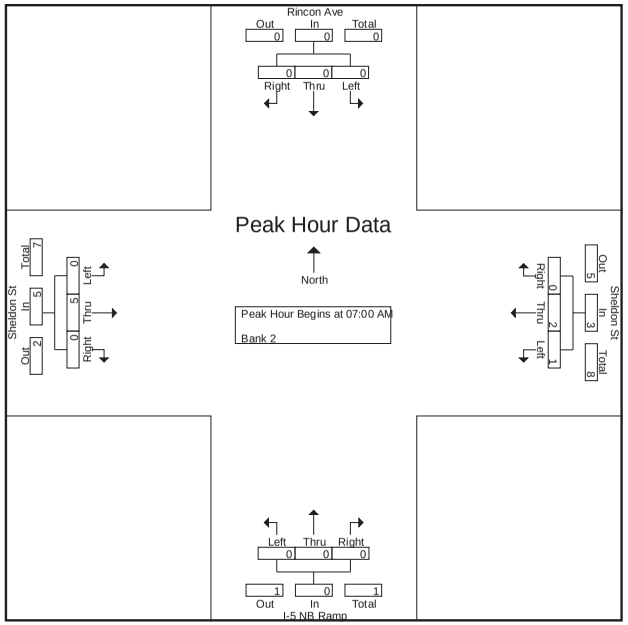
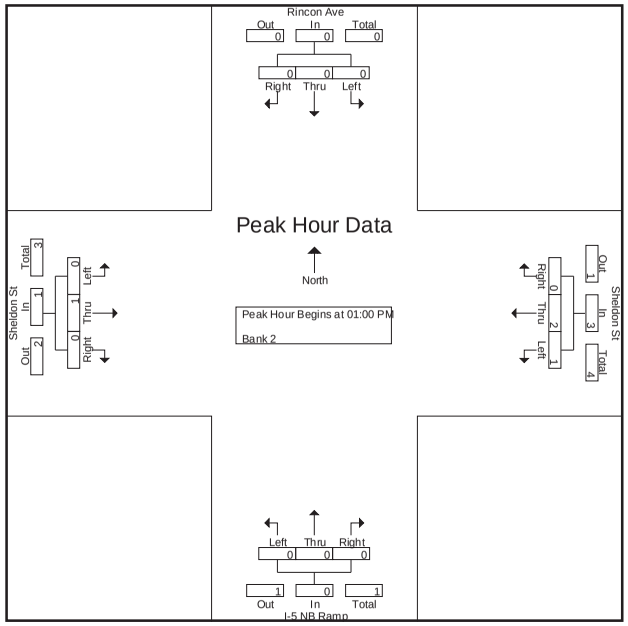
File Name : 5NBRinSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	1	0	1	**3**
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
Total Volume	0	0	0	0	1	2	0	3	0	0	0	0	0	5	0	5	8
% App. Total	0	0	0		33.3	66.7	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.000	.000	.000	.625	.000	.625	.667



File Name : 5NBRinSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	0	0	0	0	**3**
Total Volume	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
% App. Total	0	0	0		33.3	66.7	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.333



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File Name : 5NBRinSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
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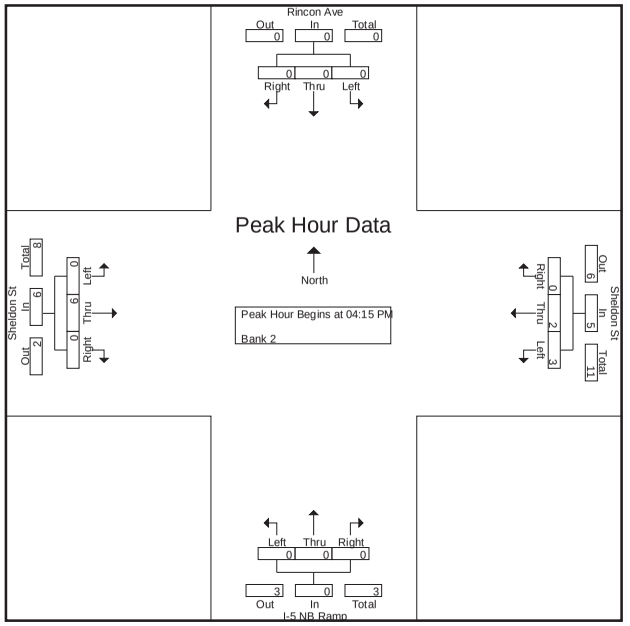
	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	**3**	1	0	**4**	0	0	0	0	0	2	0	2	**6**
Total Volume	0	0	0	0	3	2	0	5	0	0	0	0	0	6	0	6	11
% App. Total	0	0	0		60	40	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.313	.000	.000	.000	.000	.000	.750	.000	.750	.458



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : 5NBRinSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Bank 1

	Rincon Ave Southbound			Sheldon St Westbound			I-5 NB Ramp Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
07:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	4	0	0	0	0	0	7	0	11
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
08:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	2	0	0	0	0	0	7	0	9
09:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	1	0	0	0	0	0	4	1	6
12:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
01:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:15 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
01:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
01:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	3	0	0	0	0	0	10	0	13
03:00 PM	0	0	0	0	3	0	0	0	0	0	0	1	4
03:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	8	0	0	0	0	0	3	1	12
04:00 PM	0	0	0	0	1	0	0	0	0	0	5	0	6
04:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	0	0	0	0	0	10	0	12
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
Grand Total	0	0	0	0	23	0	0	0	0	0	44	2	69
Apprch %	0	0	0	0	100	0	0	0	0	0	95.7	4.3	
Total %	0	0	0	0	33.3	0	0	0	0	0	63.8	2.9	

CITY TRAFFIC COUNTERS
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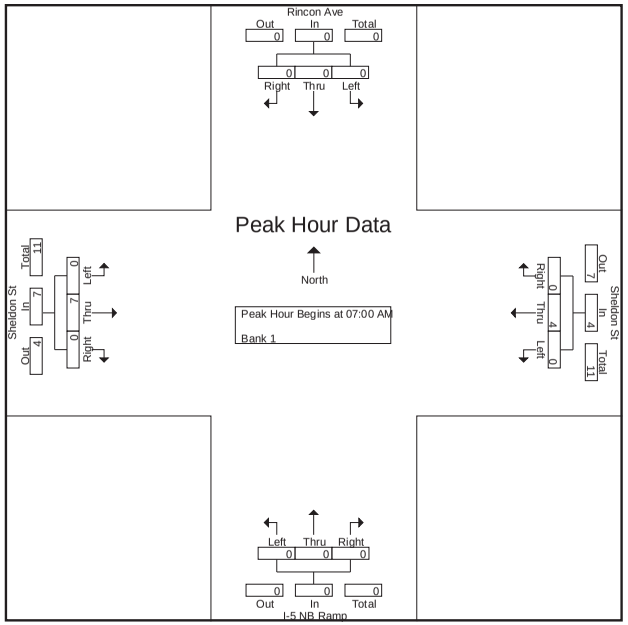
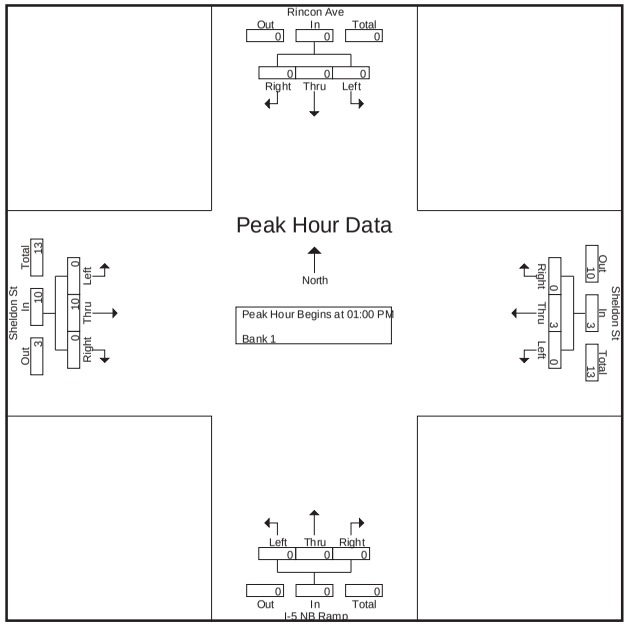
File Name : 5NBRinSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	**5**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.550



File Name : 5NBRinSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	10	0	10	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.833	.000	.833	.813



CITY TRAFFIC COUNTERS
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File Name : 5NBRinSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014
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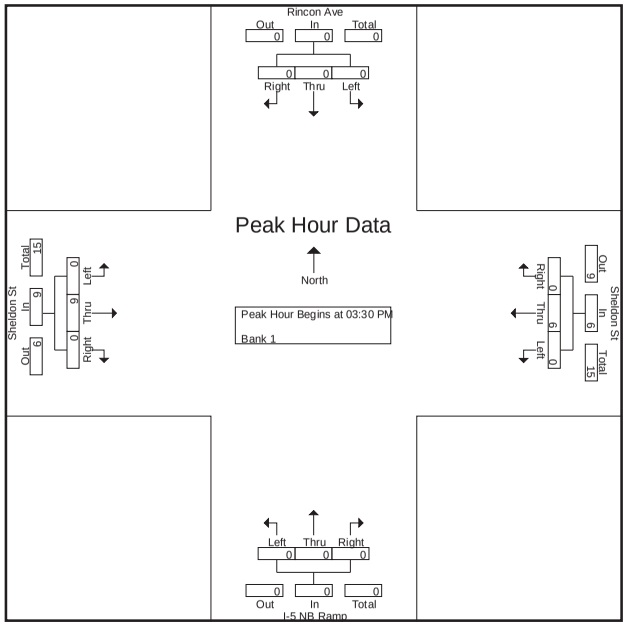
	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**	**6**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9	15
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.450	.000	.450	.625



CITY TRAFFIC COUNTERS
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File Name : 5NBRinSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
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Groups Printed- Bank 1

	Rincon Ave Southbound			Sheldon St Westbound			I-5 NB Ramp Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	1	3	1	0	0	0	0	7	1	14
07:15 AM	0	0	1	3	3	0	0	0	0	0	4	2	13
07:30 AM	0	0	0	1	2	0	0	0	0	0	6	0	9
07:45 AM	0	0	0	6	3	0	0	0	0	0	5	0	14
Total	0	0	2	11	11	1	0	0	0	0	22	3	50
08:00 AM	0	0	0	1	3	0	0	0	0	0	6	3	13
08:15 AM	0	1	0	3	7	2	0	0	0	0	8	0	21
08:30 AM	0	2	0	3	4	0	0	0	0	0	6	0	15
08:45 AM	0	0	0	4	6	0	0	0	0	0	7	0	17
Total	0	3	0	11	20	2	0	0	0	0	27	3	66
09:00 AM	0	0	0	6	6	0	0	0	0	0	6	1	19
09:15 AM	0	0	0	4	6	0	0	0	0	0	12	0	22
09:30 AM	0	0	0	3	6	0	0	0	0	0	9	0	18
09:45 AM	0	0	0	0	3	0	0	0	0	0	6	0	9
Total	0	0	0	13	21	0	0	0	0	0	33	1	68
12:00 PM	0	0	0	3	2	0	0	0	0	0	4	2	11
12:15 PM	1	0	0	1	4	0	0	0	0	0	3	2	11
12:30 PM	0	0	0	0	5	0	0	0	0	0	2	2	9
12:45 PM	1	0	0	1	4	0	0	0	0	1	5	0	12
Total	2	0	0	5	15	0	0	0	0	1	14	6	43
01:00 PM	0	0	0	0	4	0	0	0	0	0	5	1	10
01:15 PM	0	1	0	3	5	0	0	0	0	0	3	1	13
01:30 PM	0	0	0	4	5	0	0	0	0	0	4	2	15
01:45 PM	0	1	1	4	5	1	0	0	0	0	11	1	24
Total	0	2	1	11	19	1	0	0	0	0	23	5	62
03:00 PM	1	0	0	2	6	0	0	0	0	0	7	1	17
03:15 PM	0	0	0	0	8	0	0	0	0	1	10	1	20
03:30 PM	0	0	0	3	7	0	0	0	0	0	11	1	22
03:45 PM	0	0	0	1	3	0	0	0	0	0	10	3	17
Total	1	0	0	6	24	0	0	0	0	1	38	6	76
04:00 PM	0	0	0	0	3	0	0	0	0	0	7	1	11
04:15 PM	0	0	0	0	4	0	0	0	0	0	8	0	12
04:30 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
04:45 PM	0	0	0	0	2	0	0	0	0	0	7	0	9
Total	0	0	0	0	11	0	0	0	0	0	26	1	38
05:00 PM	0	0	0	1	4	0	0	0	0	0	6	0	11
05:15 PM	0	0	0	0	4	0	0	0	0	1	7	1	13
05:30 PM	0	0	0	0	1	0	0	0	0	0	7	1	9
05:45 PM	0	0	0	0	2	0	0	0	0	1	5	1	9
Total	0	0	0	1	11	0	0	0	0	2	25	3	42
Grand Total	3	5	3	58	132	4	0	0	0	4	208	28	445
Apprch %	27.3	45.5	27.3	29.9	68	2.1	0	0	0	1.7	86.7	11.7	
Total %	0.7	1.1	0.7	13	29.7	0.9	0	0	0	0.9	46.7	6.3	

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File Name : 5NBRinSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
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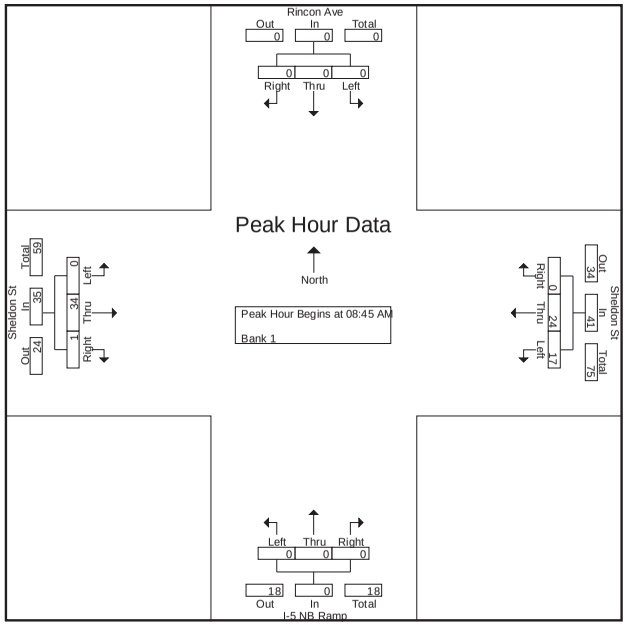
	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	4	**6**	0	10	0	0	0	0	0	7	0	7	17
09:00 AM	0	0	0	0	**6**	6	0	**12**	0	0	0	0	0	6	**1**	7	19
09:15 AM	0	0	0	0	4	6	0	10	0	0	0	0	0	**12**	0	**12**	**22**
09:30 AM	0	0	0	0	3	6	0	9	0	0	0	0	0	9	0	9	18
Total Volume	0	0	0	0	17	24	0	41	0	0	0	0	0	34	1	35	76
% App. Total	0	0	0		41.5	58.5	0		0	0	0		0	97.1	2.9		
PHF	.000	.000	.000	.000	.708	1.00	.000	.854	.000	.000	.000	.000	.000	.708	.250	.729	.864



File Name : 5NBRinSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
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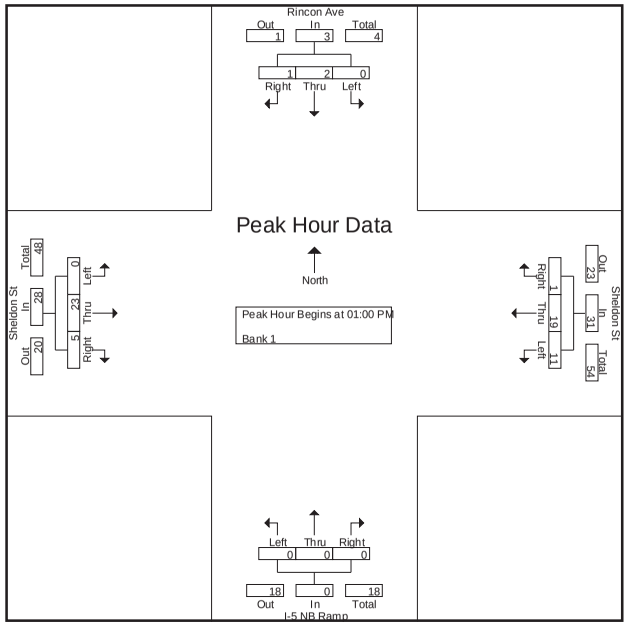
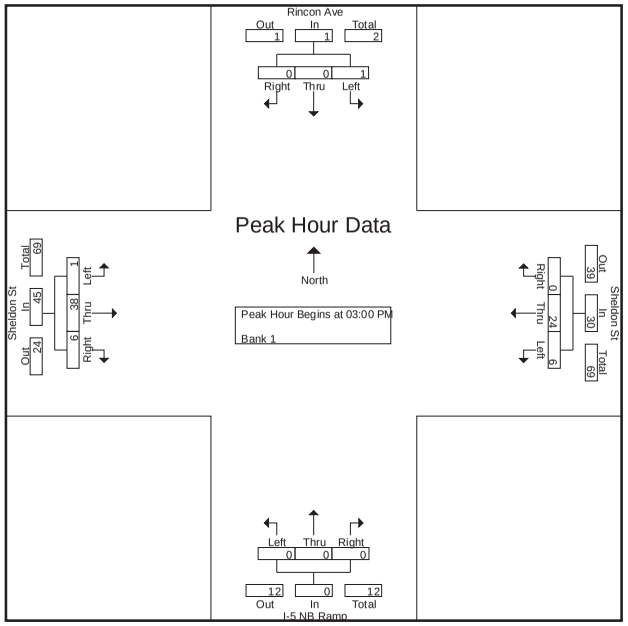
	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	1	6	10
01:15 PM	0	**1**	0	1	3	**5**	0	8	0	0	0	0	0	3	1	4	13
01:30 PM	0	0	0	0	**4**	5	0	9	0	0	0	0	0	4	**2**	6	15
01:45 PM	0	1	**1**	**2**	4	5	**1**	**10**	0	0	0	0	0	**11**	1	**12**	**24**
Total Volume	0	2	1	3	11	19	1	31	0	0	0	0	0	23	5	28	62
% App. Total	0	66.7	33.3		35.5	61.3	3.2		0	0	0		0	82.1	17.9		
PHF	.000	.500	.250	.375	.688	.950	.250	.775	.000	.000	.000	.000	.000	.523	.625	.583	.646



File Name : 5NBRinSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	0	0	**1**	2	6	0	8	0	0	0	0	0	7	1	8	17
03:15 PM	0	0	0	0	0	**8**	0	8	0	0	0	0	**1**	10	1	12	20
03:30 PM	0	0	0	0	**3**	7	0	**10**	0	0	0	0	0	**11**	1	12	**22**
03:45 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	10	**3**	**13**	17
Total Volume	1	0	0	1	6	24	0	30	0	0	0	0	1	38	6	45	76
% App. Total	100	0	0		20	80	0		0	0	0		2.2	84.4	13.3		
PHF	.250	.000	.000	.250	.500	.750	.000	.750	.000	.000	.000	.000	.250	.864	.500	.865	.864



CITY TRAFFIC COUNTERS
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File Name : 5NBRinSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Rincon Ave Southbound			Sheldon St Westbound			I-5 NB Ramp Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	5	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	1	2	0	0	0	0	0	1	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	3	2	5
07:45 AM	0	0	0	1	1	0	0	0	0	1	1	0	4
Total	0	0	0	2	8	0	0	0	0	1	5	2	18
08:00 AM	0	0	0	0	4	0	0	0	0	0	4	1	9
08:15 AM	0	0	0	1	1	0	0	0	0	0	4	0	6
08:30 AM	0	0	0	1	2	0	0	0	0	0	5	0	8
08:45 AM	0	0	0	1	3	0	0	0	0	0	2	0	6
Total	0	0	0	3	10	0	0	0	0	0	15	1	29
09:00 AM	0	0	0	2	5	0	0	0	0	0	5	0	12
09:15 AM	0	0	0	4	2	0	0	0	0	0	6	0	12
09:30 AM	0	0	0	0	6	1	0	0	0	0	2	0	9
09:45 AM	0	0	0	3	3	0	0	0	0	0	4	0	10
Total	0	0	0	9	16	1	0	0	0	0	17	0	43
12:00 PM	0	1	0	2	2	0	0	0	0	0	4	0	9
12:15 PM	0	0	0	1	3	0	0	0	0	0	3	0	7
12:30 PM	0	0	0	1	2	0	0	0	0	0	2	0	5
12:45 PM	0	0	0	3	0	0	0	0	0	0	3	0	6
Total	0	1	0	7	7	0	0	0	0	0	12	0	27
01:00 PM	0	0	0	3	1	0	0	0	0	0	2	0	6
01:15 PM	0	0	0	3	2	0	0	0	0	0	3	3	11
01:30 PM	0	0	0	2	1	0	0	0	0	0	3	2	8
01:45 PM	0	1	0	5	0	0	0	0	0	1	2	2	11
Total	0	1	0	13	4	0	0	0	0	1	10	7	36
03:00 PM	0	0	0	1	1	0	0	0	0	0	5	0	7
03:15 PM	0	0	0	2	0	0	0	0	0	0	4	0	6
03:30 PM	0	0	0	1	1	0	0	0	0	1	1	0	4
03:45 PM	0	0	0	1	0	0	0	0	0	0	3	0	4
Total	0	0	0	5	2	0	0	0	0	1	13	0	21
04:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
04:15 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
04:30 PM	0	0	0	1	0	0	0	0	0	0	2	0	3
04:45 PM	0	0	0	1	0	0	0	0	0	0	3	0	4
Total	0	0	0	2	1	0	0	0	0	0	13	0	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	12	1	13
Grand Total	0	2	0	41	48	1	0	0	0	3	97	11	203
Apprch %	0	100	0	45.6	53.3	1.1	0	0	0	2.7	87.4	9.9	
Total %	0	1	0	20.2	23.6	0.5	0	0	0	1.5	47.8	5.4	

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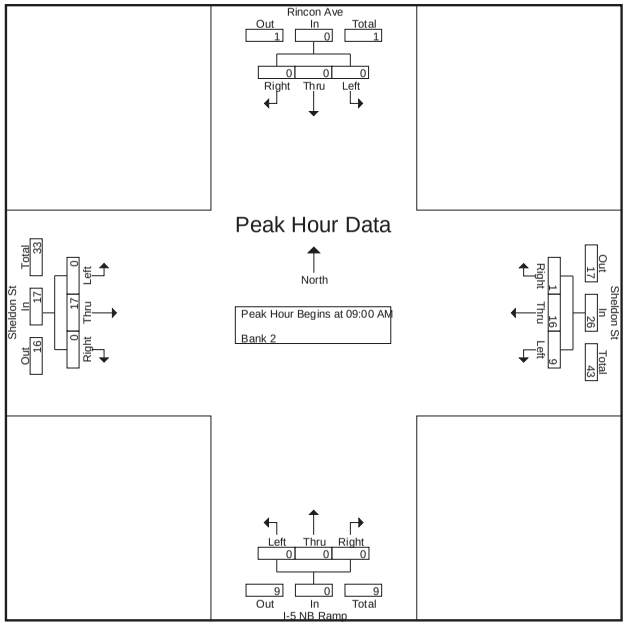
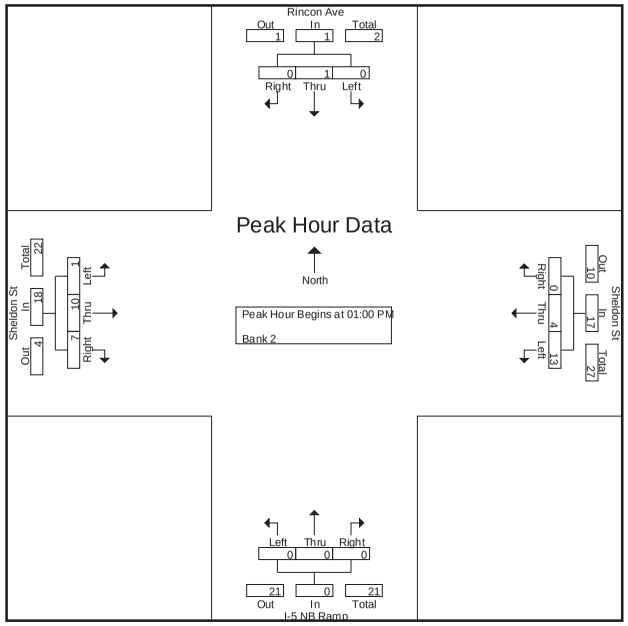
File Name : 5NBRinSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	2	5	0	**7**	0	0	0	0	0	5	0	5	**12**
09:15 AM	0	0	0	0	**4**	2	0	6	0	0	0	0	0	**6**	0	**6**	12
09:30 AM	0	0	0	0	0	**6**	**1**	7	0	0	0	0	0	2	0	2	9
09:45 AM	0	0	0	0	3	3	0	6	0	0	0	0	0	4	0	4	10
Total Volume	0	0	0	0	9	16	1	26	0	0	0	0	0	17	0	17	43
% App. Total	0	0	0		34.6	61.5	3.8		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.563	.667	.250	.929	.000	.000	.000	.000	.000	.708	.000	.708	.896



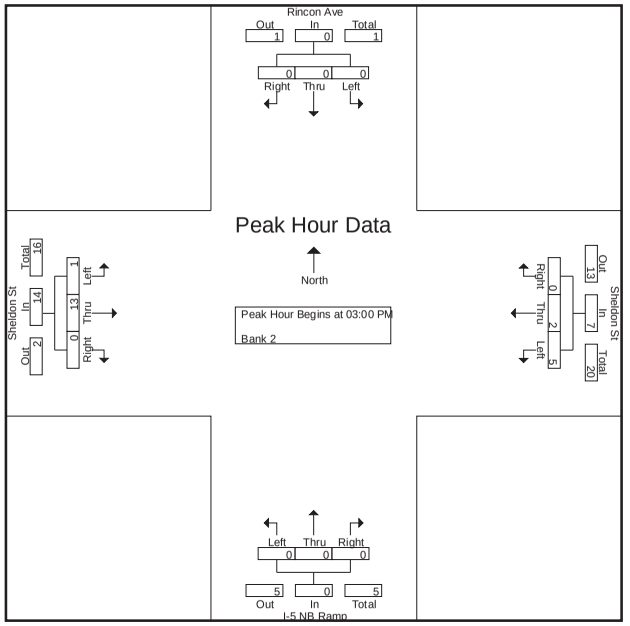
File Name : 5NBRinSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	3	1	0	4	0	0	0	0	0	2	0	2	6
01:15 PM	0	0	0	0	3	**2**	0	**5**	0	0	0	0	0	**3**	**3**	**6**	**11**
01:30 PM	0	0	0	0	2	1	0	3	0	0	0	0	0	3	2	5	8
01:45 PM	0	**1**	0	**1**	**5**	0	0	5	0	0	0	0	**1**	2	2	5	11
Total Volume	0	1	0	1	13	4	0	17	0	0	0	0	1	10	7	18	36
% App. Total	0	100	0		76.5	23.5	0		0	0	0		5.6	55.6	38.9		
PHF	.000	.250	.000	.250	.650	.500	.000	.850	.000	.000	.000	.000	.250	.833	.583	.750	.818



File Name : 5NBRinSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	1	**1**	0	**2**	0	0	0	0	0	**5**	0	**5**	**7**
03:15 PM	0	0	0	0	**2**	0	0	2	0	0	0	0	0	4	0	4	6
03:30 PM	0	0	0	0	1	1	0	2	0	0	0	0	**1**	1	0	2	4
03:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	4
Total Volume	0	0	0	0	5	2	0	7	0	0	0	0	1	13	0	14	21
% App. Total	0	0	0		71.4	28.6	0		0	0	0		7.1	92.9	0		
PHF	.000	.000	.000	.000	.625	.500	.000	.875	.000	.000	.000	.000	.250	.650	.000	.700	.750



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File Name : 5NBRinSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
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Groups Printed- Bank 2

	Rincon Ave Southbound			Sheldon St Westbound			I-5 NB Ramp Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
Total	0	0	0	1	0	0	0	0	0	0	3	0	4
09:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	1	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
Total	0	0	0	0	2	0	0	0	0	0	3	4	9
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	2	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	1	5	7
02:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	0	0	0	0	0	0	2	0	3
Grand Total	0	0	0	6	6	0	0	0	0	0	12	11	35
Apprch %	0	0	0	50	50	0	0	0	0	0	52.2	47.8	
Total %	0	0	0	17.1	17.1	0	0	0	0	0	34.3	31.4	

CITY TRAFFIC COUNTERS
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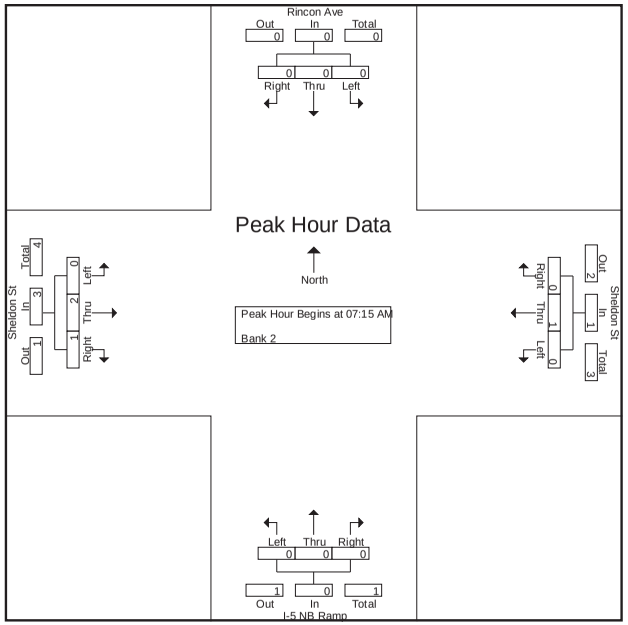
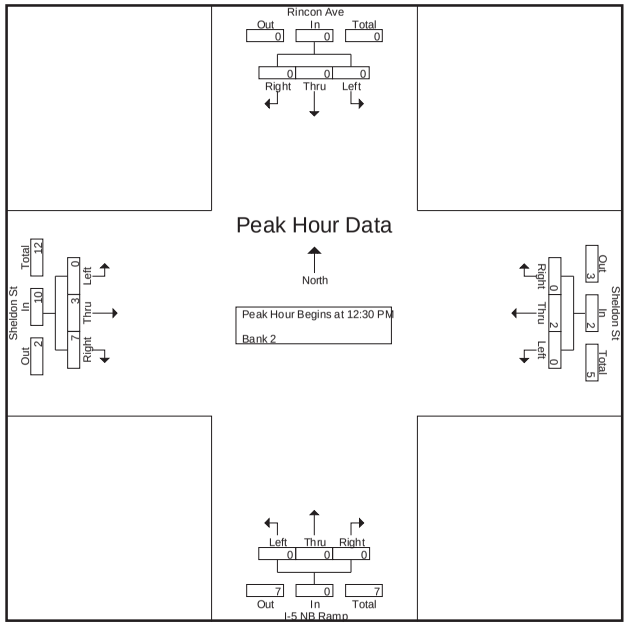
File Name : 5NBRinSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
07:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
% App. Total	0	0	0		0	100	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.375	.500



File Name : 5NBRinSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	1	2	**3**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	1	**3**	3
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	3	3
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	7	10	12
% App. Total	0	0	0		0	100	0		0	0	0		0	30	70		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.583	.833	1.00



CITY TRAFFIC COUNTERS
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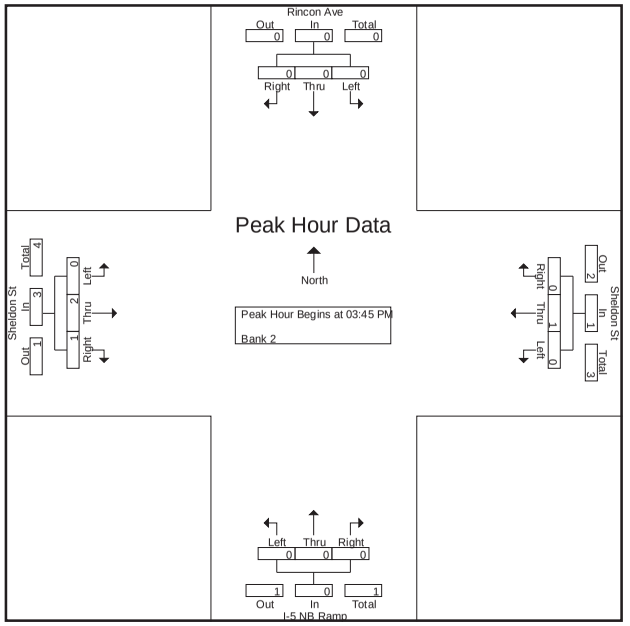
File Name : 5NBRinSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
% App. Total	0	0	0		0	100	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.250	.750	.500



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : 5NBRinSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Bank 2

	Rincon Ave Southbound			Sheldon St Westbound			I-5 NB Ramp Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	4	2	8
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	1	3
07:30 AM	0	0	0	1	1	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
Total	0	0	0	2	4	0	0	0	0	0	7	3	16
08:00 AM	0	0	0	1	1	0	0	0	0	0	5	0	7
08:15 AM	0	0	0	0	1	0	0	0	0	0	1	1	3
08:30 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	1	4	0	0	0	0	0	10	1	16
09:00 AM	0	0	0	1	2	0	0	0	0	0	2	0	5
09:15 AM	0	0	0	1	2	0	0	0	0	0	1	0	4
09:30 AM	0	0	0	0	4	0	0	0	0	0	4	0	8
09:45 AM	0	0	0	1	2	0	0	0	0	0	2	0	5
Total	0	0	0	3	10	0	0	0	0	0	9	0	22
12:00 PM	0	0	0	3	2	0	0	0	0	0	2	0	7
12:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
12:30 PM	0	0	0	2	1	0	0	0	0	0	4	0	7
12:45 PM	0	0	0	0	2	0	0	0	0	0	2	1	5
Total	0	0	0	5	5	0	0	0	0	0	12	1	23
01:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:15 PM	0	0	0	1	0	0	0	0	0	0	2	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
Total	0	0	0	1	3	0	0	0	0	0	8	0	12
03:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
03:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
03:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	6	0	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	2	0	0	0	0	0	0	0	1	3
Total	0	0	0	2	0	0	0	0	0	0	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	14	29	0	0	0	0	0	53	8	104
Apprch %	0	0	0	32.6	67.4	0	0	0	0	0	86.9	13.1	
Total %	0	0	0	13.5	27.9	0	0	0	0	0	51	7.7	

CITY TRAFFIC COUNTERS
626.991.7522
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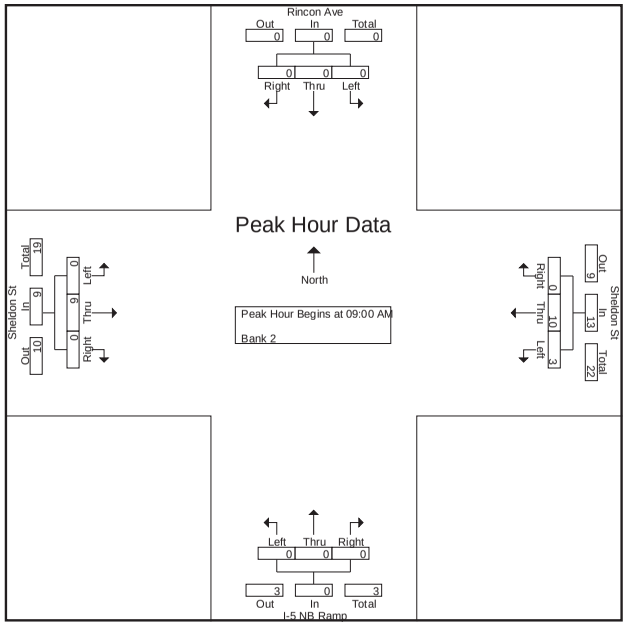
File Name : 5NBRinSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	**1**	2	0	3	0	0	0	0	0	2	0	2	5
09:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
09:30 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**4**	0	**4**	**8**
09:45 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	3	10	0	13	0	0	0	0	0	9	0	9	22
% App. Total	0	0	0		23.1	76.9	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.750	.625	.000	.813	.000	.000	.000	.000	.000	.563	.000	.563	.688



CITY TRAFFIC COUNTERS
626.991.7522
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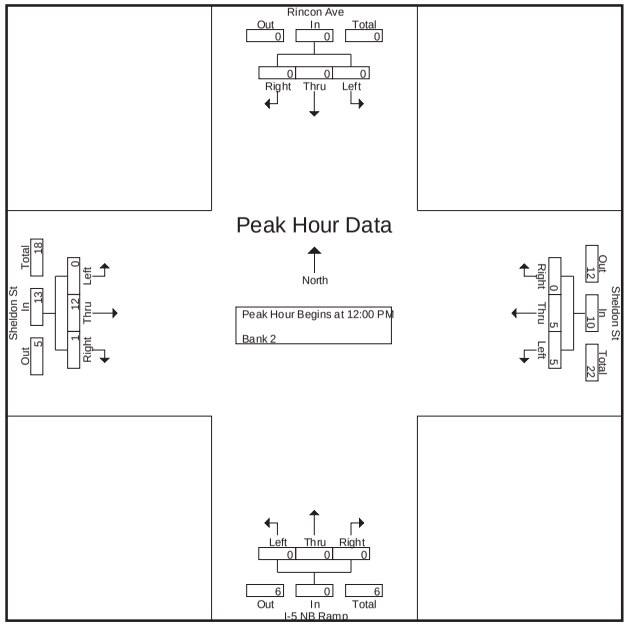
File Name : 5NBRinSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	**3**	**2**	0	**5**	0	0	0	0	0	2	0	2	**7**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	4
12:30 PM	0	0	0	0	2	1	0	3	0	0	0	0	0	4	0	4	7
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	**1**	3	5
Total Volume	0	0	0	0	5	5	0	10	0	0	0	0	0	12	1	13	23
% App. Total	0	0	0		50	50	0		0	0	0		0	92.3	7.7		
PHF	.000	.000	.000	.000	.417	.625	.000	.500	.000	.000	.000	.000	.000	.750	.250	.813	.821



CITY TRAFFIC COUNTERS
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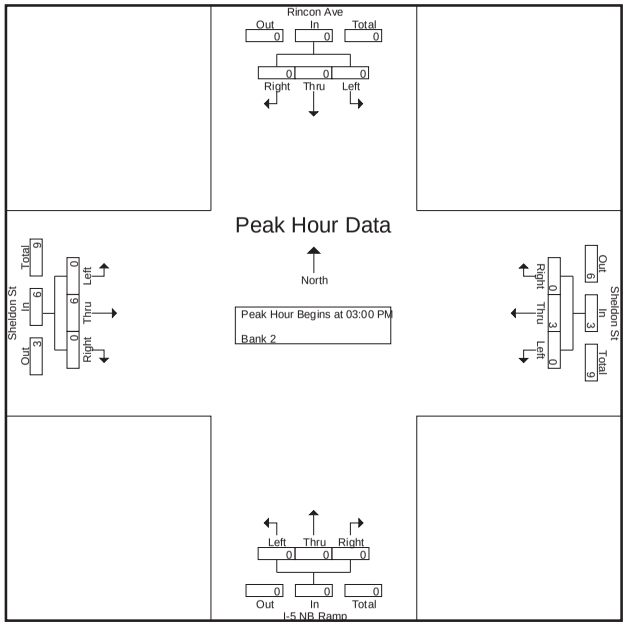
File Name : 5NBRinSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Rincon Ave Southbound				Sheldon St Westbound				I-5 NB Ramp Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750	.750



CITY TRAFFIC COUNTERS
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INT. 11

File Name : HaddonSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Unshifted

	Haddon Ave Southbound			Sheldon St Westbound			Haddon Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	1	3	1	159	0	18	1	1	2	97	17	301
07:15 AM	6	4	9	1	220	0	46	0	3	1	113	25	428
07:30 AM	5	5	11	9	218	1	52	6	6	4	140	54	511
07:45 AM	13	22	8	23	197	2	44	9	17	3	187	66	591
Total	25	32	31	34	794	3	160	16	27	10	537	162	1831
08:00 AM	7	8	4	4	195	6	52	14	16	4	146	30	486
08:15 AM	4	4	6	0	160	7	55	0	11	3	148	17	415
08:30 AM	1	2	3	1	150	0	27	0	6	2	99	8	299
08:45 AM	1	0	2	1	133	0	12	0	3	3	135	15	305
Total	13	14	15	6	638	13	146	14	36	12	528	70	1505
09:00 AM	1	0	4	2	119	1	13	0	2	3	100	13	258
09:15 AM	4	0	1	0	123	2	26	0	1	0	105	12	274
09:30 AM	3	0	4	1	125	0	36	0	1	3	126	3	302
09:45 AM	1	0	3	1	113	0	18	1	1	3	104	5	250
Total	9	0	12	4	480	3	93	1	5	9	435	33	1084
12:00 PM	2	0	3	0	136	1	12	0	2	2	117	12	287
12:15 PM	3	0	4	1	115	0	14	0	1	2	123	6	269
12:30 PM	4	2	5	4	129	3	15	0	0	1	101	8	272
12:45 PM	1	0	4	1	105	2	12	0	0	3	123	5	256
Total	10	2	16	6	485	6	53	0	3	8	464	31	1084
01:00 PM	1	2	1	1	103	0	10	1	0	2	130	11	262
01:15 PM	0	0	4	0	102	2	14	0	2	2	108	3	237
01:30 PM	2	0	2	0	119	0	11	3	0	3	154	5	299
01:45 PM	2	0	0	1	120	0	9	2	0	2	94	5	235
Total	5	2	7	2	444	2	44	6	2	9	486	24	1033
03:00 PM	2	4	5	1	200	0	39	4	6	3	163	24	451
03:15 PM	2	1	3	0	172	1	24	0	2	5	200	17	427
03:30 PM	3	2	6	0	172	1	17	0	1	2	206	26	436
03:45 PM	1	4	4	3	187	3	17	4	5	1	211	26	466
Total	8	11	18	4	731	5	97	8	14	11	780	93	1780
04:00 PM	2	1	5	0	138	2	51	3	7	2	181	26	418
04:15 PM	0	2	6	1	135	2	27	6	4	3	179	22	387
04:30 PM	2	1	3	6	153	2	30	1	4	0	177	18	397
04:45 PM	4	0	6	4	177	2	23	2	0	1	184	12	415
Total	8	4	20	11	603	8	131	12	15	6	721	78	1617
05:00 PM	1	2	5	5	193	0	30	2	8	4	184	23	457
05:15 PM	4	0	3	4	173	3	38	0	2	1	181	17	426
05:30 PM	2	4	4	7	169	6	27	1	4	4	196	20	444
05:45 PM	1	2	3	5	114	0	28	1	3	8	141	19	325
Total	8	8	15	21	649	9	123	4	17	17	702	79	1652
Grand Total	86	73	134	88	4824	49	847	61	119	82	4653	570	11586
Apprch %	29.4	24.9	45.7	1.8	97.2	1	82.5	5.9	11.6	1.5	87.7	10.7	
Total %	0.7	0.6	1.2	0.8	41.6	0.4	7.3	0.5	1	0.7	40.2	4.9	

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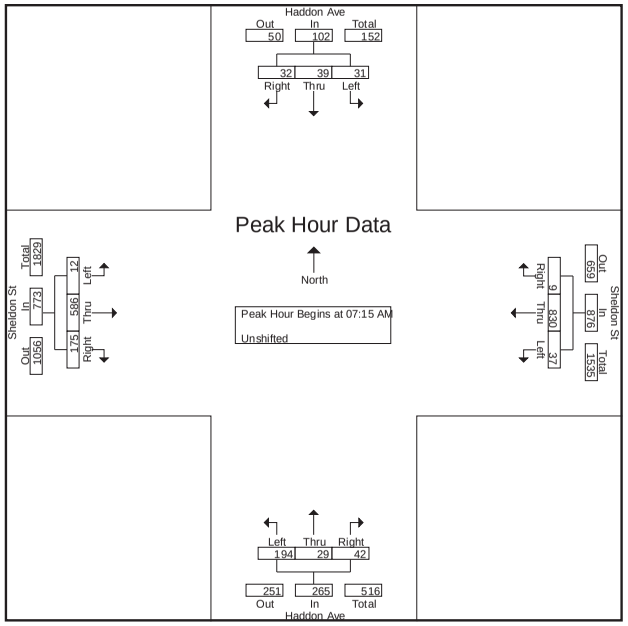
File Name : HaddonSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	4	9	19	1	**220**	0	221	46	0	3	49	1	113	25	139	428
07:30 AM	5	5	**11**	21	9	218	1	**228**	**52**	6	6	64	**4**	140	54	198	511
07:45 AM	**13**	**22**	8	**43**	**23**	197	2	222	44	9	**17**	70	3	**187**	**66**	**256**	**591**
08:00 AM	7	8	4	19	4	195	**6**	205	52	**14**	16	**82**	4	146	30	180	486
Total Volume	31	39	32	102	37	830	9	876	194	29	42	265	12	586	175	773	2016
% App. Total	30.4	38.2	31.4		4.2	94.7	1		73.2	10.9	15.8		1.6	75.8	22.6		
PHF	.596	.443	.727	.593	.402	.943	.375	.961	.933	.518	.618	.808	.750	.783	.663	.755	.853



CITY TRAFFIC COUNTERS
626.991.7522
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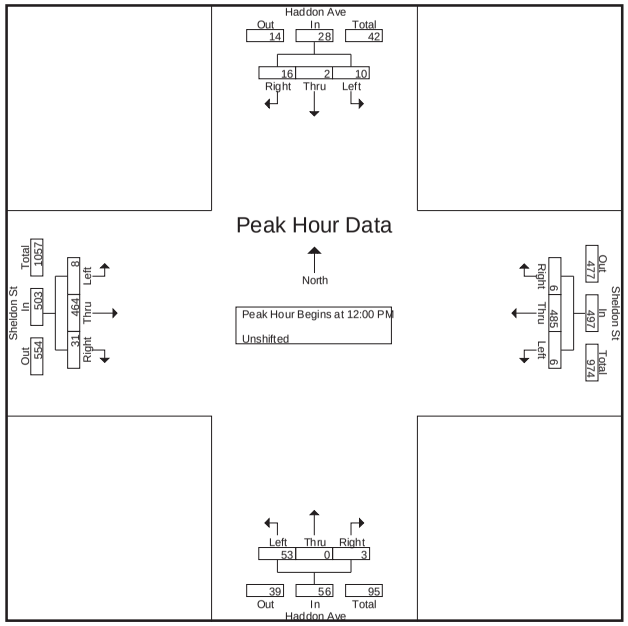
File Name : HaddonSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	2	0	3	5	0	**136**	1	**137**	12	0	**2**	14	2	117	**12**	**131**	**287**
12:15 PM	3	0	4	7	1	115	0	116	14	0	1	**15**	2	**123**	6	131	269
12:30 PM	**4**	**2**	**5**	**11**	**4**	129	**3**	136	**15**	0	0	15	1	101	8	110	272
12:45 PM	1	0	4	5	1	105	2	108	12	0	0	12	**3**	123	5	131	256
Total Volume	10	2	16	28	6	485	6	497	53	0	3	56	8	464	31	503	1084
% App. Total	35.7	7.1	57.1		1.2	97.6	1.2		94.6	0	5.4		1.6	92.2	6.2		
PHF	.625	.250	.800	.636	.375	.892	.500	.907	.883	.000	.375	.933	.667	.943	.646	.960	.944



CITY TRAFFIC COUNTERS
626.991.7522
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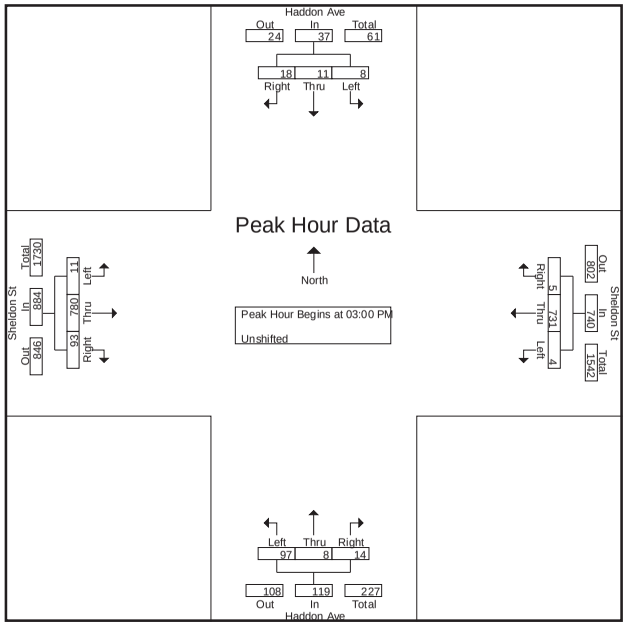
File Name : HaddonSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	2	**4**	5	**11**	1	**200**	0	**201**	**39**	**4**	**6**	**49**	3	163	24	190	451
03:15 PM	2	1	3	6	0	172	1	173	24	0	2	26	**5**	200	17	222	427
03:30 PM	**3**	2	**6**	11	0	172	1	173	17	0	1	18	2	206	**26**	234	436
03:45 PM	1	4	4	9	**3**	187	**3**	193	17	4	5	26	1	**211**	26	**238**	**466**
Total Volume	8	11	18	37	4	731	5	740	97	8	14	119	11	780	93	884	1780
% App. Total	21.6	29.7	48.6		0.5	98.8	0.7		81.5	6.7	11.8		1.2	88.2	10.5		
PHF	.667	.688	.750	.841	.333	.914	.417	.920	.622	.500	.583	.607	.550	.924	.894	.929	.955



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : HaddonSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Haddon Ave Southbound			Sheldon St Westbound			Haddon Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	1	0	0	0	0	1	3
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	1	0	0	0	3	1	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
Total	0	0	1	0	4	0	0	0	0	0	1	0	6
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
01:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	1	3
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	2	0	1	0	0	0	1	0	4
Total	0	0	0	0	4	0	1	0	0	0	4	0	9
05:00 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
05:15 PM	0	0	0	0	2	0	0	1	0	0	1	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	5	0	0	2	0	0	3	0	10
Grand Total	0	0	1	0	21	0	2	2	0	0	13	2	41
Apprch %	0	0	100	0	100	0	50	50	0	0	86.7	13.3	
Total %	0	0	2.4	0	51.2	0	4.9	4.9	0	0	31.7	4.9	

CITY TRAFFIC COUNTERS
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File Name : HaddonSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
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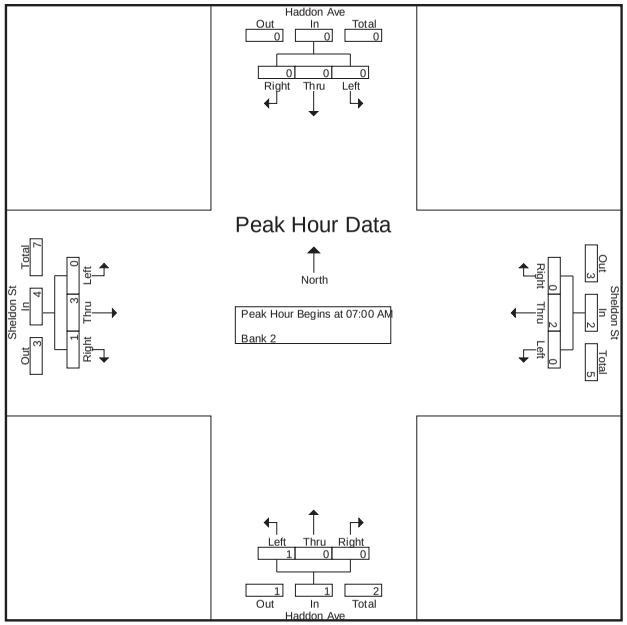
	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	0	**1**	1	**3**
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	2	0	2	1	0	0	1	0	3	1	4	7
% App. Total	0	0	0		0	100	0		100	0	0		0	75	25		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	.375	.250	.500	.583



CITY TRAFFIC COUNTERS
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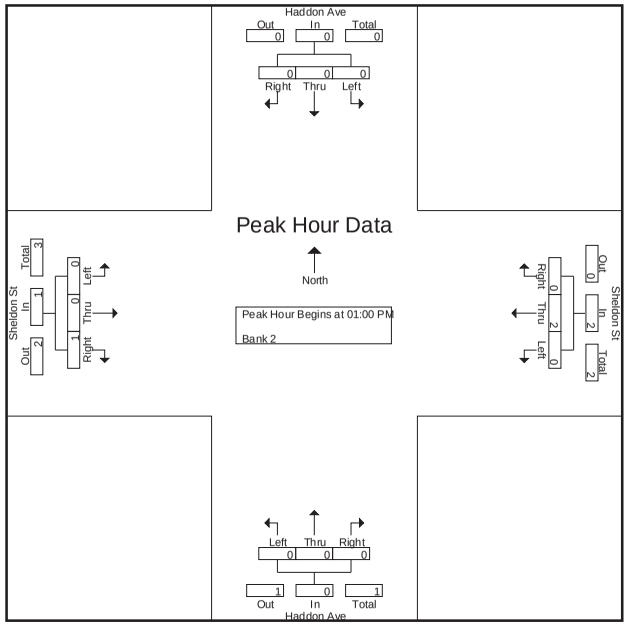
File Name : HaddonSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.375



CITY TRAFFIC COUNTERS
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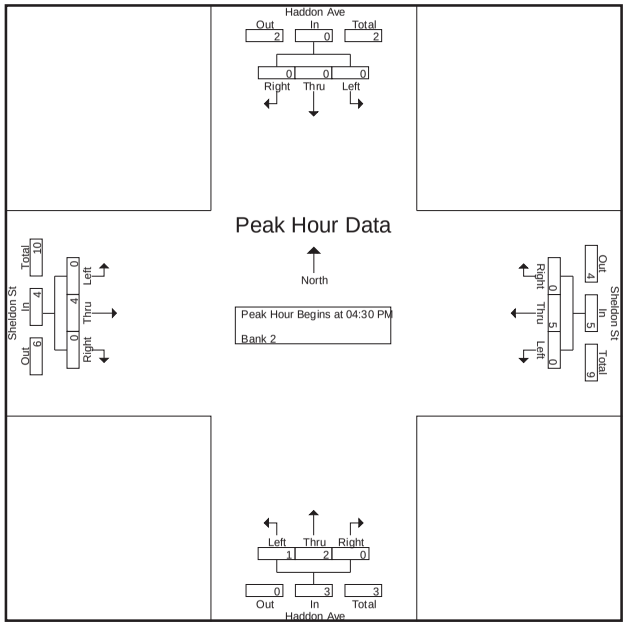
File Name : HaddonSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:45 PM	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	0	1	0	1	**4**
05:00 PM	0	0	0	0	0	1	0	1	0	**1**	0	1	0	1	0	1	3
05:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
Total Volume	0	0	0	0	0	5	0	5	1	2	0	3	0	4	0	4	12
% App. Total	0	0	0		0	100	0		33.3	66.7	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.250	.500	.000	.750	.000	1.00	.000	1.00	.750



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : HaddonSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 1

	Haddon Ave Southbound			Sheldon St Westbound			Haddon Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	1	0	1	0	3	0	8
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
07:30 AM	0	0	0	0	0	1	0	0	2	0	0	0	3
07:45 AM	0	0	0	0	1	0	1	0	0	0	1	0	3
Total	0	0	0	0	4	1	2	0	3	0	7	0	17
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
08:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	2	0	0	0	0	0	6	1	9
09:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
Total	0	0	0	0	1	0	0	0	0	0	7	0	8
12:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
01:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:15 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
01:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	3	0	0	0	0	0	9	0	12
03:00 PM	0	0	0	0	0	0	3	0	0	0	1	0	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	4	0	3	0	0	0	4	0	11
04:00 PM	0	0	0	0	1	0	0	0	0	0	5	0	6
04:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	0	0	0	0	0	10	0	12
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
Grand Total	0	0	0	0	19	1	5	0	3	0	46	1	75
Apprch %	0	0	0	0	95	5	62.5	0	37.5	0	97.9	2.1	
Total %	0	0	0	0	25.3	1.3	6.7	0	4	0	61.3	1.3	

CITY TRAFFIC COUNTERS
626.991.7522
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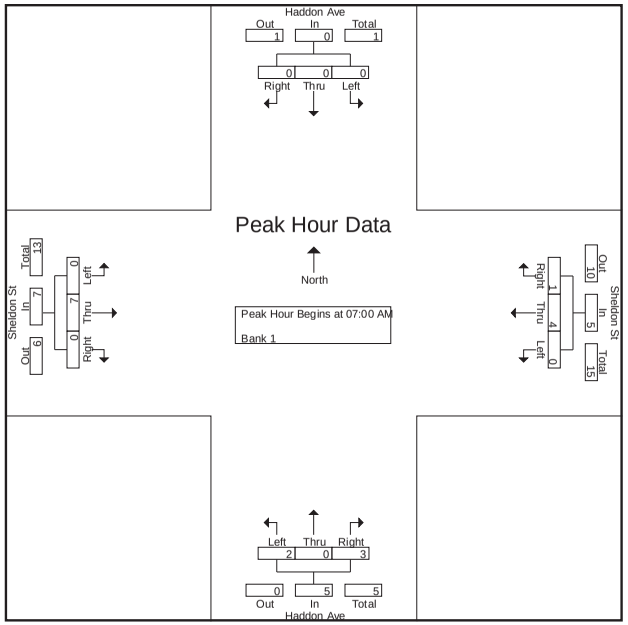
File Name : HaddonSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**3**	0	**3**	**1**	0	1	**2**	0	**3**	0	**3**	**8**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	0	0	**1**	1	0	0	**2**	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
Total Volume	0	0	0	0	0	4	1	5	2	0	3	5	0	7	0	7	17
% App. Total	0	0	0		0	80	20		40	0	60		0	100	0		
PHF	.000	.000	.000	.000	.000	.333	.250	.417	.500	.000	.375	.625	.000	.583	.000	.583	.531



CITY TRAFFIC COUNTERS
626.991.7522
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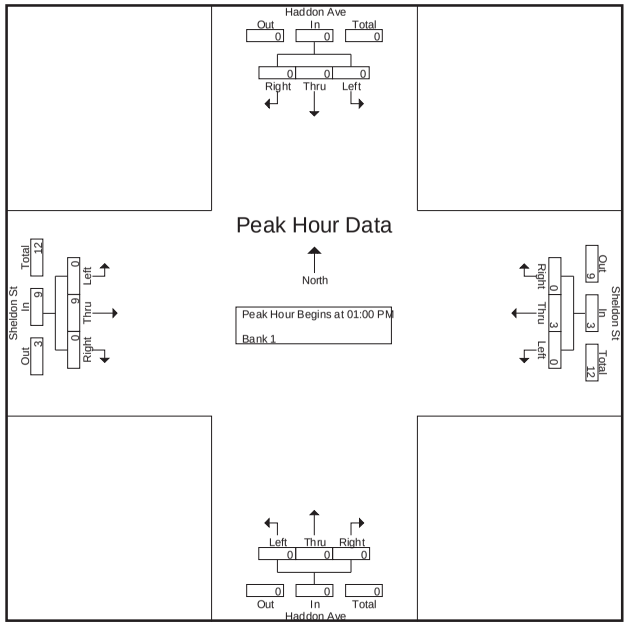
File Name : HaddonSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750	.750



CITY TRAFFIC COUNTERS
626.991.7522
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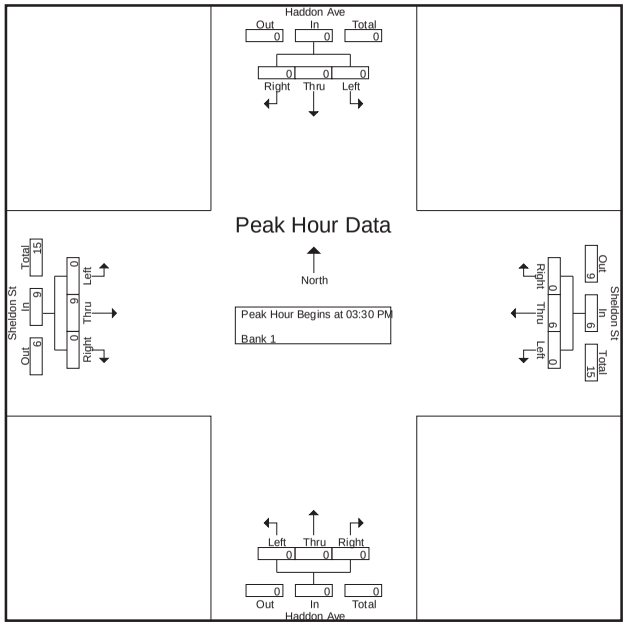
File Name : HaddonSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**	**6**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9	15
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.450	.000	.450	.625



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : HaddonSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Unshifted

	Haddon Ave Southbound			Sheldon St Westbound			Haddon Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	5	0	0	0	0	0	7	0	12
07:15 AM	1	0	0	0	6	0	0	0	0	0	4	0	11
07:30 AM	0	0	0	0	3	0	0	0	0	0	6	0	9
07:45 AM	0	0	0	0	9	0	0	0	0	0	5	0	14
Total	1	0	0	0	23	0	0	0	0	0	22	0	46
08:00 AM	0	0	0	0	4	0	0	0	0	0	6	0	10
08:15 AM	0	0	0	0	11	0	0	0	0	0	8	0	19
08:30 AM	0	0	0	0	7	0	0	0	0	0	6	0	13
08:45 AM	0	0	0	0	11	0	0	0	0	0	7	0	18
Total	0	0	0	0	33	0	0	0	0	0	27	0	60
09:00 AM	0	0	0	0	12	0	0	0	0	0	6	0	18
09:15 AM	0	0	0	0	10	0	0	0	1	0	12	0	23
09:30 AM	0	0	0	0	9	0	0	0	0	0	9	0	18
09:45 AM	0	0	0	0	3	0	0	0	0	0	6	0	9
Total	0	0	0	0	34	0	0	0	1	0	33	0	68
12:00 PM	0	0	0	0	5	0	0	0	0	0	4	0	9
12:15 PM	0	0	0	0	5	0	0	0	0	0	4	0	9
12:30 PM	0	0	0	0	5	0	0	0	0	0	2	0	7
12:45 PM	0	0	0	0	5	0	0	0	0	0	6	0	11
Total	0	0	0	0	20	0	0	0	0	0	16	0	36
01:00 PM	0	0	0	0	4	0	0	0	0	0	5	0	9
01:15 PM	0	0	0	0	7	0	1	0	1	0	3	0	12
01:30 PM	0	0	0	0	9	0	0	0	0	0	4	0	13
01:45 PM	0	0	0	0	10	0	0	0	0	0	11	0	21
Total	0	0	0	0	30	0	1	0	1	0	23	0	55
03:00 PM	0	0	0	0	8	0	0	0	0	0	8	1	17
03:15 PM	0	0	0	0	8	0	0	0	1	0	10	0	19
03:30 PM	0	0	0	0	10	0	0	0	0	0	11	0	21
03:45 PM	0	0	0	0	4	0	0	0	0	0	11	0	15
Total	0	0	0	0	30	0	0	0	1	0	40	1	72
04:00 PM	0	0	0	0	4	0	0	0	0	0	7	0	11
04:15 PM	1	0	0	0	4	0	0	0	0	0	8	0	13
04:30 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
04:45 PM	0	0	0	0	2	0	0	0	0	0	7	0	9
Total	1	0	0	0	12	0	0	0	0	0	26	0	39
05:00 PM	0	0	0	0	4	0	0	0	0	0	6	0	10
05:15 PM	0	0	0	0	4	0	0	0	0	0	7	0	11
05:30 PM	0	0	0	0	1	0	0	0	0	0	7	0	8
05:45 PM	0	0	0	0	2	0	0	0	0	0	5	0	7
Total	0	0	0	0	11	0	0	0	0	0	25	0	36
Grand Total	2	0	0	0	193	0	1	0	3	0	212	1	412
Apprch %	100	0	0	0	100	0	25	0	75	0	99.5	0.5	
Total %	0.5	0	0	0	46.8	0	0.2	0	0.7	0	51.5	0.2	

CITY TRAFFIC COUNTERS
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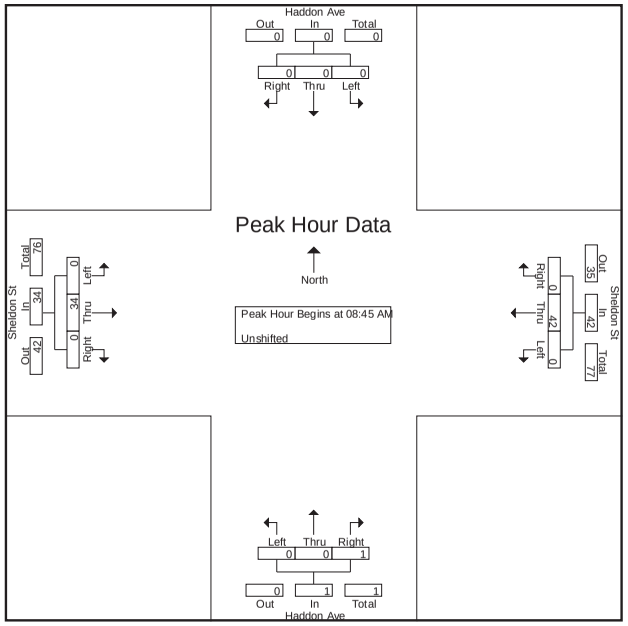
File Name : HaddonSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	7	0	7	18
09:00 AM	0	0	0	0	0	**12**	0	**12**	0	0	0	0	0	6	0	6	18
09:15 AM	0	0	0	0	0	10	0	10	0	0	**1**	**1**	0	**12**	0	**12**	**23**
09:30 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	9	0	9	18
Total Volume	0	0	0	0	0	42	0	42	0	0	1	1	0	34	0	34	77
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.250	.250	.000	.708	.000	.708	.837



CITY TRAFFIC COUNTERS
626.991.7522
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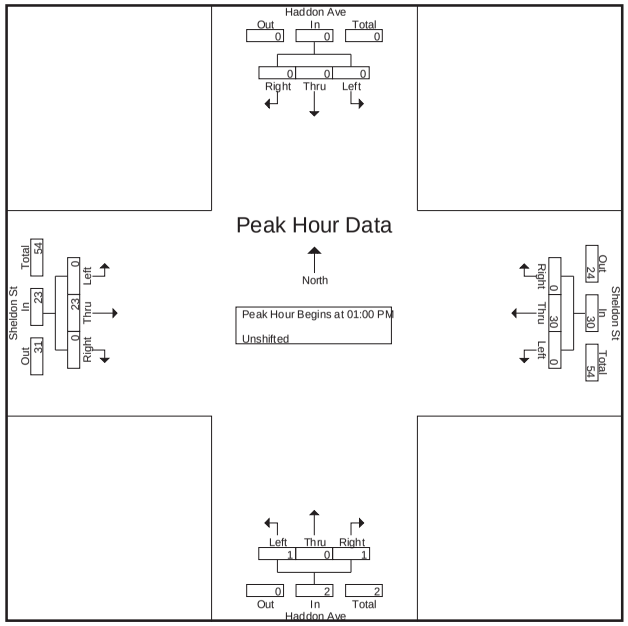
File Name : HaddonSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
01:15 PM	0	0	0	0	0	7	0	7	**1**	0	**1**	**2**	0	3	0	3	12
01:30 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
01:45 PM	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**11**	0	**11**	**21**
Total Volume	0	0	0	0	0	30	0	30	1	0	1	2	0	23	0	23	55
% App. Total	0	0	0		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.250	.250	.000	.523	.000	.523	.655



CITY TRAFFIC COUNTERS
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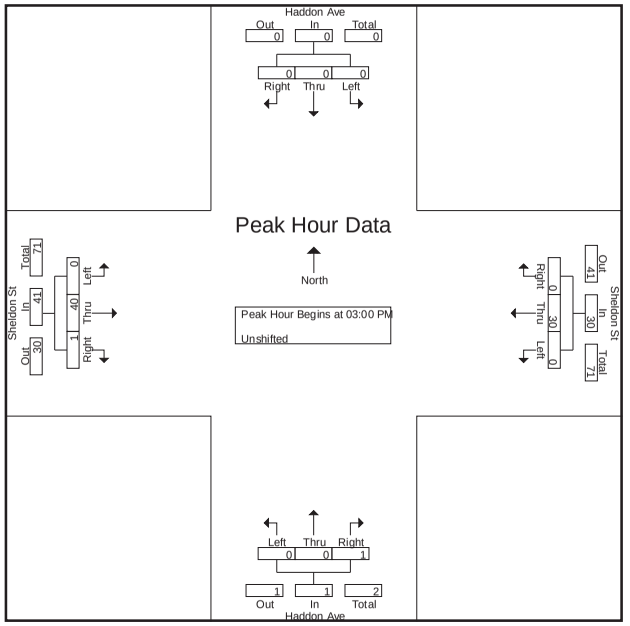
File Name : HaddonSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	**1**	9	17
03:15 PM	0	0	0	0	0	8	0	8	0	0	**1**	**1**	0	10	0	10	19
03:30 PM	0	0	0	0	0	**10**	0	**10**	0	0	0	0	0	**11**	0	**11**	**21**
03:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	11	15
Total Volume	0	0	0	0	0	30	0	30	0	0	1	1	0	40	1	41	72
% App. Total	0	0	0		0	100	0		0	0	100		0	97.6	2.4		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.250	.250	.000	.909	.250	.932	.857



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : HaddonSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Bank 1

	Haddon Ave Southbound			Sheldon St Westbound			Haddon Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	4	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
07:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	1	0	9	0	0	0	0	0	5	0	15
08:00 AM	0	0	0	0	4	0	0	0	0	0	4	0	8
08:15 AM	0	0	0	0	2	0	0	0	0	0	4	0	6
08:30 AM	0	0	0	0	3	0	0	0	0	0	5	0	8
08:45 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
Total	0	0	0	0	13	0	0	0	0	0	15	0	28
09:00 AM	0	0	0	0	7	0	0	0	0	0	5	0	12
09:15 AM	0	0	0	0	6	0	0	0	0	0	6	0	12
09:30 AM	0	0	0	0	7	0	0	0	0	0	2	0	9
09:45 AM	0	0	0	0	6	0	0	0	0	0	4	0	10
Total	0	0	0	0	26	0	0	0	0	0	17	0	43
12:00 PM	0	0	0	0	4	0	0	0	0	0	4	0	8
12:15 PM	0	0	0	0	4	0	0	0	0	0	3	0	7
12:30 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
12:45 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
Total	0	0	0	0	14	0	0	0	0	0	12	0	26
01:00 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
01:15 PM	0	0	0	0	5	0	0	0	0	0	3	0	8
01:30 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
01:45 PM	0	0	0	0	5	0	0	0	0	0	2	0	7
Total	0	0	0	0	17	0	0	0	0	0	10	0	27
03:00 PM	0	0	0	0	2	0	0	0	0	0	5	0	7
03:15 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
03:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	7	0	0	0	0	0	13	0	20
04:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
04:15 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
04:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
04:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	3	0	0	0	0	0	13	0	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	12	0	12
Grand Total	0	0	1	0	89	0	0	0	0	0	97	0	187
Apprch %	0	0	100	0	100	0	0	0	0	0	100	0	
Total %	0	0	0.5	0	47.6	0	0	0	0	0	51.9	0	

CITY TRAFFIC COUNTERS
626.991.7522
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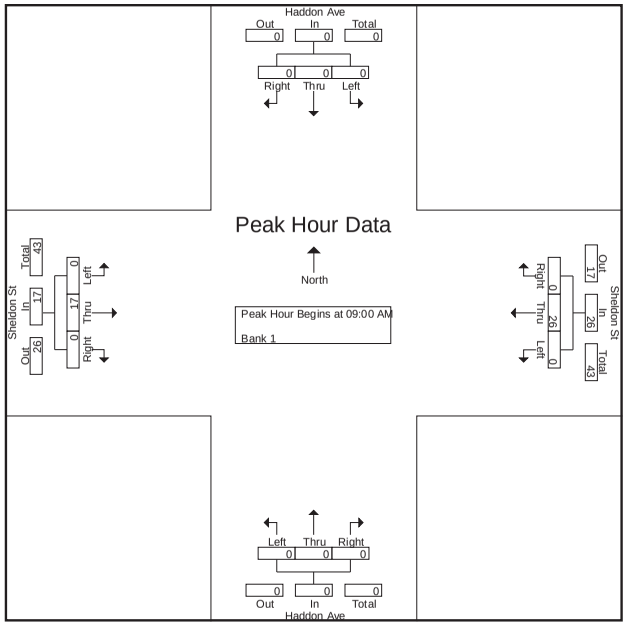
File Name : HaddonSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	5	0	5	**12**
09:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	**6**	0	**6**	12
09:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
09:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
Total Volume	0	0	0	0	0	26	0	26	0	0	0	0	0	17	0	17	43
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.929	.000	.929	.000	.000	.000	.000	.000	.708	.000	.708	.896



CITY TRAFFIC COUNTERS
626.991.7522
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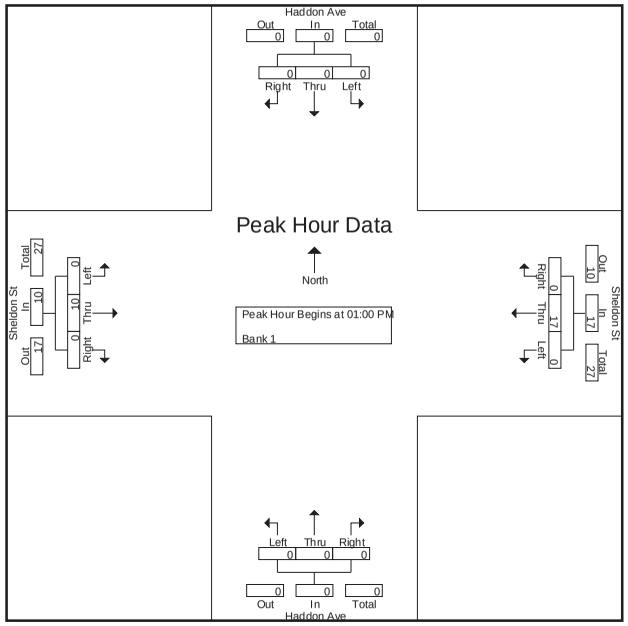
File Name : HaddonSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
01:15 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	**3**	0	**3**	**8**
01:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
01:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
Total Volume	0	0	0	0	0	17	0	17	0	0	0	0	0	10	0	10	27
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.850	.000	.850	.000	.000	.000	.000	.000	.833	.000	.833	.844



CITY TRAFFIC COUNTERS
626.991.7522
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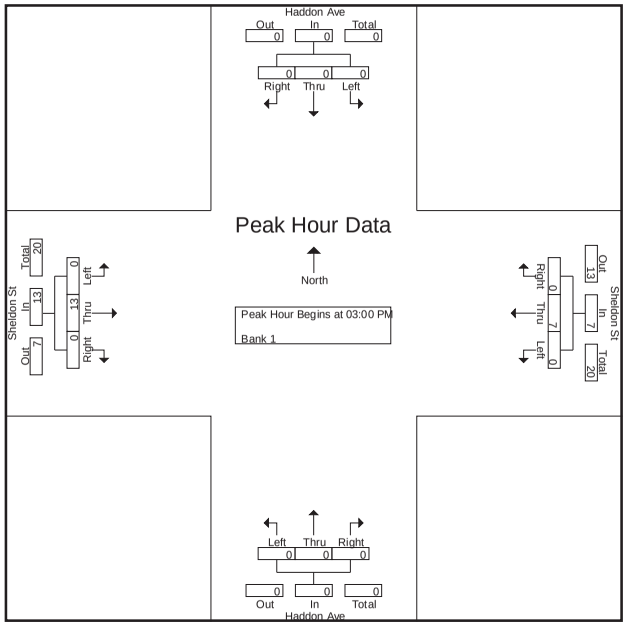
File Name : HaddonSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**5**	0	**5**	**7**
03:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	13	0	13	20
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.000	.650	.000	.650	.714



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : HaddonSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Haddon Ave Southbound			Sheldon St Westbound			Haddon Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	3	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	0	0	0	0	0	3	0	5
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
Grand Total	0	0	0	0	8	0	0	0	0	0	13	0	21
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	38.1	0	0	0	0	0	61.9	0	

CITY TRAFFIC COUNTERS
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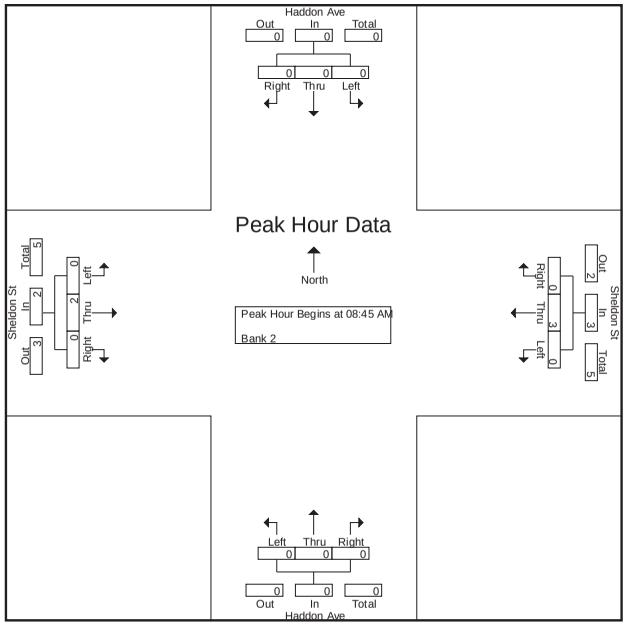
File Name : HaddonSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.625



CITY TRAFFIC COUNTERS
626.991.7522
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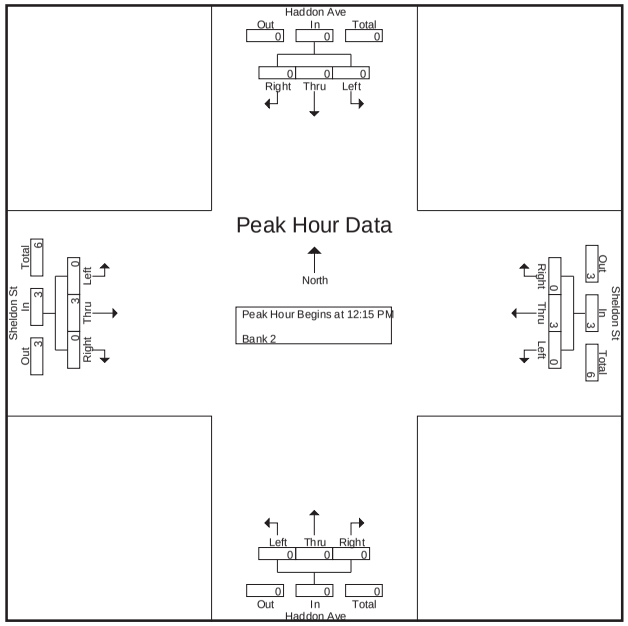
File Name : HaddonSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	**2**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.375	.000	.375	.750



CITY TRAFFIC COUNTERS
626.991.7522
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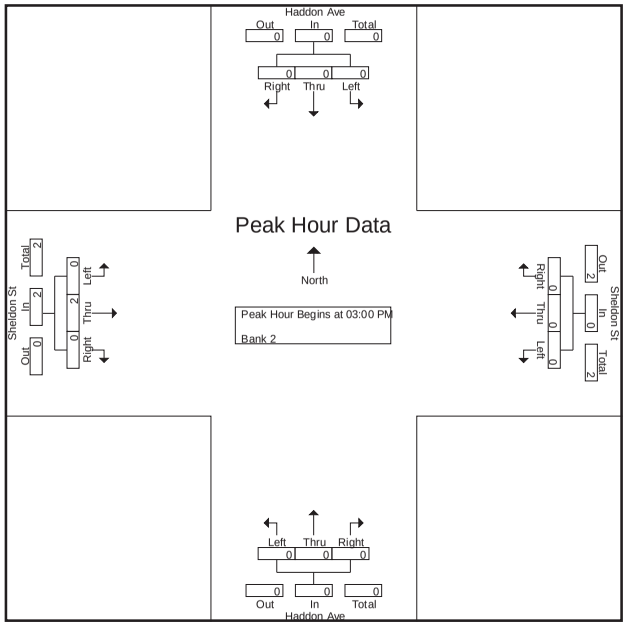
File Name : HaddonSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : HaddonSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Bank 2

	Haddon Ave Southbound			Sheldon St Westbound			Haddon Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	4	0	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	5	0	0	0	0	0	7	0	12
08:00 AM	0	0	0	0	2	0	0	0	0	0	5	0	7
08:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:30 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
08:45 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
Total	0	0	0	0	8	0	0	0	0	0	10	0	18
09:00 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
09:15 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
09:30 AM	0	0	0	0	4	0	0	0	0	0	4	0	8
09:45 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
Total	0	0	0	0	13	0	0	0	0	0	9	0	22
12:00 PM	0	0	0	0	5	0	0	0	0	0	2	0	7
12:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
12:30 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
12:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	0	10	0	0	0	0	0	12	0	22
01:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
Total	0	0	0	0	4	0	0	0	0	0	8	0	12
03:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
03:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
03:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	6	0	9
04:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	0	45	0	0	0	0	0	53	0	98
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	45.9	0	0	0	0	0	54.1	0	

CITY TRAFFIC COUNTERS
626.991.7522
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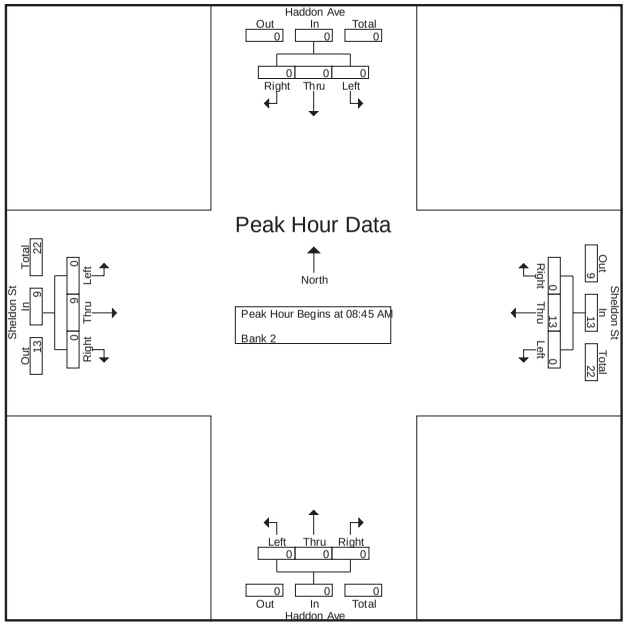
File Name : HaddonSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
09:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
09:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
09:30 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**4**	0	**4**	**8**
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.813	.000	.813	.000	.000	.000	.000	.000	.563	.000	.563	.688



CITY TRAFFIC COUNTERS
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File Name : HaddonSheldon_5Axle
Site Code : 00000000
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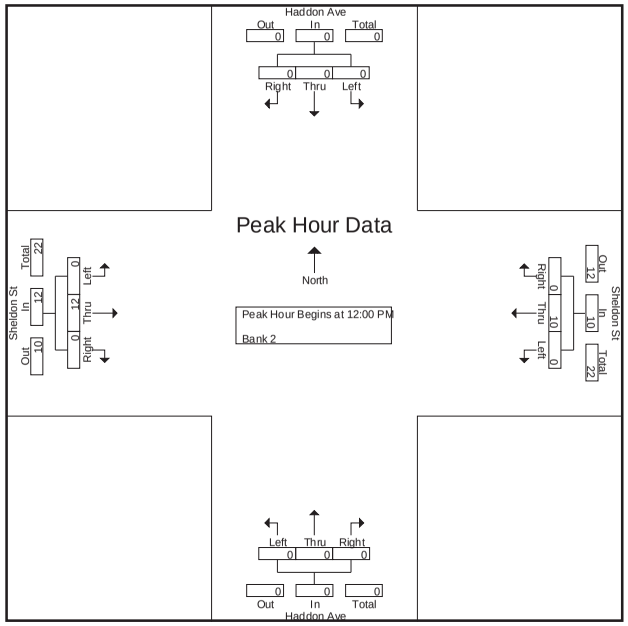
Page No : 3

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	2	0	2	**7**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	4
12:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	12	0	12	22
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.786



CITY TRAFFIC COUNTERS
626.991.7522
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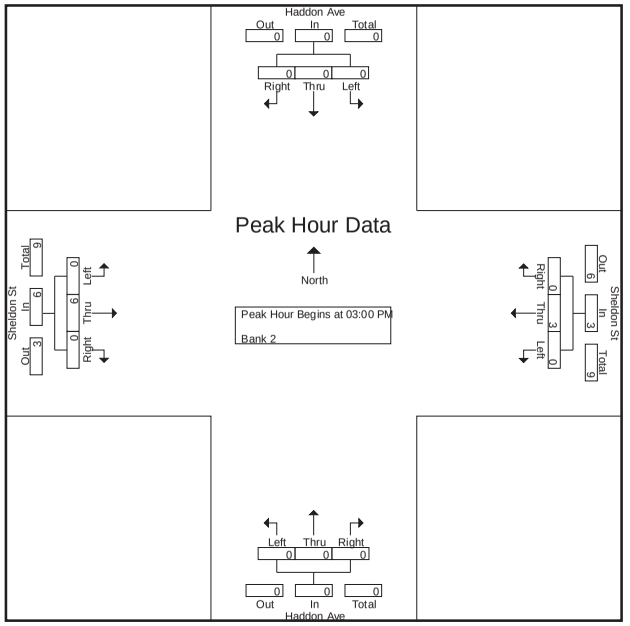
File Name : HaddonSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Haddon Ave Southbound				Sheldon St Westbound				Haddon Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750	.750



CITY TRAFFIC COUNTERS
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INT. 12

File Name : TelfairSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Unshifted

	Telfair Ave Southbound			Sheldon St Westbound			Telfair Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	11	9	128	0	25	2	8	1	78	10	274
07:15 AM	1	2	9	20	168	4	34	4	11	2	100	26	381
07:30 AM	4	17	11	35	173	4	45	5	11	0	97	30	432
07:45 AM	5	22	6	41	139	15	18	5	15	0	128	52	446
Total	10	43	37	105	608	23	122	16	45	3	403	118	1533
08:00 AM	1	4	4	33	161	6	27	4	19	3	108	33	403
08:15 AM	0	3	1	35	144	0	28	0	7	0	96	18	332
08:30 AM	0	1	1	3	110	0	18	2	4	1	82	7	229
08:45 AM	0	0	1	2	85	1	6	0	1	3	106	6	211
Total	1	8	7	73	500	7	79	6	31	7	392	64	1175
09:00 AM	0	0	2	4	82	0	12	0	3	0	77	8	188
09:15 AM	0	0	3	5	94	1	6	0	1	0	92	15	217
09:30 AM	0	0	6	2	88	1	14	0	2	0	88	4	205
09:45 AM	3	0	7	3	85	2	16	0	3	0	92	5	216
Total	3	0	18	14	349	4	48	0	9	0	349	32	826
12:00 PM	0	0	3	4	86	5	9	0	2	3	79	10	201
12:15 PM	0	1	1	6	85	1	5	1	7	1	98	8	214
12:30 PM	0	0	2	3	106	3	11	1	2	1	107	8	244
12:45 PM	0	2	4	3	84	14	6	2	3	1	91	9	219
Total	0	3	10	16	361	23	31	4	14	6	375	35	878
01:00 PM	0	0	5	11	75	5	11	0	5	2	106	4	224
01:15 PM	0	0	2	4	97	4	6	1	6	2	113	9	244
01:30 PM	0	0	0	3	96	0	6	1	1	0	115	6	228
01:45 PM	0	1	2	6	103	2	10	0	5	2	96	6	233
Total	0	1	9	24	371	11	33	2	17	6	430	25	929
03:00 PM	0	1	9	6	138	0	33	3	10	0	124	31	355
03:15 PM	0	0	3	10	130	4	15	2	10	4	157	12	347
03:30 PM	0	2	3	17	137	2	16	2	6	3	177	15	380
03:45 PM	1	1	4	22	121	1	26	0	20	10	155	21	382
Total	1	4	19	55	526	7	90	7	46	17	613	79	1464
04:00 PM	0	0	2	20	114	2	27	1	20	2	158	23	369
04:15 PM	0	1	2	5	104	0	21	0	13	2	138	26	312
04:30 PM	0	1	7	9	127	3	15	2	15	1	154	20	354
04:45 PM	0	2	5	17	148	3	23	2	15	2	157	22	396
Total	0	4	16	51	493	8	86	5	63	7	607	91	1431
05:00 PM	2	2	12	12	150	2	33	0	10	5	148	33	409
05:15 PM	2	1	3	11	117	1	16	1	7	2	130	29	320
05:30 PM	1	7	5	12	119	1	18	1	7	9	119	24	323
05:45 PM	1	4	3	9	93	1	14	3	7	3	128	20	286
Total	6	14	23	44	479	5	81	5	31	19	525	106	1338
Grand Total	21	77	139	382	3687	88	570	45	256	65	3694	550	9574
Apprch %	8.9	32.5	58.6	9.2	88.7	2.1	65.4	5.2	29.4	1.5	85.7	12.8	
Total %	0.2	0.8	1.5	4	38.5	0.9	6	0.5	2.7	0.7	38.6	5.7	

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File Name : TelfairSheldon
Site Code : 00000000
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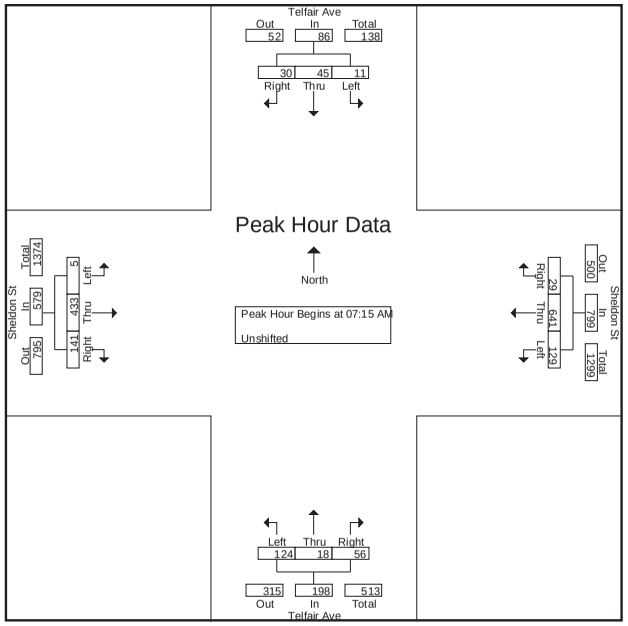
	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	2	9	12	20	168	4	192	34	4	11	49	2	100	26	128	381
07:30 AM	4	17	**11**	32	35	**173**	4	**212**	**45**	**5**	11	**61**	0	97	30	127	432
07:45 AM	**5**	**22**	6	**33**	**41**	139	**15**	195	18	5	15	38	0	**128**	**52**	**180**	**446**
08:00 AM	1	4	4	9	33	161	6	200	27	4	**19**	50	**3**	108	33	144	403
Total Volume	11	45	30	86	129	641	29	799	124	18	56	198	5	433	141	579	1662
% App. Total	12.8	52.3	34.9		16.1	80.2	3.6		62.6	9.1	28.3		0.9	74.8	24.4		
PHF	.550	.511	.682	.652	.787	.926	.483	.942	.689	.900	.737	.811	.417	.846	.678	.804	.932



CITY TRAFFIC COUNTERS
626.991.7522
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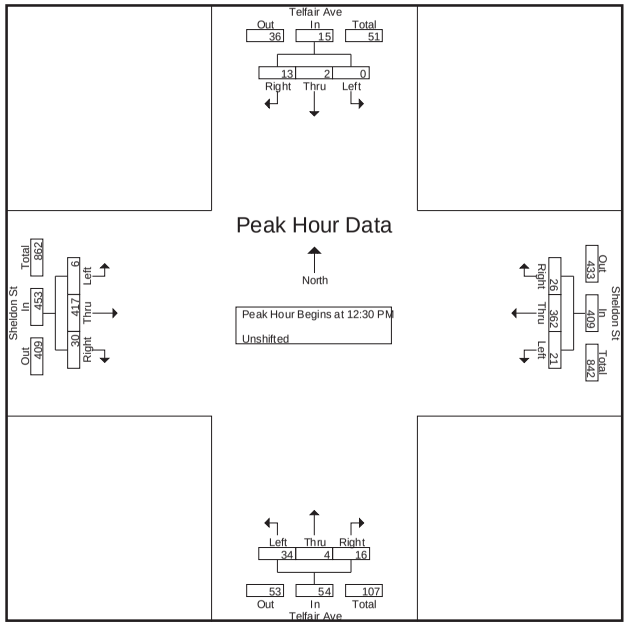
File Name : TelfairSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	2	2	3	**106**	3	**112**	**11**	1	2	14	1	107	8	116	**244**
12:45 PM	0	**2**	4	**6**	3	84	**14**	101	6	**2**	3	11	1	91	**9**	101	219
01:00 PM	0	0	**5**	5	**11**	75	5	91	11	0	5	**16**	**2**	106	4	112	224
01:15 PM	0	0	2	2	4	97	4	105	6	1	**6**	13	2	**113**	9	**124**	244
Total Volume	0	2	13	15	21	362	26	409	34	4	16	54	6	417	30	453	931
% App. Total	0	13.3	86.7		5.1	88.5	6.4		63	7.4	29.6		1.3	92.1	6.6		
PHF	.000	.250	.650	.625	.477	.854	.464	.913	.773	.500	.667	.844	.750	.923	.833	.913	.954



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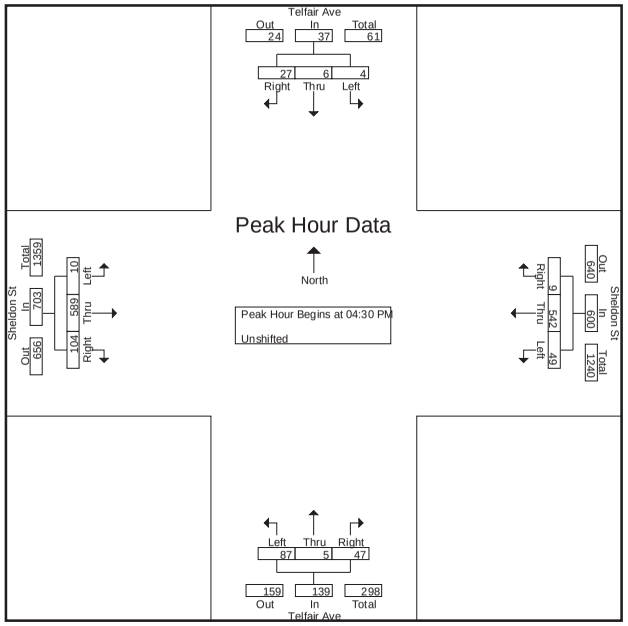
File Name : TelfairSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	7	8	9	127	**3**	139	15	**2**	**15**	32	1	154	20	175	354
04:45 PM	0	**2**	5	7	**17**	148	3	**168**	23	2	15	40	2	**157**	22	181	396
05:00 PM	**2**	2	**12**	**16**	12	**150**	2	164	**33**	0	10	**43**	**5**	148	**33**	**186**	**409**
05:15 PM	2	1	3	6	11	117	1	129	16	1	7	24	2	130	29	161	320
Total Volume	4	6	27	37	49	542	9	600	87	5	47	139	10	589	104	703	1479
% App. Total	10.8	16.2	73		8.2	90.3	1.5		62.6	3.6	33.8		1.4	83.8	14.8		
PHF	.500	.750	.563	.578	.721	.903	.750	.893	.659	.625	.783	.808	.500	.938	.788	.945	.904



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File Name : TelfairSheldon_MC
Site Code : 00000000
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Groups Printed- Bank 2

	Telfair Ave Southbound			Sheldon St Westbound			Telfair Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	2	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	2	0	0	0	0	0	2	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
01:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	4	0	0	0	0	0	2	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
05:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	5	0	0	0	0	0	3	0	8
Grand Total	0	0	0	0	19	0	0	0	0	0	10	0	29
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	65.5	0	0	0	0	0	34.5	0	

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File Name : TelfairSheldon_MC
Site Code : 00000000
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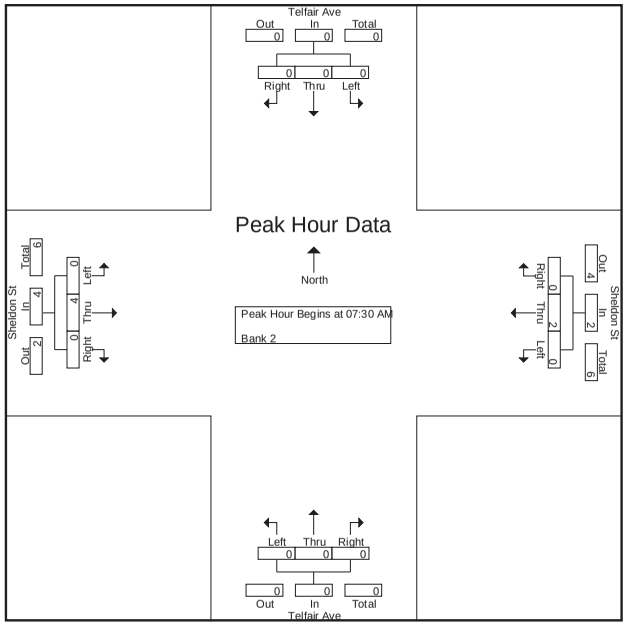
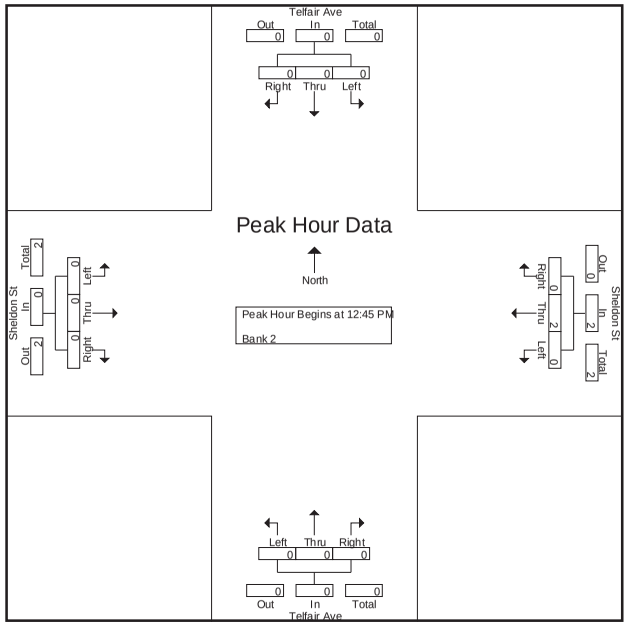
	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	**3**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	1.00	.000	1.00	.500



File Name : TelfairSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



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File Name : TelfairSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
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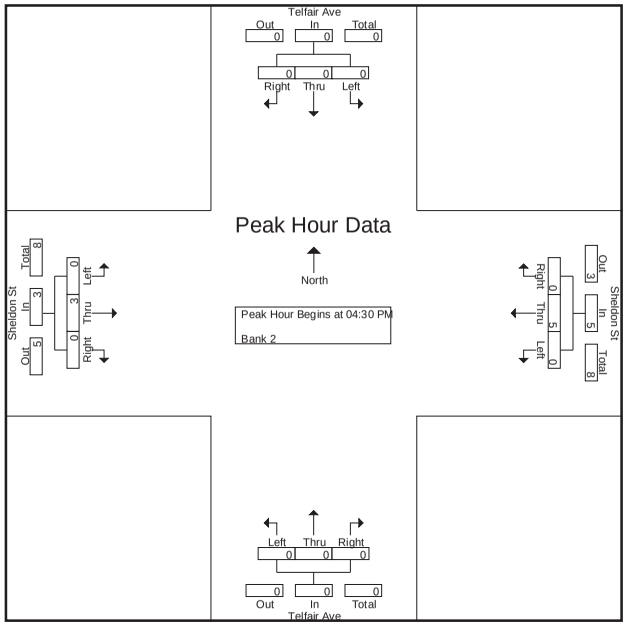
	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	**4**
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.750	.000	.750	.500



CITY TRAFFIC COUNTERS
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File Name : TelfairSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014
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Groups Printed- Bank 1

	Telfair Ave Southbound			Sheldon St Westbound			Telfair Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	2	0	1	0	0	0	2	1	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
07:30 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
07:45 AM	0	0	0	1	1	0	0	0	0	0	1	0	3
Total	0	0	0	2	4	0	1	0	1	0	6	2	16
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	1	0	0	0	0	0	4	0	5
08:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	2	0	0	0	0	0	7	0	9
09:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	1	0	0	0	0	0	0	4	0	5
Total	0	0	0	1	1	0	0	0	0	0	7	0	9
12:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:15 PM	0	0	0	1	1	0	0	0	0	0	6	0	8
01:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
01:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	1	3	0	0	0	0	0	13	0	17
03:15 PM	0	0	0	1	0	0	0	0	1	0	1	0	3
03:30 PM	0	0	0	1	1	0	1	0	1	0	1	0	5
03:45 PM	0	0	0	0	2	0	0	0	0	0	0	1	3
Total	0	0	0	2	3	0	1	0	2	0	2	1	11
04:00 PM	0	0	0	0	1	0	0	0	0	0	4	1	6
04:15 PM	0	0	0	0	1	0	0	0	0	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	0	0	1	0	0	8	2	13
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	1	0	0	2	0	3
Grand Total	0	0	0	6	17	0	2	2	3	0	45	5	80
Apprch %	0	0	0	26.1	73.9	0	28.6	28.6	42.9	0	90	10	
Total %	0	0	0	7.5	21.2	0	2.5	2.5	3.8	0	56.2	6.2	

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File Name : TelfairSheldon_Bus
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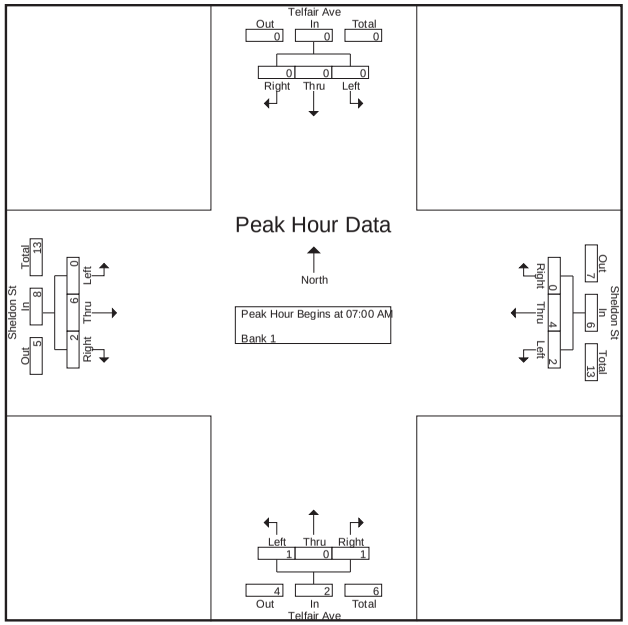
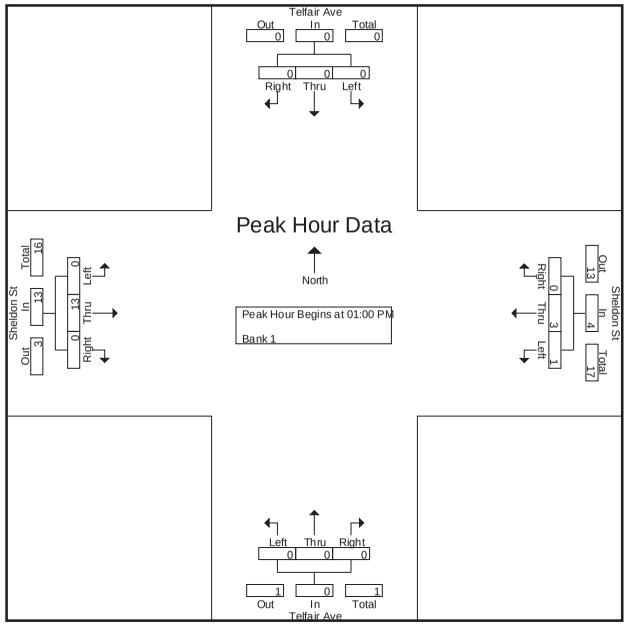
Page No : 2

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	**2**	0	**3**	**1**	0	0	**1**	0	**2**	**1**	**3**	**7**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	**1**	1	0	1	0	1	3
07:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	2	4	0	6	1	0	1	2	0	6	2	8	16
% App. Total	0	0	0		33.3	66.7	0		50	0	50		0	75	25		
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.250	.000	.250	.500	.000	.750	.500	.667	.571



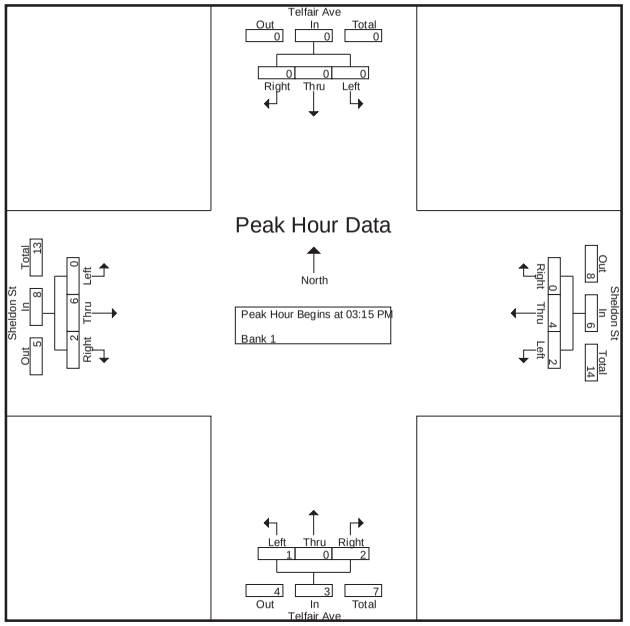
File Name : TelfairSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1	2
01:15 PM	0	0	0	0	**1**	1	0	**2**	0	0	0	0	0	**6**	0	**6**	**8**
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	13	0	13	17
% App. Total	0	0	0		25	75	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.750	.000	.500	.000	.000	.000	.000	.000	.542	.000	.542	.531



File Name : TelfairSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	**1**	0	0	1	0	0	**1**	1	0	1	0	1	3
03:30 PM	0	0	0	0	1	1	0	**2**	**1**	0	1	**2**	0	1	0	1	5
03:45 PM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	**1**	1	3
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	1	**5**	**6**
Total Volume	0	0	0	0	2	4	0	6	1	0	2	3	0	6	2	8	17
% App. Total	0	0	0		33.3	66.7	0		33.3	0	66.7		0	75	25		
PHF	.000	.000	.000	.000	.500	.500	.000	.750	.250	.000	.500	.375	.000	.375	.500	.400	.708



CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : TelfairSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014

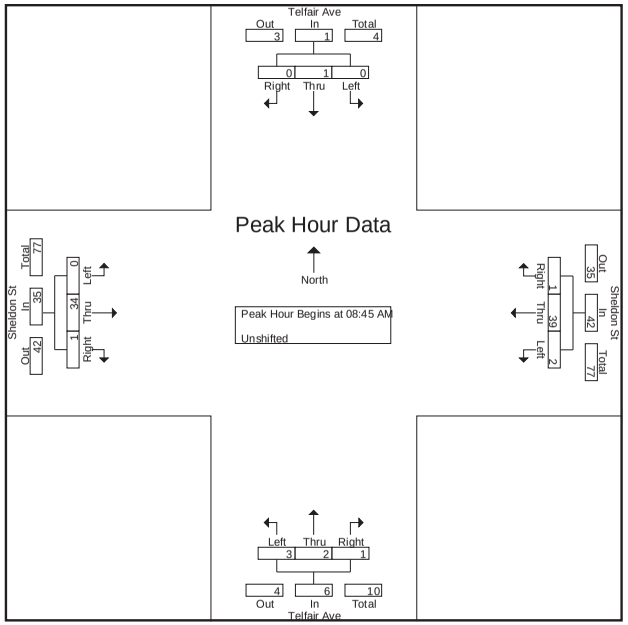
Groups Printed- Unshifted

	Telfair Ave Southbound			Sheldon St Westbound			Telfair Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	4	0	1	0	0	0	6	0	12
07:15 AM	0	0	0	0	4	0	2	0	0	0	5	0	11
07:30 AM	0	0	0	0	3	0	0	0	0	0	6	0	9
07:45 AM	0	0	0	0	7	0	2	0	0	0	5	0	14
Total	0	0	0	1	18	0	5	0	0	0	22	0	46
08:00 AM	0	0	0	0	4	0	0	0	0	0	4	2	10
08:15 AM	0	0	0	0	10	1	1	0	1	1	6	1	21
08:30 AM	0	0	0	0	6	0	1	0	0	0	6	0	13
08:45 AM	0	1	0	1	9	1	2	2	0	0	7	0	23
Total	0	1	0	1	29	2	4	2	1	1	23	3	67
09:00 AM	0	0	0	0	12	0	0	0	0	0	7	0	19
09:15 AM	0	0	0	0	10	0	0	0	0	0	12	0	22
09:30 AM	0	0	0	1	8	0	1	0	1	0	8	1	20
09:45 AM	0	0	0	0	3	0	0	0	0	0	6	0	9
Total	0	0	0	1	33	0	1	0	1	0	33	1	70
12:00 PM	0	0	0	0	5	0	0	0	0	0	4	0	9
12:15 PM	0	0	0	1	4	0	1	0	0	0	4	0	10
12:30 PM	0	0	0	1	4	1	1	0	0	2	2	0	11
12:45 PM	0	0	0	0	4	1	1	2	0	0	4	2	14
Total	0	0	0	2	17	2	3	2	0	2	14	2	44
01:00 PM	0	0	0	1	4	0	0	0	0	0	5	0	10
01:15 PM	0	0	1	0	5	0	1	0	1	0	3	1	12
01:30 PM	0	0	0	2	9	0	0	0	0	0	4	0	15
01:45 PM	0	0	0	0	10	1	0	0	0	0	11	0	22
Total	0	0	1	3	28	1	1	0	1	0	23	1	59
03:00 PM	0	0	0	0	8	1	0	1	0	0	8	0	18
03:15 PM	0	0	0	0	8	0	0	0	0	0	10	1	19
03:30 PM	0	0	0	0	11	0	0	0	0	0	11	0	22
03:45 PM	0	0	0	0	4	0	0	0	0	0	11	0	15
Total	0	0	0	0	31	1	0	1	0	0	40	1	74
04:00 PM	0	0	0	0	4	0	0	0	0	0	6	1	11
04:15 PM	0	0	0	0	4	0	0	0	0	0	3	1	8
04:30 PM	0	0	0	0	4	0	0	0	0	0	4	0	8
04:45 PM	0	0	0	0	1	0	1	0	0	0	6	0	8
Total	0	0	0	0	13	0	1	0	0	0	19	2	35
05:00 PM	0	0	0	0	2	0	1	0	0	0	7	0	10
05:15 PM	0	0	0	0	3	0	0	0	0	0	7	0	10
05:30 PM	0	0	0	0	1	0	0	0	0	0	7	0	8
05:45 PM	0	0	0	0	2	0	0	0	0	1	5	0	8
Total	0	0	0	0	8	0	1	0	0	1	26	0	36
Grand Total	0	1	1	8	177	6	16	5	3	4	200	10	431
Apprch %	0	50	50	4.2	92.7	3.1	66.7	20.8	12.5	1.9	93.5	4.7	
Total %	0	0.2	0.2	1.9	41.1	1.4	3.7	1.2	0.7	0.9	46.4	2.3	

CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : TelfairSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**1**	0	**1**	**1**	9	**1**	11	**2**	**2**	0	**4**	0	7	0	7	**23**
09:00 AM	0	0	0	0	0	**12**	0	**12**	0	0	0	0	0	7	0	7	19
09:15 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	**12**	0	**12**	22
09:30 AM	0	0	0	0	1	8	0	9	1	0	**1**	2	0	8	**1**	9	20
Total Volume	0	1	0	1	2	39	1	42	3	2	1	6	0	34	1	35	84
% App. Total	0	100	0		4.8	92.9	2.4		50	33.3	16.7		0	97.1	2.9		
PHF	.000	.250	.000	.250	.500	.813	.250	.875	.375	.250	.250	.375	.000	.708	.250	.729	.913



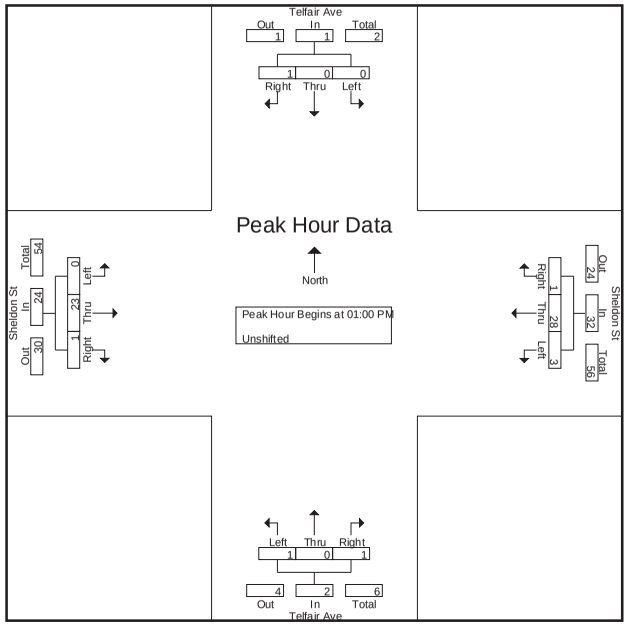
CITY TRAFFIC COUNTERS

626.991.7522

www.ctcounters.com

File Name : TelfairSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	5	0	5	10
01:15 PM	0	0	**1**	**1**	0	5	0	5	**1**	0	**1**	**2**	0	3	**1**	4	12
01:30 PM	0	0	0	0	**2**	9	0	**11**	0	0	0	0	0	4	0	4	15
01:45 PM	0	0	0	0	0	**10**	**1**	11	0	0	0	0	0	**11**	0	**11**	**22**
Total Volume	0	0	1	1	3	28	1	32	1	0	1	2	0	23	1	24	59
% App. Total	0	0	100		9.4	87.5	3.1		50	0	50		0	95.8	4.2		
PHF	.000	.000	.250	.250	.375	.700	.250	.727	.250	.000	.250	.250	.000	.523	.250	.545	.670



CITY TRAFFIC COUNTERS

626.991.7522

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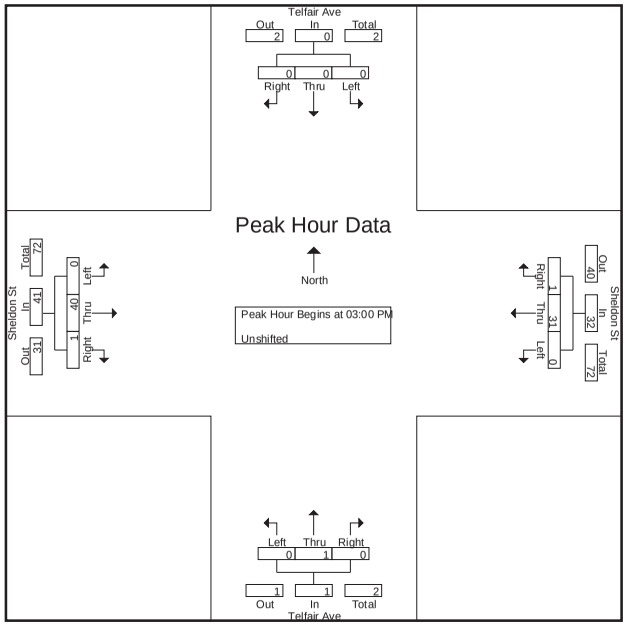
File Name : TelfairSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	8	**1**	9	0	**1**	0	**1**	0	8	0	8	18
03:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	10	**1**	**11**	19
03:30 PM	0	0	0	0	0	**11**	0	**11**	0	0	0	0	0	**11**	0	11	**22**
03:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	11	15
Total Volume	0	0	0	0	0	31	1	32	0	1	0	1	0	40	1	41	74
% App. Total	0	0	0		0	96.9	3.1		0	100	0		0	97.6	2.4		
PHF	.000	.000	.000	.000	.000	.705	.250	.727	.000	.250	.000	.250	.000	.909	.250	.932	.841



CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : TelfairSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Bank 1

	Telfair Ave Southbound			Sheldon St Westbound			Telfair Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
07:15 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
07:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	9	0	0	0	0	0	6	0	15
08:00 AM	0	0	0	0	6	0	0	0	1	0	4	0	11
08:15 AM	0	0	0	1	2	0	0	0	0	1	3	0	7
08:30 AM	0	0	1	0	2	0	0	0	0	0	5	0	8
08:45 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
Total	0	0	1	1	14	0	0	0	1	1	14	0	32
09:00 AM	0	0	0	0	7	0	0	0	0	0	4	1	12
09:15 AM	0	0	0	0	6	0	0	0	0	0	6	0	12
09:30 AM	0	0	0	0	8	0	0	0	0	0	2	0	10
09:45 AM	0	0	0	0	6	0	0	0	0	0	4	0	10
Total	0	0	0	0	27	0	0	0	0	0	16	1	44
12:00 PM	0	0	0	0	5	0	0	0	0	0	4	0	9
12:15 PM	0	0	0	0	4	0	0	0	0	0	3	0	7
12:30 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
12:45 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
Total	0	0	0	0	15	0	0	0	0	0	12	0	27
01:00 PM	0	0	0	0	5	0	0	0	0	0	3	0	8
01:15 PM	0	0	0	0	5	0	0	0	0	0	3	0	8
01:30 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
01:45 PM	0	0	0	0	4	0	0	0	0	0	3	0	7
Total	0	0	0	0	17	0	0	0	0	0	13	0	30
03:00 PM	0	0	0	0	2	0	0	0	0	0	5	0	7
03:15 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
03:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	7	0	0	0	0	0	13	0	20
04:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
04:15 PM	0	0	0	0	1	0	0	0	0	0	5	0	6
04:30 PM	0	0	0	0	1	0	0	1	0	0	2	0	4
04:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	3	0	0	1	0	0	14	0	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	12	0	12
Grand Total	0	0	1	1	92	0	0	1	1	1	100	1	198
Apprch %	0	0	100	1.1	98.9	0	0	50	50	1	98	1	
Total %	0	0	0.5	0.5	46.5	0	0	0.5	0.5	0.5	50.5	0.5	

CITY TRAFFIC COUNTERS
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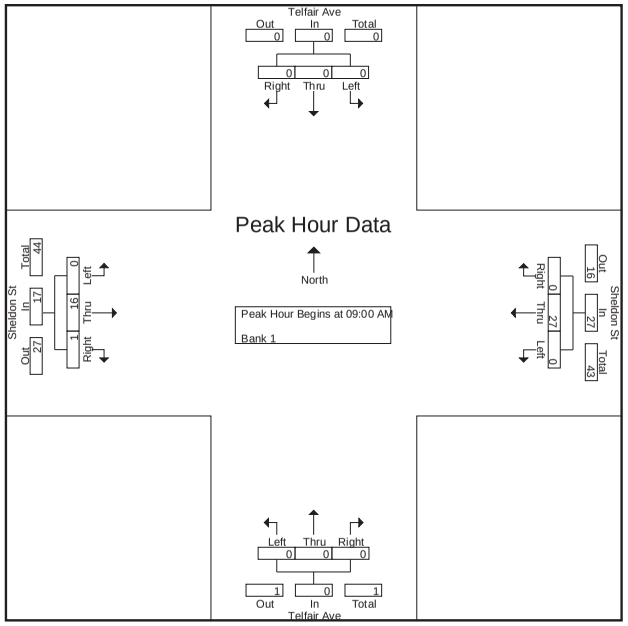
File Name : TelfairSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	**1**	5	**12**
09:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	**6**	0	**6**	12
09:30 AM	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	2	0	2	10
09:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
Total Volume	0	0	0	0	0	27	0	27	0	0	0	0	0	16	1	17	44
% App. Total	0	0	0		0	100	0		0	0	0		0	94.1	5.9		
PHF	.000	.000	.000	.000	.000	.844	.000	.844	.000	.000	.000	.000	.000	.667	.250	.708	.917



CITY TRAFFIC COUNTERS
626.991.7522
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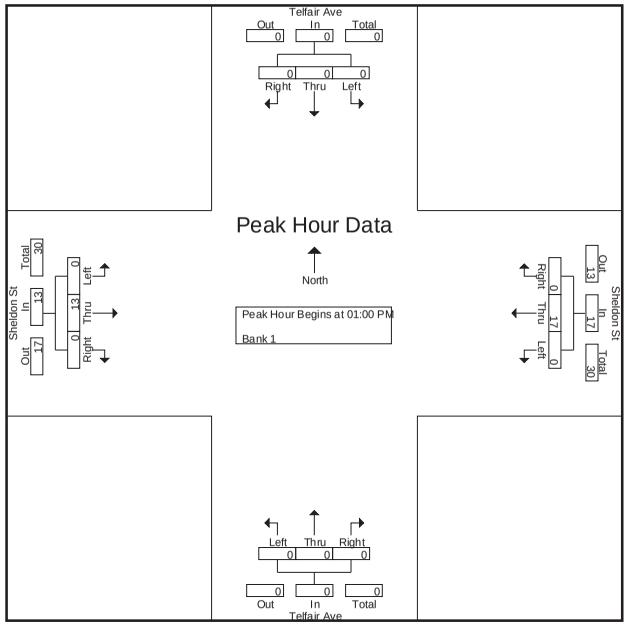
File Name : TelfairSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	3	0	3	**8**
01:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
01:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**4**	0	**4**	7
01:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total Volume	0	0	0	0	0	17	0	17	0	0	0	0	0	13	0	13	30
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.850	.000	.850	.000	.000	.000	.000	.000	.813	.000	.813	.938



CITY TRAFFIC COUNTERS
626.991.7522
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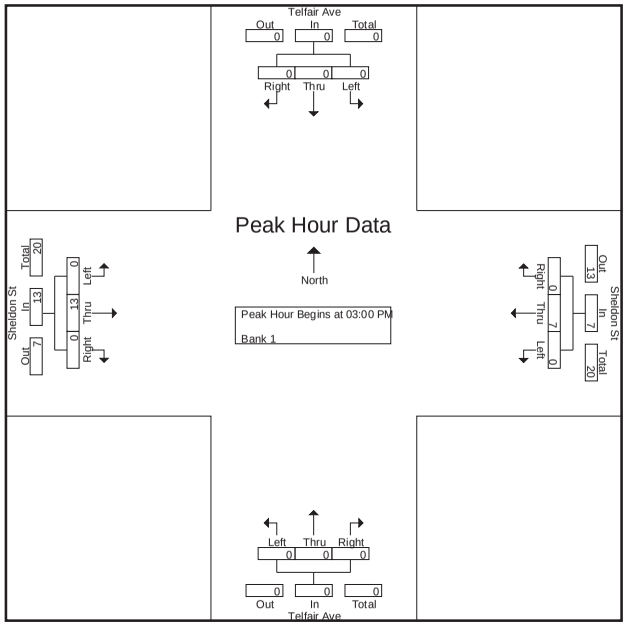
File Name : TelfairSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**5**	0	**5**	**7**
03:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total Volume	0	0	0	0	0	7	0	7	0	0	0	0	0	13	0	13	20
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.000	.650	.000	.650	.714



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : TelfairSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Telfair Ave Southbound			Sheldon St Westbound			Telfair Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	3	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	0	0	0	0	0	3	0	5
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
Grand Total	0	0	0	0	9	0	0	0	0	0	13	0	22
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	40.9	0	0	0	0	0	59.1	0	

CITY TRAFFIC COUNTERS
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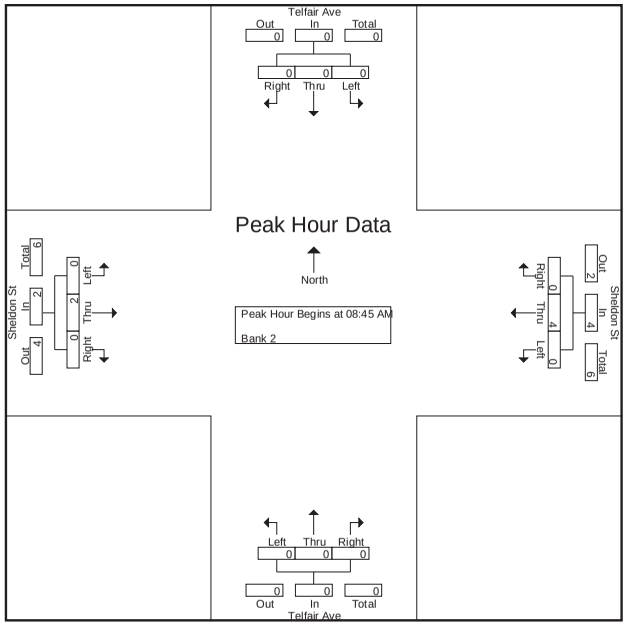
File Name : TelfairSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**2**
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.750



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : TelfairSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Bank 2

	Telfair Ave Southbound			Sheldon St Westbound			Telfair Ave Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	4	0	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	5	0	0	0	0	0	7	0	12
08:00 AM	0	0	0	0	2	0	0	0	0	0	5	0	7
08:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:30 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	5	0	0	0	0	0	10	0	15
09:00 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
09:15 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
09:30 AM	0	0	0	0	4	0	0	0	0	0	4	0	8
09:45 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
Total	0	0	0	0	13	0	0	0	0	0	9	0	22
12:00 PM	0	0	0	0	5	0	0	0	0	0	2	0	7
12:15 PM	0	0	0	1	0	0	0	0	0	0	4	0	5
12:30 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
12:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	1	10	0	0	0	0	0	12	0	23
01:00 PM	0	0	0	0	0	0	1	0	0	0	2	0	3
01:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
Total	0	0	0	0	4	0	1	0	0	0	9	0	14
03:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
03:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	6	0	8
04:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	1	41	0	1	0	0	0	54	0	97
Apprch %	0	0	0	2.4	97.6	0	100	0	0	0	100	0	
Total %	0	0	0	1	42.3	0	1	0	0	0	55.7	0	

CITY TRAFFIC COUNTERS
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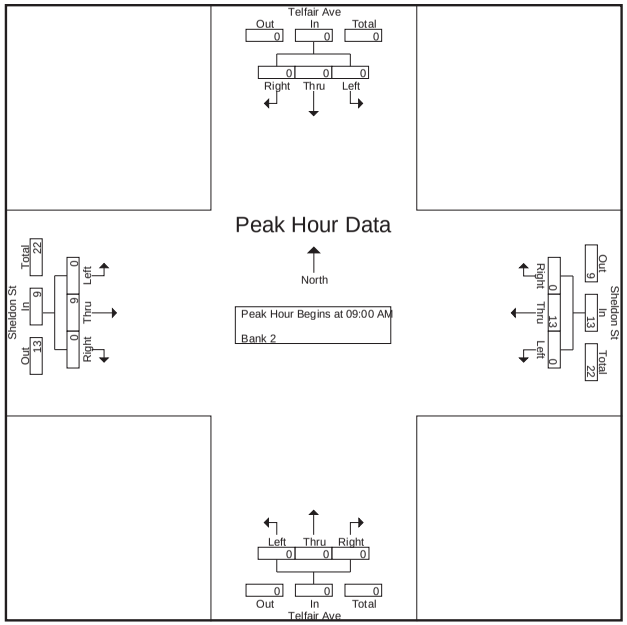
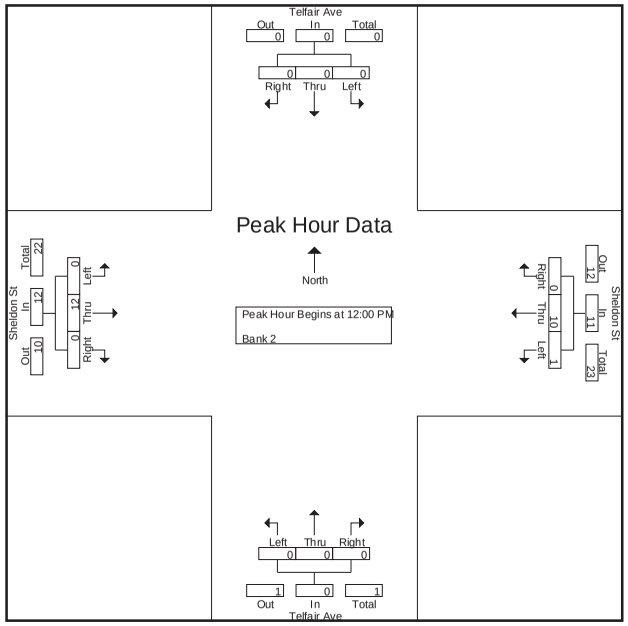
File Name : TelfairSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
09:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
09:30 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**4**	0	**4**	**8**
09:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.813	.000	.813	.000	.000	.000	.000	.000	.563	.000	.563	.688



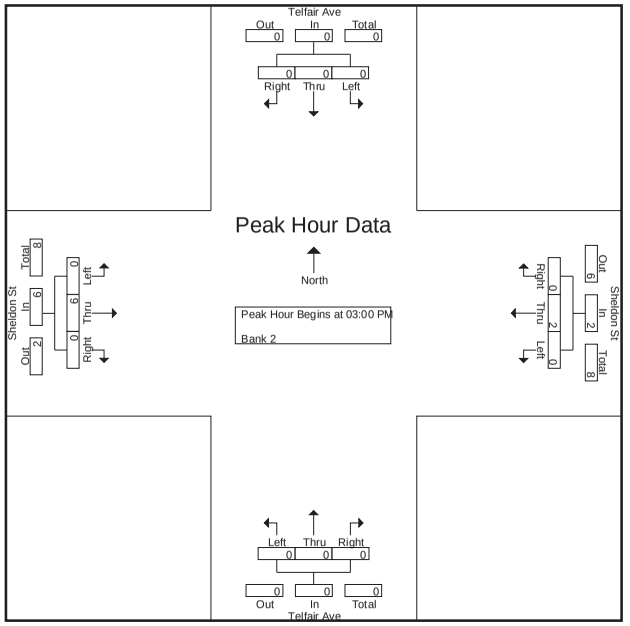
File Name : TelfairSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	2	0	2	**7**
12:15 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	**4**	0	**4**	5
12:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	0	1	10	0	11	0	0	0	0	0	12	0	12	23
% App. Total	0	0	0		9.1	90.9	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.550	.000	.000	.000	.000	.000	.750	.000	.750	.821



File Name : TelfairSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Telfair Ave Southbound				Sheldon St Westbound				Telfair Ave Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
03:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	2	0	2	**3**
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.667



CITY TRAFFIC COUNTERS
626.991.7522
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INT. 13

File Name : SanFSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Sheldon St Westbound			San Fernando Rd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	11	61	9	16	157	11	25	111	11	5	78	38	533
07:15 AM	11	91	23	22	174	14	42	140	5	4	74	19	619
07:30 AM	13	88	25	23	219	26	32	135	9	12	77	35	694
07:45 AM	32	137	39	24	230	37	45	189	14	12	82	34	875
Total	67	377	96	85	780	88	144	575	39	33	311	126	2721
08:00 AM	20	91	22	10	215	27	45	170	17	14	64	33	728
08:15 AM	28	79	13	20	188	22	26	115	14	8	61	30	604
08:30 AM	10	54	11	12	179	7	28	100	6	11	60	14	492
08:45 AM	5	82	26	17	153	7	28	83	7	12	53	15	488
Total	63	306	72	59	735	63	127	468	44	45	238	92	2312
09:00 AM	9	53	12	10	111	6	15	75	5	6	57	22	381
09:15 AM	13	66	7	14	100	13	25	75	8	7	46	26	400
09:30 AM	16	65	12	7	79	10	19	86	10	10	61	17	392
09:45 AM	12	59	13	16	77	19	21	62	13	9	61	17	379
Total	50	243	44	47	367	48	80	298	36	32	225	82	1552
12:00 PM	20	70	10	9	78	13	25	79	14	6	86	28	438
12:15 PM	15	62	7	20	83	5	21	67	16	14	64	27	401
12:30 PM	16	79	16	13	79	13	24	61	15	15	77	34	442
12:45 PM	13	58	12	12	83	7	19	64	7	10	90	32	407
Total	64	269	45	54	323	38	89	271	52	45	317	121	1688
01:00 PM	15	72	16	12	88	9	23	63	11	12	75	28	424
01:15 PM	19	83	11	11	77	17	20	74	14	16	79	19	440
01:30 PM	14	69	15	16	86	13	27	78	7	18	82	18	443
01:45 PM	12	75	11	8	76	16	27	76	11	13	98	25	448
Total	60	299	53	47	327	55	97	291	43	59	334	90	1755
03:00 PM	22	119	18	19	80	11	31	102	17	19	99	26	563
03:15 PM	22	92	16	9	83	21	37	90	21	16	98	20	525
03:30 PM	22	122	14	8	89	23	44	124	31	17	135	38	667
03:45 PM	24	119	14	12	113	16	25	109	16	25	138	26	637
Total	90	452	62	48	365	71	137	425	85	77	470	110	2392
04:00 PM	24	120	18	14	117	23	37	110	11	9	127	31	641
04:15 PM	23	104	15	12	113	12	37	77	23	17	134	22	589
04:30 PM	14	130	17	20	103	17	41	115	22	19	147	51	696
04:45 PM	23	126	8	17	140	28	36	96	12	25	140	26	677
Total	84	480	58	63	473	80	151	398	68	70	548	130	2603
05:00 PM	27	118	15	19	117	16	41	134	14	15	148	24	688
05:15 PM	21	111	10	14	94	13	32	94	21	12	171	27	620
05:30 PM	18	110	11	12	88	16	29	102	14	17	140	33	590
05:45 PM	20	116	4	6	88	14	30	92	10	15	134	23	552
Total	86	455	40	51	387	59	132	422	59	59	593	107	2450
Grand Total	564	2881	470	454	3757	502	957	3148	426	420	3036	858	17473
Apprch %	14.4	73.6	12	9.6	79.7	10.7	21.1	69.5	9.4	9.7	70.4	19.9	
Total %	3.2	16.5	2.7	2.6	21.5	2.9	5.5	18	2.4	2.4	17.4	4.9	

CITY TRAFFIC COUNTERS
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File Name : SanFSheldon
Site Code : 00000000
Start Date : 1/15/2014
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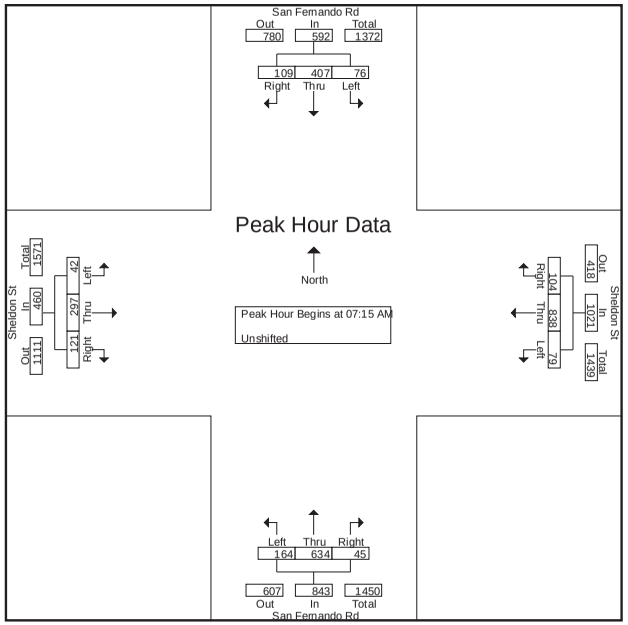
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	91	23	125	22	174	14	210	42	140	5	187	4	74	19	97	619
07:30 AM	13	88	25	126	23	219	26	268	32	135	9	176	12	77	**35**	124	694
07:45 AM	**32**	**137**	**39**	**208**	**24**	**230**	**37**	**291**	**45**	**189**	14	**248**	12	**82**	34	**128**	**875**
08:00 AM	20	91	22	133	10	215	27	252	45	170	**17**	232	**14**	64	33	111	728
Total Volume	76	407	109	592	79	838	104	1021	164	634	45	843	42	297	121	460	2916
% App. Total	12.8	68.8	18.4		7.7	82.1	10.2		19.5	75.2	5.3		9.1	64.6	26.3		
PHF	.594	.743	.699	.712	.823	.911	.703	.877	.911	.839	.662	.850	.750	.905	.864	.898	.833



CITY TRAFFIC COUNTERS
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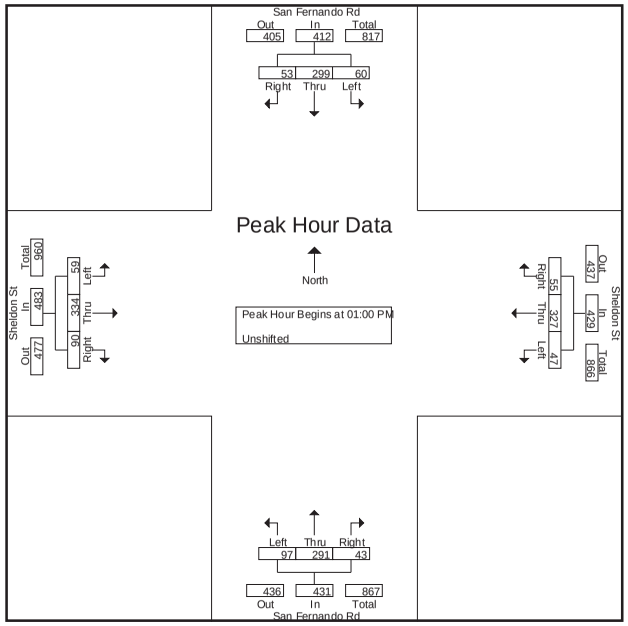
File Name : SanFSheldon
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	15	72	**16**	103	12	**88**	9	109	23	63	11	97	12	75	**28**	115	424
01:15 PM	**19**	**83**	11	**113**	11	77	**17**	105	20	74	**14**	108	16	79	19	114	440
01:30 PM	14	69	15	98	**16**	86	13	**115**	**27**	**78**	7	112	**18**	82	18	118	443
01:45 PM	12	75	11	98	8	76	16	100	27	76	11	**114**	13	**98**	25	**136**	**448**
Total Volume	60	299	53	412	47	327	55	429	97	291	43	431	59	334	90	483	1755
% App. Total	14.6	72.6	12.9		11	76.2	12.8		22.5	67.5	10		12.2	69.2	18.6		
PHF	.789	.901	.828	.912	.734	.929	.809	.933	.898	.933	.768	.945	.819	.852	.804	.888	.979



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : SanFSheldon
Site Code : 00000000
Start Date : 1/15/2014
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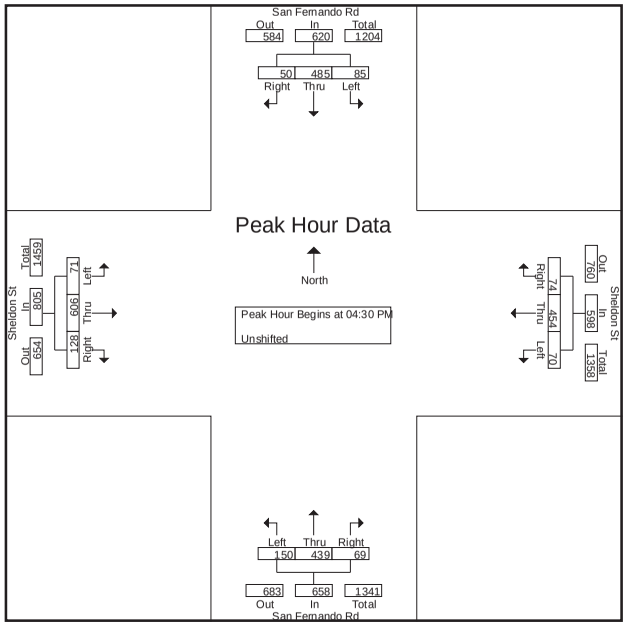
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	14	**130**	**17**	**161**	**20**	103	17	140	**41**	115	**22**	178	19	147	**51**	**217**	**696**
04:45 PM	23	126	8	157	17	**140**	**28**	**185**	36	96	12	144	**25**	140	26	191	677
05:00 PM	**27**	118	15	160	19	117	16	152	41	**134**	14	**189**	15	148	24	187	688
05:15 PM	21	111	10	142	14	94	13	121	32	94	21	147	12	**171**	27	210	620
Total Volume	85	485	50	620	70	454	74	598	150	439	69	658	71	606	128	805	2681
% App. Total	13.7	78.2	8.1		11.7	75.9	12.4		22.8	66.7	10.5		8.8	75.3	15.9		
PHF	.787	.933	.735	.963	.875	.811	.661	.808	.915	.819	.784	.870	.710	.886	.627	.927	.963



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : SanFSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
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Groups Printed- Bank 2

	San Fernando Rd Southbound			Sheldon St Westbound			San Fernando Rd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	1	0	0	2	0	5
07:15 AM	0	1	0	0	1	1	0	1	0	0	1	0	5
07:30 AM	1	0	0	0	0	0	1	1	0	0	1	1	5
07:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	1	1	0	0	3	1	1	4	0	0	5	1	17
08:00 AM	1	0	0	0	1	0	0	1	0	0	0	0	3
08:15 AM	0	1	0	0	1	1	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
08:45 AM	0	0	0	0	5	0	0	0	0	0	0	0	5
Total	1	1	0	0	9	1	0	1	0	0	3	0	16
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	2	0	1	0	0	0	0	0	0	0	0	3
12:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
12:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	3
Total	1	1	0	0	1	0	0	0	0	0	2	0	5
01:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	1	0	0	0	0	1	0	4
03:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	3
03:15 PM	0	1	0	0	1	0	0	1	0	0	0	0	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	2	0	1	0	0	1	0	8
04:00 PM	0	2	0	0	0	0	1	0	0	0	2	0	5
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	0	0	0	0	1	3	0	0	2	0	8
05:00 PM	0	1	0	1	0	1	0	1	0	1	0	0	5
05:15 PM	0	0	0	0	1	0	0	3	0	0	0	0	4
05:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
05:45 PM	0	4	0	0	0	0	0	0	0	0	0	1	5
Total	0	5	1	1	1	1	0	4	0	1	1	1	16
Grand Total	3	15	1	2	17	6	2	13	0	1	15	2	77
Apprch %	15.8	78.9	5.3	8	68	24	13.3	86.7	0	5.6	83.3	11.1	
Total %	3.9	19.5	1.3	2.6	22.1	7.8	2.6	16.9	0	1.3	19.5	2.6	

CITY TRAFFIC COUNTERS
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File Name : SanFSheldon_MC
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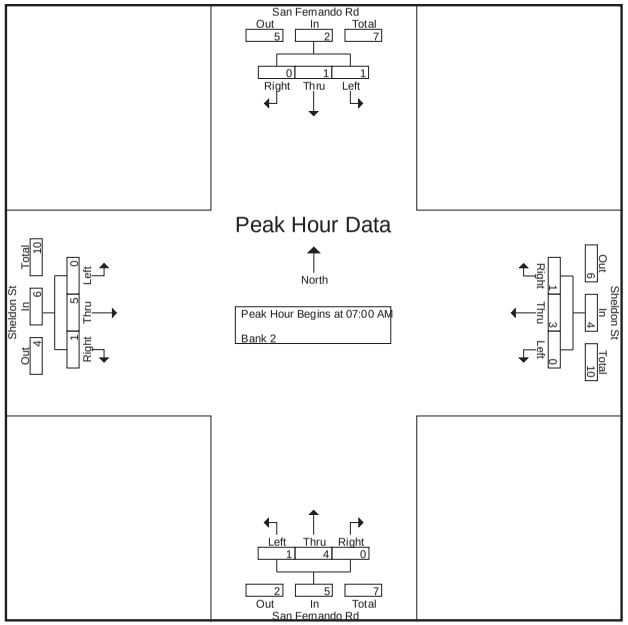
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**2**	0	**2**	0	**1**	0	1	0	**2**	0	**2**	**5**
07:15 AM	0	**1**	0	**1**	0	1	**1**	2	0	1	0	1	0	1	0	1	5
07:30 AM	**1**	0	0	1	0	0	0	0	**1**	1	0	**2**	0	1	**1**	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total Volume	1	1	0	2	0	3	1	4	1	4	0	5	0	5	1	6	17
% App. Total	50	50	0		0	75	25		20	80	0		0	83.3	16.7		
PHF	.250	.250	.000	.500	.000	.375	.250	.500	.250	1.00	.000	.625	.000	.625	.250	.750	.850



CITY TRAFFIC COUNTERS
626.991.7522
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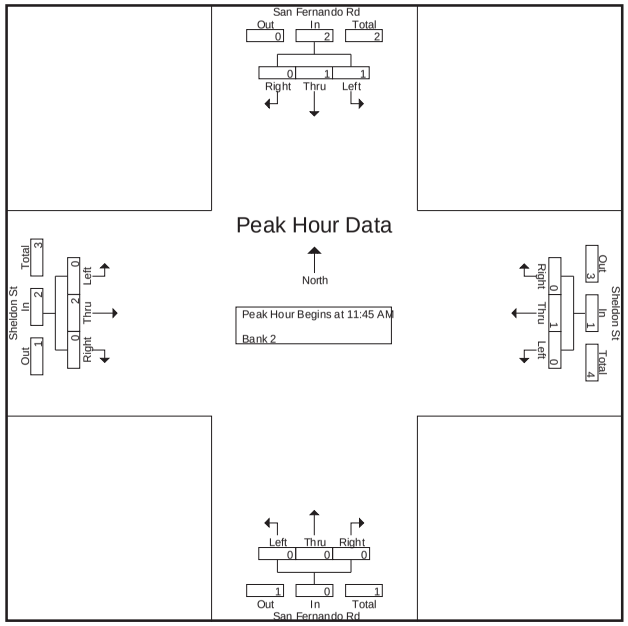
File Name : SanFSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	**1**	0	0	1	0	**1**	0	**1**	0	0	0	0	0	1	0	1	**3**
Total Volume	1	1	0	2	0	1	0	1	0	0	0	0	0	2	0	2	5
% App. Total	50	50	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.250	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.417



CITY TRAFFIC COUNTERS
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File Name : SanFSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
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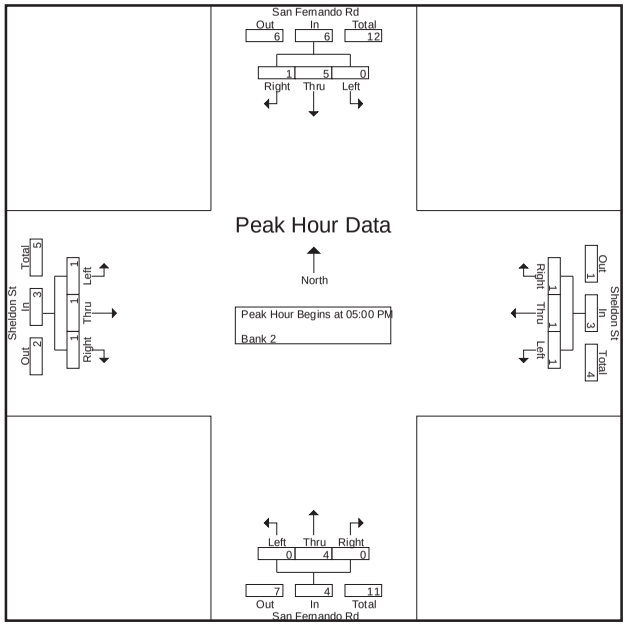
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	**1**	0	**1**	**2**	0	1	0	1	**1**	0	0	**1**	**5**
05:15 PM	0	0	0	0	0	**1**	0	1	0	**3**	0	**3**	0	0	0	0	4
05:30 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	**1**	0	1	2
05:45 PM	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	**1**	1	5
Total Volume	0	5	1	6	1	1	1	3	0	4	0	4	1	1	1	3	16
% App. Total	0	83.3	16.7		33.3	33.3	33.3		0	100	0		33.3	33.3	33.3		
PHF	.000	.313	.250	.375	.250	.250	.250	.375	.000	.333	.000	.333	.250	.250	.250	.750	.800



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : SanFSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014
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Groups Printed- Bank 1

	San Fernando Rd Southbound			Sheldon St Westbound			San Fernando Rd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	6	0	0	2	0	0	2	0	0	1	1	13
07:15 AM	0	4	0	1	0	0	0	2	0	0	1	1	9
07:30 AM	0	4	0	0	1	0	0	3	0	0	1	1	10
07:45 AM	0	2	0	0	2	0	0	2	0	0	1	0	7
Total	1	16	0	1	5	0	0	9	0	0	4	3	39
08:00 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
08:15 AM	0	3	0	0	0	1	0	1	0	0	2	0	7
08:30 AM	1	3	0	0	1	0	0	3	0	0	4	0	12
08:45 AM	1	2	0	0	1	0	0	1	0	0	2	0	7
Total	2	10	0	0	2	1	0	7	0	0	8	0	30
09:00 AM	0	2	0	0	1	0	0	2	0	1	1	0	7
09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:30 AM	1	2	0	0	1	0	0	1	0	0	3	0	8
09:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
Total	1	4	0	0	2	0	0	6	0	1	6	0	20
12:00 PM	1	1	0	0	2	0	0	1	0	0	0	0	5
12:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
12:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	1	4	0	0	2	0	0	4	0	0	0	0	11
01:00 PM	0	1	1	0	0	0	0	1	0	0	1	0	4
01:15 PM	0	0	1	0	1	0	0	1	0	0	2	0	5
01:30 PM	0	1	0	0	1	0	0	0	0	0	3	0	5
01:45 PM	0	3	0	0	1	0	0	2	0	0	3	0	9
Total	0	5	2	0	3	0	0	4	0	0	9	0	23
03:00 PM	0	2	0	0	1	0	0	1	0	0	0	0	4
03:15 PM	0	2	0	1	0	0	1	2	0	0	2	0	8
03:30 PM	0	3	0	0	2	0	0	1	0	1	0	1	8
03:45 PM	0	1	1	0	1	0	0	2	0	0	0	0	5
Total	0	8	1	1	4	0	1	6	0	1	2	1	25
04:00 PM	0	1	0	0	1	0	0	3	0	0	4	0	9
04:15 PM	0	1	0	0	1	0	0	3	0	0	1	0	6
04:30 PM	0	1	0	0	0	0	0	4	0	0	1	0	6
04:45 PM	0	1	0	0	0	0	0	3	1	0	1	1	7
Total	0	4	0	0	2	0	0	13	1	0	7	1	28
05:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
05:30 PM	0	1	0	0	0	0	0	1	1	0	0	1	4
05:45 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
Total	0	5	0	0	0	0	0	4	1	0	1	1	12
Grand Total	5	56	3	2	20	1	1	53	2	2	37	6	188
Apprch %	7.8	87.5	4.7	8.7	87	4.3	1.8	94.6	3.6	4.4	82.2	13.3	
Total %	2.7	29.8	1.6	1.1	10.6	0.5	0.5	28.2	1.1	1.1	19.7	3.2	

CITY TRAFFIC COUNTERS
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File Name : SanFSheldon_Bus
Site Code : 00000000
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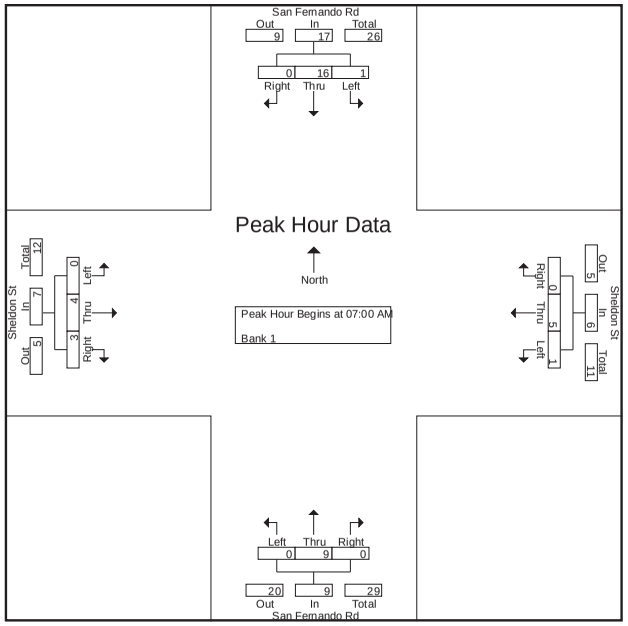
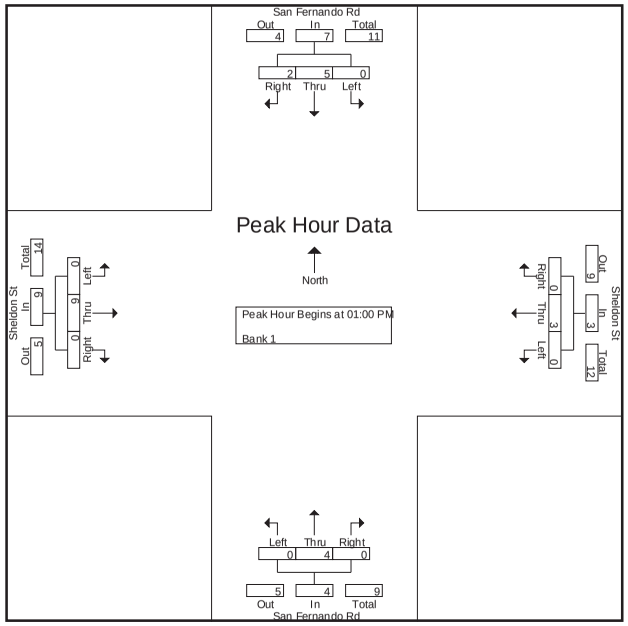
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	**6**	0	**7**	0	**2**	0	**2**	0	2	0	2	0	**1**	**1**	**2**	**13**
07:15 AM	0	4	0	4	**1**	0	0	1	0	2	0	2	0	1	1	2	9
07:30 AM	0	4	0	4	0	1	0	1	0	**3**	0	**3**	0	1	1	2	10
07:45 AM	0	2	0	2	0	2	0	2	0	2	0	2	0	1	0	1	7
Total Volume	1	16	0	17	1	5	0	6	0	9	0	9	0	4	3	7	39
% App. Total	5.9	94.1	0		16.7	83.3	0		0	100	0		0	57.1	42.9		
PHF	.250	.667	.000	.607	.250	.625	.000	.750	.000	.750	.000	.750	.000	1.00	.750	.875	.750



File Name : SanFSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	1	**1**	2	0	0	0	0	0	1	0	1	0	1	0	1	4
01:15 PM	0	0	1	1	0	**1**	0	**1**	0	1	0	1	0	2	0	2	5
01:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	**3**	0	**3**	5
01:45 PM	0	**3**	0	**3**	0	1	0	1	0	**2**	0	**2**	0	3	0	3	**9**
Total Volume	0	5	2	7	0	3	0	3	0	4	0	4	0	9	0	9	23
% App. Total	0	71.4	28.6		0	100	0		0	100	0		0	100	0		
PHF	.000	.417	.500	.583	.000	.750	.000	.750	.000	.500	.000	.500	.000	.750	.000	.750	.639



CITY TRAFFIC COUNTERS
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File Name : SanFSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014
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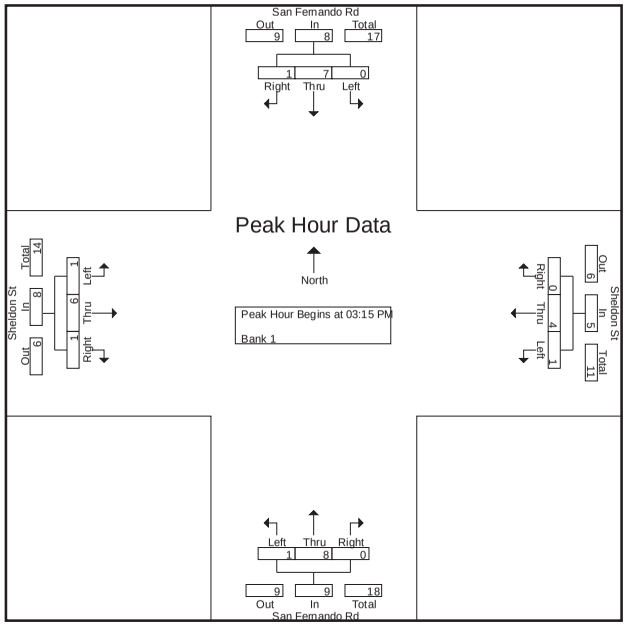
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	2	0	2	**1**	0	0	1	**1**	2	0	**3**	0	2	0	2	8
03:30 PM	0	**3**	0	**3**	0	**2**	0	**2**	0	1	0	1	**1**	0	**1**	2	8
03:45 PM	0	1	**1**	2	0	1	0	1	0	2	0	2	0	0	0	0	5
04:00 PM	0	1	0	1	0	1	0	1	0	**3**	0	3	0	**4**	0	**4**	**9**
Total Volume	0	7	1	8	1	4	0	5	1	8	0	9	1	6	1	8	30
% App. Total	0	87.5	12.5		20	80	0		11.1	88.9	0		12.5	75	12.5		
PHF	.000	.583	.250	.667	.250	.500	.000	.625	.250	.667	.000	.750	.250	.375	.250	.500	.833



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : SanFSheldon_2Axle
Site Code : 00000000
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Groups Printed- Unshifted

	San Fernando Rd Southbound			Sheldon St Westbound			San Fernando Rd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	0	6	0	0	1	0	0	4	0	14
07:15 AM	0	2	0	1	2	0	0	0	0	0	3	0	8
07:30 AM	1	6	0	1	2	0	1	2	0	1	4	0	18
07:45 AM	1	9	0	1	3	2	0	0	0	0	4	0	20
Total	2	20	0	3	13	2	1	3	0	1	15	0	60
08:00 AM	2	11	0	1	5	0	0	4	0	1	3	0	27
08:15 AM	2	14	0	4	9	2	1	2	1	0	5	0	40
08:30 AM	2	4	0	2	7	0	0	4	2	1	4	1	27
08:45 AM	0	6	2	5	12	2	0	5	1	1	3	1	38
Total	6	35	2	12	33	4	1	15	4	3	15	2	132
09:00 AM	0	5	0	5	10	2	2	6	1	0	8	0	39
09:15 AM	0	7	0	6	10	0	1	6	2	2	7	2	43
09:30 AM	3	9	1	2	7	2	1	6	2	1	5	3	42
09:45 AM	0	2	3	1	4	2	0	3	4	0	6	1	26
Total	3	23	4	14	31	6	4	21	9	3	26	6	150
12:00 PM	0	3	0	1	4	2	0	6	1	0	4	0	21
12:15 PM	2	6	1	1	4	0	0	5	3	1	4	0	27
12:30 PM	3	1	0	1	2	1	6	3	1	0	5	0	23
12:45 PM	1	4	0	0	2	1	4	5	3	1	2	0	23
Total	6	14	1	3	12	4	10	19	8	2	15	0	94
01:00 PM	2	4	0	1	2	2	6	6	3	1	5	2	34
01:15 PM	1	3	0	3	4	1	1	6	1	0	3	2	25
01:30 PM	0	5	0	5	4	0	2	8	3	0	4	2	33
01:45 PM	0	0	2	1	7	2	1	8	4	0	9	1	35
Total	3	12	2	10	17	5	10	28	11	1	21	7	127
03:00 PM	0	12	0	2	9	0	1	9	2	0	8	0	43
03:15 PM	0	7	0	3	6	0	0	4	1	0	7	0	28
03:30 PM	1	1	1	1	8	2	5	5	7	1	9	0	41
03:45 PM	3	0	0	1	4	1	1	5	2	1	9	1	28
Total	4	20	1	7	27	3	7	23	12	2	33	1	140
04:00 PM	1	1	0	2	3	1	3	1	4	1	8	0	25
04:15 PM	0	3	1	0	1	0	2	2	3	1	6	0	19
04:30 PM	1	2	0	0	4	2	0	6	2	0	4	0	21
04:45 PM	1	3	1	1	1	3	0	2	4	1	7	0	24
Total	3	9	2	3	9	6	5	11	13	3	25	0	89
05:00 PM	0	1	0	0	1	2	0	6	1	1	4	0	16
05:15 PM	1	0	1	0	1	4	0	1	1	0	6	0	15
05:30 PM	0	0	0	2	0	1	0	6	2	1	10	0	22
05:45 PM	1	1	0	0	1	0	1	2	2	0	6	1	15
Total	2	2	1	2	3	7	1	15	6	2	26	1	68
Grand Total	29	135	13	54	145	37	39	135	63	17	176	17	860
Apprch %	16.4	76.3	7.3	22.9	61.4	15.7	16.5	57	26.6	8.1	83.8	8.1	
Total %	3.4	15.7	1.5	6.3	16.9	4.3	4.5	15.7	7.3	2	20.5	2	

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File Name : SanFSheldon_2Axle
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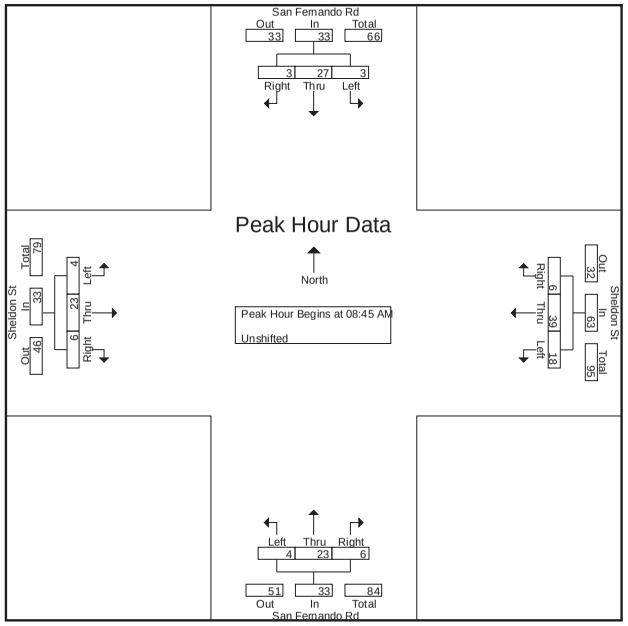
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	6	**2**	8	5	**12**	**2**	**19**	0	5	1	6	1	3	1	5	38
09:00 AM	0	5	0	5	5	10	2	17	**2**	**6**	1	**9**	0	**8**	0	8	39
09:15 AM	0	7	0	7	**6**	10	0	16	1	6	**2**	9	**2**	7	2	**11**	**43**
09:30 AM	**3**	**9**	1	**13**	2	7	2	11	1	6	2	9	1	5	**3**	9	42
Total Volume	3	27	3	33	18	39	6	63	4	23	6	33	4	23	6	33	162
% App. Total	9.1	81.8	9.1		28.6	61.9	9.5		12.1	69.7	18.2		12.1	69.7	18.2		
PHF	.250	.750	.375	.635	.750	.813	.750	.829	.500	.958	.750	.917	.500	.719	.500	.750	.942



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File Name : SanFSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
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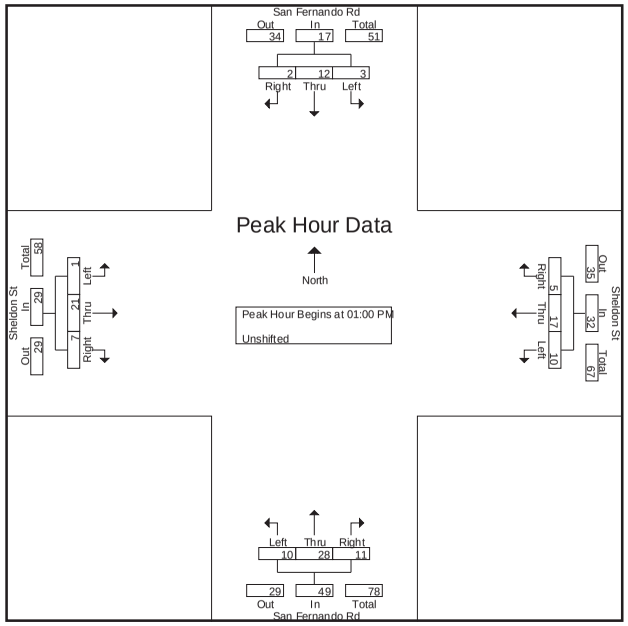
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**2**	4	0	**6**	1	2	**2**	5	**6**	6	3	**15**	**1**	5	**2**	8	34
01:15 PM	1	3	0	4	3	4	1	8	1	6	1	8	0	3	2	5	25
01:30 PM	0	**5**	0	5	**5**	4	0	9	2	**8**	3	13	0	4	2	6	33
01:45 PM	0	0	**2**	2	1	**7**	2	**10**	1	8	**4**	13	0	**9**	1	**10**	**35**
Total Volume	3	12	2	17	10	17	5	32	10	28	11	49	1	21	7	29	127
% App. Total	17.6	70.6	11.8		31.2	53.1	15.6		20.4	57.1	22.4		3.4	72.4	24.1		
PHF	.375	.600	.250	.708	.500	.607	.625	.800	.417	.875	.688	.817	.250	.583	.875	.725	.907



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File Name : SanFSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
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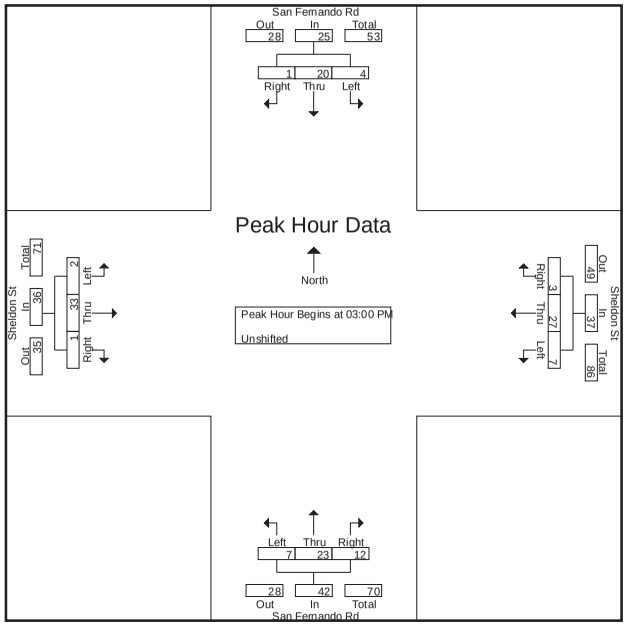
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**12**	0	**12**	2	**9**	0	**11**	1	**9**	2	12	0	8	0	8	**43**
03:15 PM	0	7	0	7	**3**	6	0	9	0	4	1	5	0	7	0	7	28
03:30 PM	1	1	**1**	3	1	8	**2**	11	**5**	5	**7**	**17**	**1**	**9**	0	10	41
03:45 PM	**3**	0	0	3	1	4	1	6	1	5	2	8	1	9	**1**	**11**	28
Total Volume	4	20	1	25	7	27	3	37	7	23	12	42	2	33	1	36	140
% App. Total	16	80	4		18.9	73	8.1		16.7	54.8	28.6		5.6	91.7	2.8		
PHF	.333	.417	.250	.521	.583	.750	.375	.841	.350	.639	.429	.618	.500	.917	.250	.818	.814



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Groups Printed- Bank 2

	San Fernando Rd Southbound			Sheldon St Westbound			San Fernando Rd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	2	0	1	4	0	0	0	0	0	2	0	10
07:15 AM	0	0	0	0	3	3	0	0	0	0	1	1	8
07:30 AM	1	1	0	0	0	1	0	1	1	0	2	0	7
07:45 AM	0	1	0	0	0	1	0	2	1	0	1	0	6
Total	2	4	0	1	7	5	0	3	2	0	6	1	31
08:00 AM	0	2	0	1	6	2	0	0	0	0	2	0	13
08:15 AM	1	1	0	0	0	3	0	1	1	1	4	0	12
08:30 AM	0	1	0	1	3	2	0	0	0	0	3	0	10
08:45 AM	2	1	0	0	3	2	0	0	2	1	2	0	13
Total	3	5	0	2	12	9	0	1	3	2	11	0	48
09:00 AM	0	5	0	1	6	3	1	0	0	0	5	1	22
09:15 AM	1	3	0	0	5	2	0	0	1	0	3	2	17
09:30 AM	0	3	0	0	8	2	0	0	0	0	3	0	16
09:45 AM	0	0	0	1	6	0	0	1	1	0	4	0	13
Total	1	11	0	2	25	7	1	1	2	0	15	3	68
12:00 PM	0	0	0	1	6	0	0	1	0	0	4	0	12
12:15 PM	0	0	0	1	2	1	0	0	0	0	3	0	7
12:30 PM	0	0	0	0	4	0	0	2	0	0	1	0	7
12:45 PM	0	0	0	2	3	1	0	3	0	0	4	0	13
Total	0	0	0	4	15	2	0	6	0	0	12	0	39
01:00 PM	0	0	0	0	6	0	0	0	0	0	3	0	9
01:15 PM	0	0	0	0	7	1	1	1	0	0	1	0	11
01:30 PM	0	0	0	0	1	3	0	3	0	0	6	0	13
01:45 PM	0	0	0	0	3	0	0	1	0	0	5	0	9
Total	0	0	0	0	17	4	1	5	0	0	15	0	42
03:00 PM	0	0	0	0	4	1	0	1	0	0	3	0	9
03:15 PM	0	1	0	0	5	0	0	2	0	0	3	1	12
03:30 PM	0	0	0	0	0	0	0	3	2	0	3	0	8
03:45 PM	0	3	0	0	1	0	0	2	0	0	1	0	7
Total	0	4	0	0	10	1	0	8	2	0	10	1	36
04:00 PM	0	1	0	1	2	2	0	0	0	0	1	0	7
04:15 PM	0	1	0	0	0	0	0	0	1	0	7	0	9
04:30 PM	0	1	0	2	2	0	0	2	0	0	0	0	7
04:45 PM	0	2	0	0	0	0	0	4	1	0	3	0	10
Total	0	5	0	3	4	2	0	6	2	0	11	0	33
05:00 PM	0	2	0	1	0	0	0	0	1	0	6	0	10
05:15 PM	0	0	0	0	0	0	8	1	0	0	2	0	11
05:30 PM	0	0	0	0	0	0	0	0	2	0	3	0	5
05:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
Total	1	2	0	1	0	0	8	1	3	0	12	0	28
Grand Total	7	31	0	13	90	30	10	31	14	2	92	5	325
Apprch %	18.4	81.6	0	9.8	67.7	22.6	18.2	56.4	25.5	2	92.9	5.1	
Total %	2.2	9.5	0	4	27.7	9.2	3.1	9.5	4.3	0.6	28.3	1.5	

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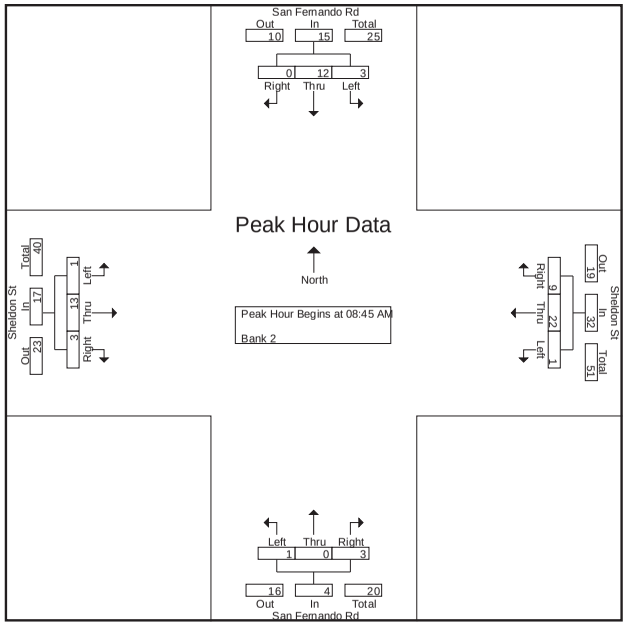
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**2**	1	0	3	0	3	2	5	0	0	**2**	**2**	**1**	2	0	3	13
09:00 AM	0	**5**	0	**5**	**1**	6	**3**	**10**	**1**	0	0	1	0	**5**	1	**6**	**22**
09:15 AM	1	3	0	4	0	5	2	7	0	0	1	1	0	3	**2**	5	17
09:30 AM	0	3	0	3	0	**8**	2	10	0	0	0	0	0	3	0	3	16
Total Volume	3	12	0	15	1	22	9	32	1	0	3	4	1	13	3	17	68
% App. Total	20	80	0		3.1	68.8	28.1		25	0	75		5.9	76.5	17.6		
PHF	.375	.600	.000	.750	.250	.688	.750	.800	.250	.000	.375	.500	.250	.650	.375	.708	.773



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File Name : SanFSheldon_3Axle
Site Code : 00000000
Start Date : 1/15/2014
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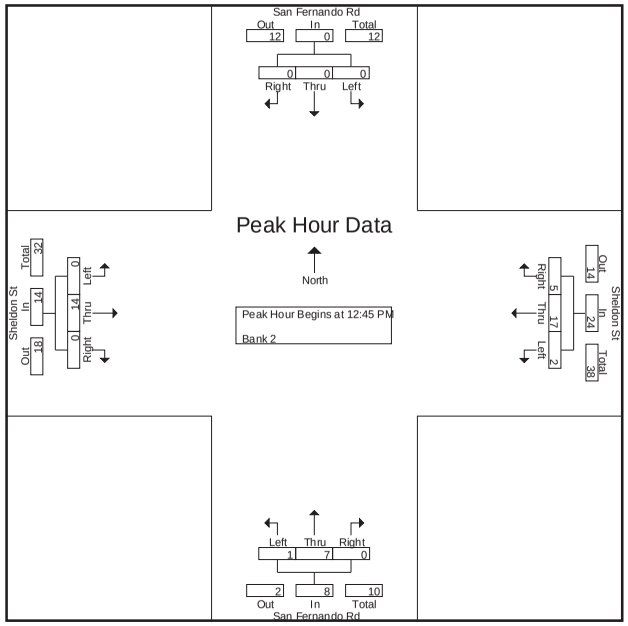
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	**2**	3	1	6	0	**3**	0	**3**	0	4	0	4	**13**
01:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
01:15 PM	0	0	0	0	0	**7**	1	**8**	**1**	1	0	2	0	1	0	1	11
01:30 PM	0	0	0	0	0	1	**3**	4	0	3	0	3	0	**6**	0	**6**	13
Total Volume	0	0	0	0	2	17	5	24	1	7	0	8	0	14	0	14	46
% App. Total	0	0	0		8.3	70.8	20.8		12.5	87.5	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.607	.417	.750	.250	.583	.000	.667	.000	.583	.000	.583	.885



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File Name : SanFSheldon_3Axle
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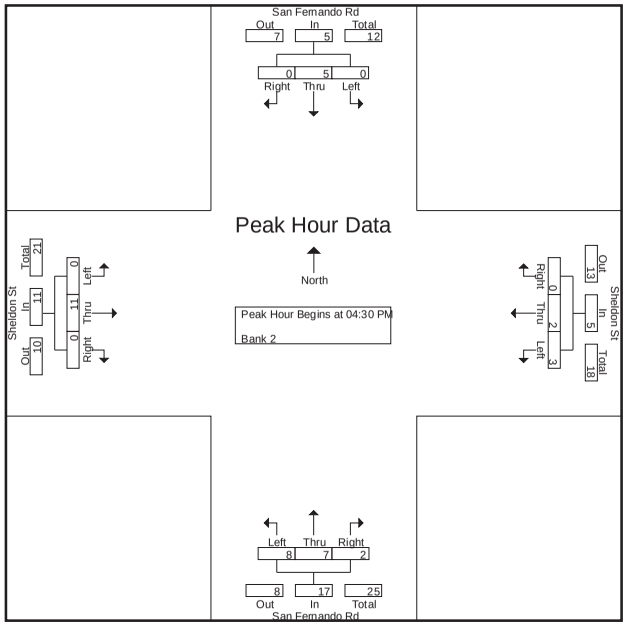
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	**2**	**2**	0	**4**	0	2	0	2	0	0	0	0	7
04:45 PM	0	**2**	0	**2**	0	0	0	0	0	**4**	**1**	5	0	3	0	3	10
05:00 PM	0	2	0	2	1	0	0	1	0	0	1	1	0	**6**	0	**6**	10
05:15 PM	0	0	0	0	0	0	0	0	**8**	1	0	**9**	0	2	0	2	**11**
Total Volume	0	5	0	5	3	2	0	5	8	7	2	17	0	11	0	11	38
% App. Total	0	100	0		60	40	0		47.1	41.2	11.8		0	100	0		
PHF	.000	.625	.000	.625	.375	.250	.000	.313	.250	.438	.500	.472	.000	.458	.000	.458	.864



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File Name : SanFSheldon_4Axle
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Groups Printed- Bank 2

	San Fernando Rd Southbound			Sheldon St Westbound			San Fernando Rd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	0	0	0	0	0	1	0	2	0	4
08:15 AM	1	0	1	0	0	0	0	0	0	0	1	0	3
08:30 AM	0	0	0	1	1	0	0	0	1	0	0	0	3
08:45 AM	0	0	0	0	1	1	0	0	0	0	0	1	3
Total	1	1	1	1	2	1	0	0	2	0	3	1	13
09:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
09:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
09:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
09:45 AM	0	0	0	0	1	1	0	0	2	0	1	0	5
Total	0	3	0	0	1	1	0	0	2	0	4	0	11
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
Total	0	0	0	0	0	0	0	1	1	0	3	0	5
01:00 PM	1	0	0	0	1	1	0	0	3	0	1	0	7
01:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	1	0	2	1	4
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	1	0	0	1	2	0	2	4	0	3	1	15
03:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45 PM	1	0	0	0	1	1	0	0	0	0	0	0	3
Total	1	0	0	0	1	1	0	0	1	2	0	1	7
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
05:30 PM	0	1	0	0	0	0	0	0	1	2	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	1	0	0	0	1	0	1	1	2	2	0	8
Grand Total	3	8	1	1	5	6	0	4	11	4	15	3	61
Apprch %	25	66.7	8.3	8.3	41.7	50	0	26.7	73.3	18.2	68.2	13.6	
Total %	4.9	13.1	1.6	1.6	8.2	9.8	0	6.6	18	6.6	24.6	4.9	

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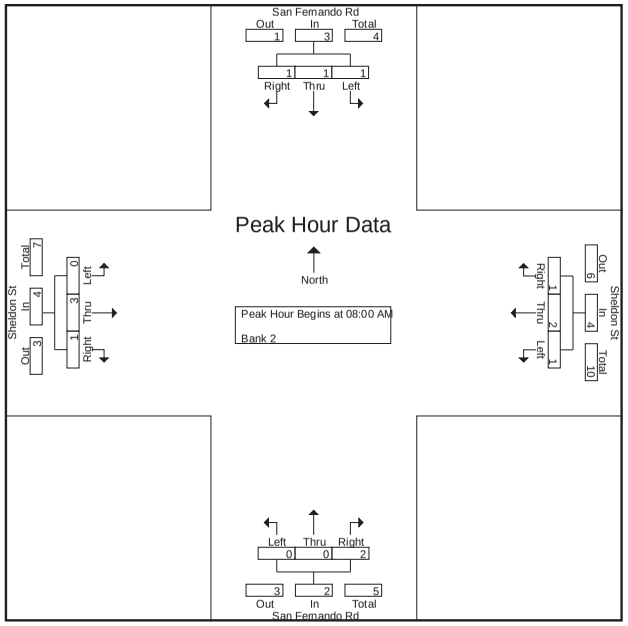
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	1	0	0	0	0	0	0	**1**	**1**	0	**2**	0	**2**	**4**
08:15 AM	**1**	0	**1**	**2**	0	0	0	0	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	**1**	**1**	0	**2**	0	0	1	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	**1**	1	3
Total Volume	1	1	1	3	1	2	1	4	0	0	2	2	0	3	1	4	13
% App. Total	33.3	33.3	33.3		25	50	25		0	0	100		0	75	25		
PHF	.250	.250	.250	.375	.250	.500	.250	.500	.000	.000	.500	.500	.000	.375	.250	.500	.813



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : SanFSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
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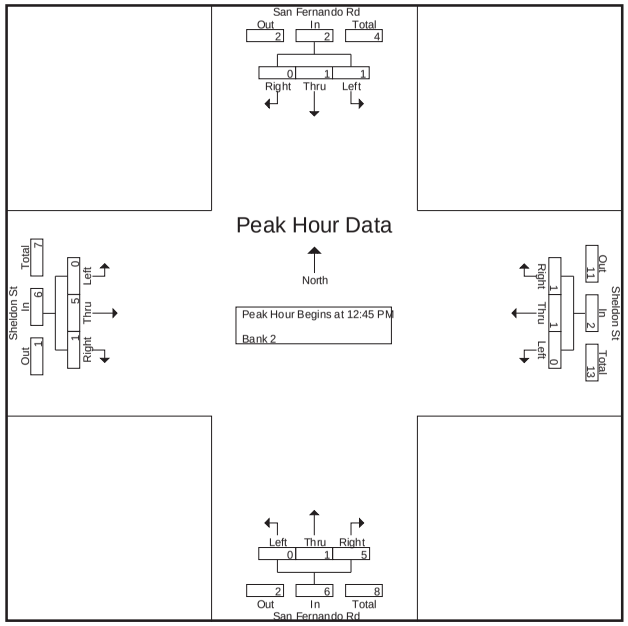
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	**2**	0	2	3
01:00 PM	**1**	0	0	**1**	0	**1**	**1**	**2**	0	0	**3**	**3**	0	1	0	1	**7**
01:15 PM	0	**1**	0	1	0	0	0	0	0	**1**	0	1	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	**1**	**3**	4
Total Volume	1	1	0	2	0	1	1	2	0	1	5	6	0	5	1	6	16
% App. Total	50	50	0		0	50	50		0	16.7	83.3		0	83.3	16.7		
PHF	.250	.250	.000	.500	.000	.250	.250	.250	.000	.250	.417	.500	.000	.625	.250	.500	.571



CITY TRAFFIC COUNTERS
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File Name : SanFSheldon_4Axle
Site Code : 00000000
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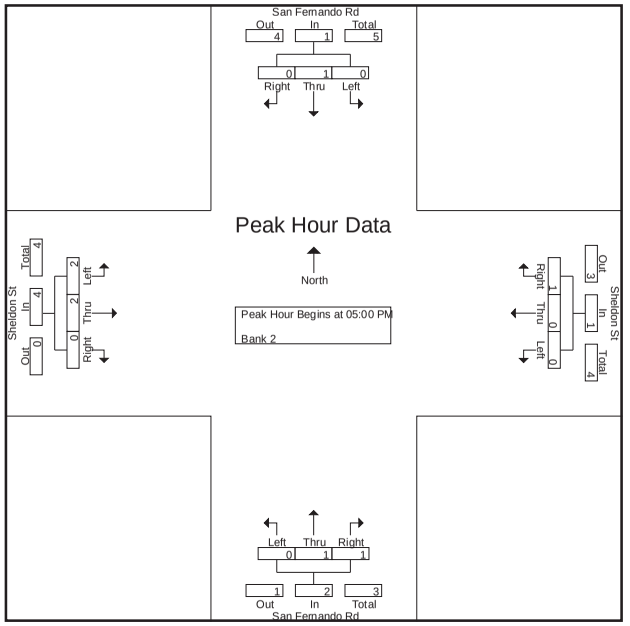
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	1	2
05:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	**1**	1	**2**	0	0	**2**	**4**
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	1	0	0	1	1	0	1	1	2	2	2	0	4	8
% App. Total	0	100	0		0	0	100		0	50	50		50	50	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.250	.500	.250	.500	.000	.500	.500



CITY TRAFFIC COUNTERS
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Groups Printed- Bank 1

	San Fernando Rd Southbound			Sheldon St Westbound			San Fernando Rd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	1	0	2	0	0	0	0	0	2	0	8
07:15 AM	1	4	0	1	2	0	2	0	0	0	2	0	12
07:30 AM	1	1	0	2	1	0	0	1	2	0	0	0	8
07:45 AM	0	6	0	0	2	0	0	2	1	0	0	1	12
Total	2	14	1	3	7	0	2	3	3	0	4	1	40
08:00 AM	0	1	0	0	2	0	0	0	3	0	5	0	11
08:15 AM	1	1	0	0	1	0	0	1	1	0	1	0	6
08:30 AM	1	4	0	0	2	0	0	0	0	0	0	0	7
08:45 AM	0	3	0	1	1	0	0	1	1	0	5	0	12
Total	2	9	0	1	6	0	0	2	5	0	11	0	36
09:00 AM	1	5	0	4	3	0	0	1	0	0	3	0	17
09:15 AM	0	2	0	2	3	0	0	3	0	0	2	0	12
09:30 AM	0	0	0	0	3	0	0	0	2	0	3	0	8
09:45 AM	0	0	0	2	3	0	0	0	1	0	1	0	7
Total	1	7	0	8	12	0	0	4	3	0	9	0	44
12:00 PM	0	2	0	0	5	0	0	2	0	0	1	1	11
12:15 PM	0	3	0	1	2	0	0	2	1	1	2	0	12
12:30 PM	0	0	0	3	1	0	0	0	1	0	4	0	9
12:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	5	0	4	10	0	0	4	2	1	8	1	35
01:00 PM	0	1	0	0	0	1	0	0	2	1	1	0	6
01:15 PM	0	1	0	1	1	0	0	1	0	0	1	1	6
01:30 PM	0	0	0	2	0	0	0	0	0	0	1	0	3
01:45 PM	0	0	1	0	2	0	0	2	0	0	2	0	7
Total	0	2	1	3	3	1	0	3	2	1	5	1	22
03:00 PM	0	1	0	0	1	0	2	7	2	0	1	0	14
03:15 PM	0	0	0	0	1	0	0	0	1	0	3	0	5
03:30 PM	0	1	0	1	2	0	0	0	0	1	0	1	6
03:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	3	0	1	4	0	2	8	3	1	4	1	27
04:00 PM	0	0	0	1	0	0	0	1	0	0	2	0	4
04:15 PM	0	1	0	1	0	0	0	1	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	4	1	1	0	0	0	8
Total	0	2	0	2	1	0	4	3	1	0	2	0	15
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
Total	0	0	0	0	0	0	0	1	0	1	1	0	3
Grand Total	5	42	2	22	43	1	8	28	19	4	44	4	222
Apprch %	10.2	85.7	4.1	33.3	65.2	1.5	14.5	50.9	34.5	7.7	84.6	7.7	
Total %	2.3	18.9	0.9	9.9	19.4	0.5	3.6	12.6	8.6	1.8	19.8	1.8	

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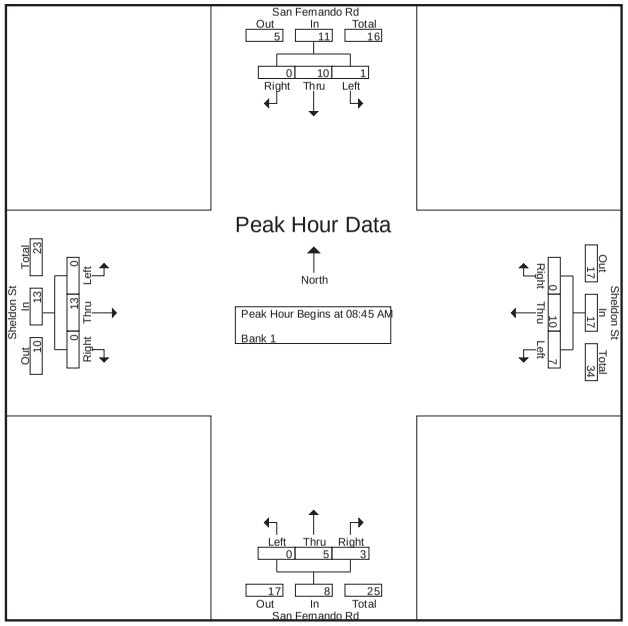
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	3	0	3	1	1	0	2	0	1	1	2	0	**5**	0	**5**	12
09:00 AM	**1**	**5**	0	**6**	**4**	**3**	0	**7**	0	1	0	1	0	3	0	3	**17**
09:15 AM	0	2	0	2	2	3	0	5	0	**3**	0	**3**	0	2	0	2	12
09:30 AM	0	0	0	0	0	3	0	3	0	0	**2**	2	0	3	0	3	8
Total Volume	1	10	0	11	7	10	0	17	0	5	3	8	0	13	0	13	49
% App. Total	9.1	90.9	0		41.2	58.8	0		0	62.5	37.5		0	100	0		
PHF	.250	.500	.000	.458	.438	.833	.000	.607	.000	.417	.375	.667	.000	.650	.000	.650	.721



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File Name : SanFSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
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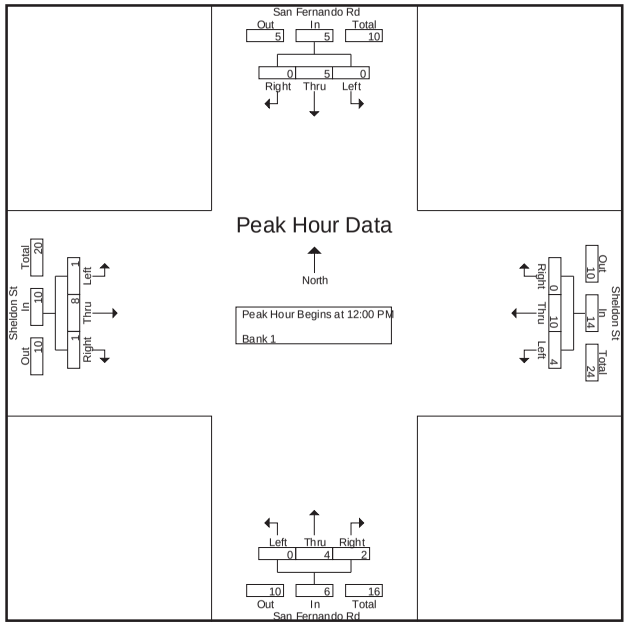
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	2	0	2	0	**5**	0	**5**	0	**2**	0	2	0	1	**1**	2	11
12:15 PM	0	**3**	0	**3**	1	2	0	3	0	2	**1**	**3**	**1**	2	0	3	**12**
12:30 PM	0	0	0	0	**3**	1	0	4	0	0	1	1	0	**4**	0	**4**	9
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	5	0	5	4	10	0	14	0	4	2	6	1	8	1	10	35
% App. Total	0	100	0		28.6	71.4	0		0	66.7	33.3		10	80	10		
PHF	.000	.417	.000	.417	.333	.500	.000	.700	.000	.500	.500	.500	.250	.500	.250	.625	.729



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File Name : SanFSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
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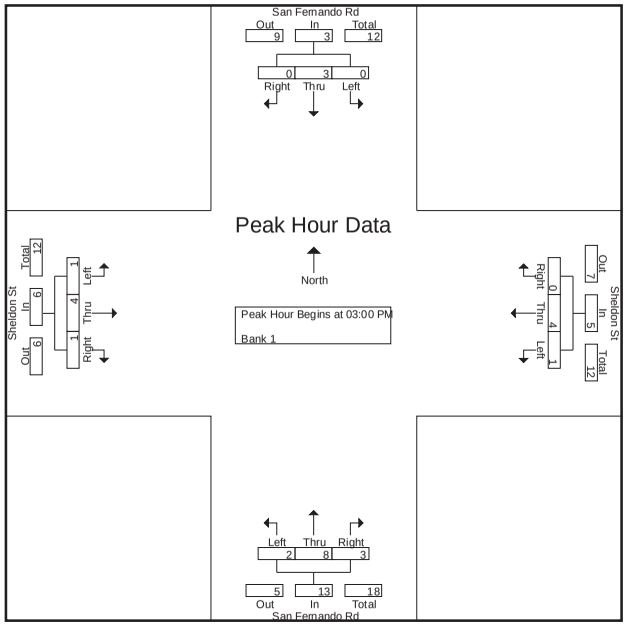
	San Fernando Rd Southbound				Sheldon St Westbound				San Fernando Rd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	**1**	0	1	0	1	**2**	**7**	**2**	**11**	0	1	0	1	**14**
03:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	**3**	0	**3**	5
03:30 PM	0	1	0	1	**1**	**2**	0	**3**	0	0	0	0	**1**	0	**1**	2	6
03:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	3	0	3	1	4	0	5	2	8	3	13	1	4	1	6	27
% App. Total	0	100	0		20	80	0		15.4	61.5	23.1		16.7	66.7	16.7		
PHF	.000	.750	.000	.750	.250	.500	.000	.417	.250	.286	.375	.295	.250	.333	.250	.500	.482



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INT. 14

File Name : GlenOaksSheldon
Site Code : 00000000
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Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Sheldon St Westbound			Glenoaks Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	10	187	50	12	90	8	6	52	2	22	34	10	483
07:15 AM	13	212	65	19	92	9	7	71	5	25	34	14	566
07:30 AM	11	242	84	32	106	10	16	82	4	36	63	16	702
07:45 AM	19	262	71	24	105	14	13	83	7	35	69	24	726
Total	53	903	270	87	393	41	42	288	18	118	200	64	2477
08:00 AM	17	197	60	10	109	24	18	78	10	42	32	18	615
08:15 AM	17	252	40	9	92	7	13	74	8	29	28	24	593
08:30 AM	11	191	32	16	61	8	9	53	6	20	19	24	450
08:45 AM	14	137	20	11	61	6	4	49	6	22	34	30	394
Total	59	777	152	46	323	45	44	254	30	113	113	96	2052
09:00 AM	5	123	22	5	44	4	7	47	2	18	19	21	317
09:15 AM	9	105	42	4	46	6	12	59	4	31	29	18	365
09:30 AM	9	88	15	14	48	11	9	41	5	24	28	22	314
09:45 AM	6	95	34	7	34	10	11	68	9	15	31	15	335
Total	29	411	113	30	172	31	39	215	20	88	107	76	1331
12:00 PM	9	90	40	11	47	13	18	92	6	27	32	31	416
12:15 PM	19	106	27	8	34	6	9	84	6	30	34	18	381
12:30 PM	10	86	34	7	28	13	8	74	11	39	48	27	385
12:45 PM	22	98	31	7	36	15	16	88	6	33	36	13	401
Total	60	380	132	33	145	47	51	338	29	129	150	89	1583
01:00 PM	12	76	20	12	31	16	17	77	7	34	41	26	369
01:15 PM	13	85	38	6	41	13	19	57	12	29	43	19	375
01:30 PM	12	82	40	9	28	5	16	88	12	19	41	22	374
01:45 PM	18	76	23	10	24	4	16	81	10	25	45	26	358
Total	55	319	121	37	124	38	68	303	41	107	170	93	1476
03:00 PM	15	107	31	6	41	8	14	110	8	55	72	20	487
03:15 PM	12	107	38	7	37	9	15	131	11	45	56	23	491
03:30 PM	24	145	53	6	37	9	22	175	12	60	81	31	655
03:45 PM	14	115	43	7	36	6	12	144	10	65	73	11	536
Total	65	474	165	26	151	32	63	560	41	225	282	85	2169
04:00 PM	17	127	22	7	31	12	22	125	13	65	81	24	546
04:15 PM	28	115	32	13	40	14	14	128	13	49	62	20	528
04:30 PM	26	148	34	11	33	18	31	141	13	66	92	23	636
04:45 PM	13	131	45	7	51	9	23	188	6	66	102	18	659
Total	84	521	133	38	155	53	90	582	45	246	337	85	2369
05:00 PM	24	175	39	12	51	14	32	194	5	51	84	27	708
05:15 PM	28	113	29	5	46	19	19	164	16	54	92	25	610
05:30 PM	22	107	26	8	47	11	22	138	12	65	83	16	557
05:45 PM	20	90	24	13	38	10	18	190	21	50	83	13	570
Total	94	485	118	38	182	54	91	686	54	220	342	81	2445
Grand Total	499	4270	1204	335	1645	341	488	3226	278	1246	1701	669	15902
Apprch %	8.4	71.5	20.2	14.4	70.9	14.7	12.2	80.8	7	34.5	47	18.5	
Total %	3.1	26.9	7.6	2.1	10.3	2.1	3.1	20.3	1.7	7.8	10.7	4.2	

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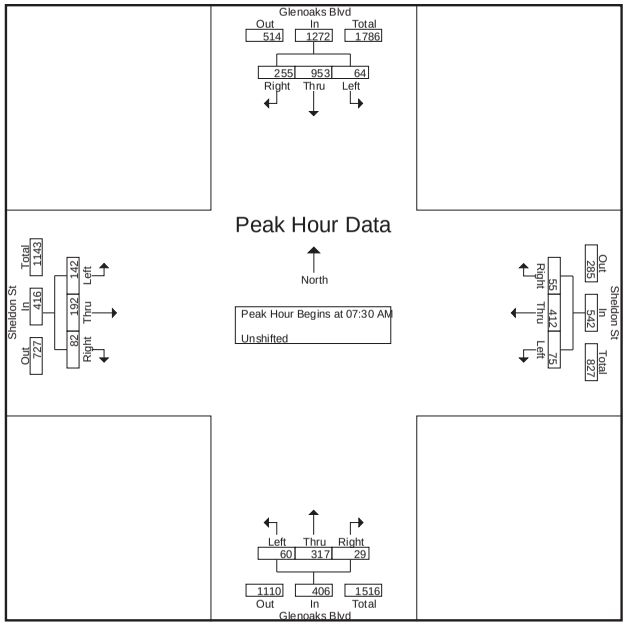
	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	242	**84**	337	**32**	106	10	**148**	16	82	4	102	36	63	16	115	702
07:45 AM	**19**	**262**	71	**352**	24	105	14	143	13	**83**	7	103	35	**69**	**24**	**128**	**726**
08:00 AM	17	197	60	274	10	**109**	**24**	143	**18**	78	**10**	**106**	**42**	32	18	92	615
08:15 AM	17	252	40	309	9	92	7	108	13	74	8	95	29	28	24	81	593
Total Volume	64	953	255	1272	75	412	55	542	60	317	29	406	142	192	82	416	2636
% App. Total	5	74.9	20		13.8	76	10.1		14.8	78.1	7.1		34.1	46.2	19.7		
PHF	.842	.909	.759	.903	.586	.945	.573	.916	.833	.955	.725	.958	.845	.696	.854	.813	.908



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File Name : GlenOaksSheldon
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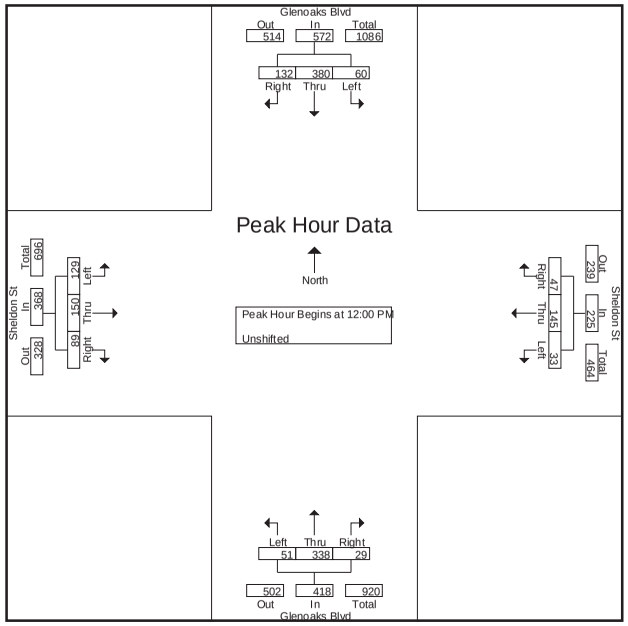
	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	9	90	**40**	139	**11**	**47**	13	**71**	**18**	**92**	6	**116**	27	32	**31**	90	**416**
12:15 PM	19	**106**	27	**152**	8	34	6	48	9	84	6	99	30	34	18	82	381
12:30 PM	10	86	34	130	7	28	13	48	8	74	**11**	93	**39**	**48**	27	**114**	385
12:45 PM	**22**	98	31	151	7	36	**15**	58	16	88	6	110	33	36	13	82	401
Total Volume	60	380	132	572	33	145	47	225	51	338	29	418	129	150	89	368	1583
% App. Total	10.5	66.4	23.1		14.7	64.4	20.9		12.2	80.9	6.9		35.1	40.8	24.2		
PHF	.682	.896	.825	.941	.750	.771	.783	.792	.708	.918	.659	.901	.827	.781	.718	.807	.951



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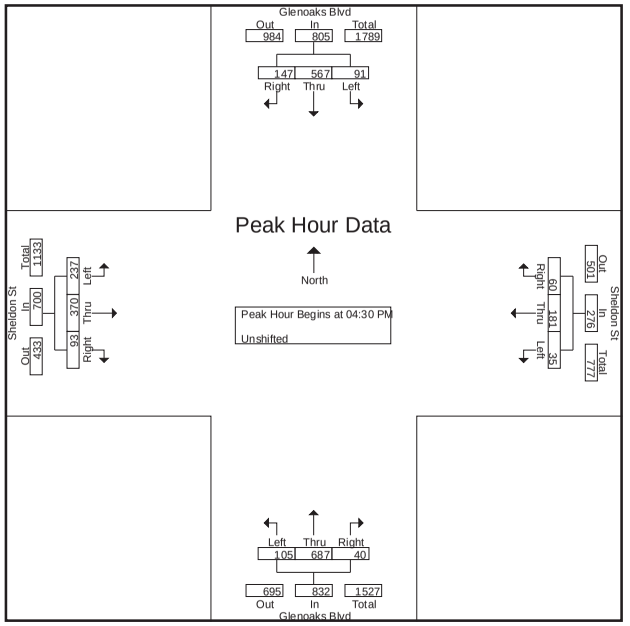
	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	26	148	34	208	11	33	18	62	31	141	13	185	**66**	92	23	181	636
04:45 PM	13	131	**45**	189	7	**51**	9	67	23	188	6	217	66	**102**	18	**186**	659
05:00 PM	24	**175**	39	**238**	**12**	51	14	**77**	**32**	**194**	5	**231**	51	84	**27**	162	**708**
05:15 PM	**28**	113	29	170	5	46	**19**	70	19	164	**16**	199	54	92	25	171	610
Total Volume	91	567	147	805	35	181	60	276	105	687	40	832	237	370	93	700	2613
% App. Total	11.3	70.4	18.3		12.7	65.6	21.7		12.6	82.6	4.8		33.9	52.9	13.3		
PHF	.813	.810	.817	.846	.729	.887	.789	.896	.820	.885	.625	.900	.898	.907	.861	.941	.923



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : GlenOaksSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
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Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Sheldon St Westbound			Glenoaks Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15 AM	1	0	0	0	0	0	0	0	0	0	0	1	2
Total	1	0	0	0	0	0	0	0	0	0	0	1	2
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	0	1	0	1	0	0	0	0	1	0	0	0	3
01:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	0	0	1	0	0	0	0	0	2
03:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	2	3	0	5
03:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	1	5	0	0	0	0	0	0	0	2	3	0	11
04:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	2	0	1	0	0	4
04:45 PM	0	0	0	0	0	0	0	1	0	0	1	1	3
Total	0	0	1	0	0	0	1	3	0	1	1	1	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	1	1	3
Grand Total	2	7	1	1	0	0	2	4	2	3	5	3	30
Apprch %	20	70	10	100	0	0	25	50	25	27.3	45.5	27.3	
Total %	6.7	23.3	3.3	3.3	0	0	6.7	13.3	6.7	10	16.7	10	

CITY TRAFFIC COUNTERS
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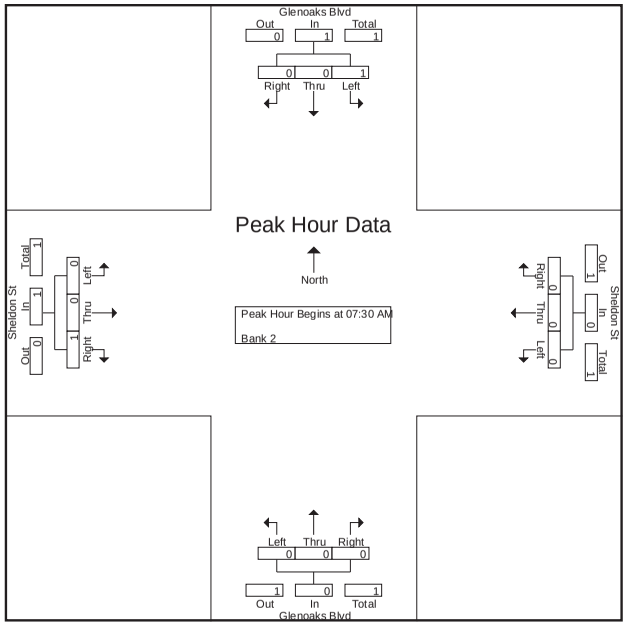
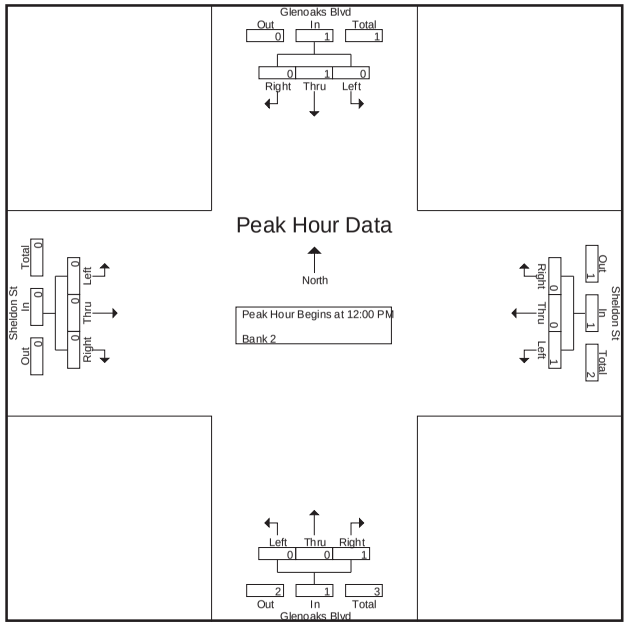
File Name : GlenOaksSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
% App. Total	100	0	0		0	0	0		0	0	0		0	0	100		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250



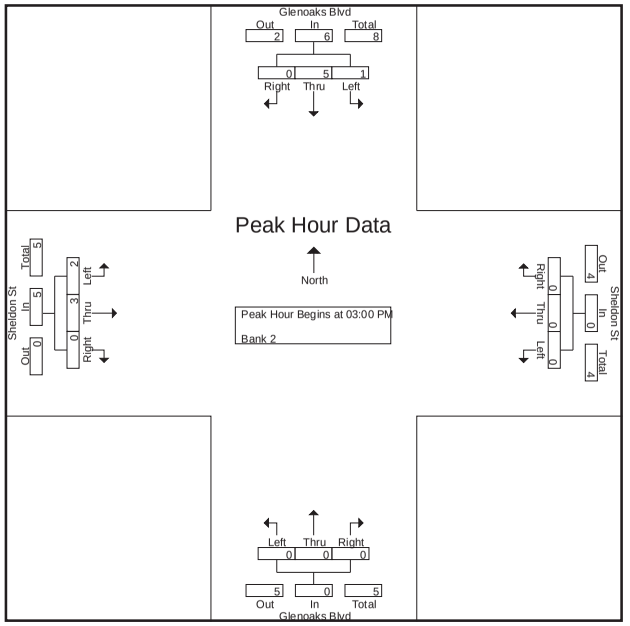
File Name : GlenOaksSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
12:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**2**
Total Volume	0	1	0	1	1	0	0	1	0	0	1	1	0	0	0	0	3
% App. Total	0	100	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.375



File Name : GlenOaksSheldon_MC
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**3**	0	**5**	**5**
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	5	0	6	0	0	0	0	0	0	0	0	2	3	0	5	11
% App. Total	16.7	83.3	0		0	0	0		0	0	0		40	60	0		
PHF	.250	.417	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.550



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : GlenOaksSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014

Groups Printed- Bank 1

	Glenoaks Blvd Southbound			Sheldon St Westbound			Glenoaks Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	0	2	0	4
07:15 AM	0	1	1	0	0	0	0	0	0	0	1	0	3
07:30 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
07:45 AM	0	1	0	0	0	0	0	1	0	0	1	0	3
Total	0	3	2	0	1	0	0	1	1	0	5	0	13
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	3
08:45 AM	0	0	0	0	0	1	0	2	0	0	0	1	4
Total	0	1	0	0	0	2	0	3	0	2	1	1	10
09:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	3
09:15 AM	0	1	0	0	0	0	0	3	0	0	0	0	4
09:30 AM	0	1	0	0	0	1	0	0	0	1	0	1	4
Total	0	2	0	0	0	1	0	3	0	4	0	1	11
12:00 PM	0	1	0	0	2	0	0	0	0	0	1	0	4
12:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	3	0	0	2	0	0	1	0	0	1	0	7
01:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	1	0	0	0	0	1	0	0	0	1	0	3
Total	0	3	1	0	1	0	1	0	0	0	1	0	7
03:00 PM	3	3	2	0	0	1	0	1	0	0	0	0	10
03:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	4	0	0	1	1	0	0	0	0	0	0	6
03:45 PM	0	1	0	0	0	1	0	2	0	0	0	0	4
Total	3	9	3	0	1	3	0	3	0	0	0	0	22
04:00 PM	0	2	1	0	0	0	0	1	0	3	1	1	9
04:15 PM	0	3	0	0	0	0	0	1	0	1	1	0	6
04:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:45 PM	0	3	0	0	0	0	0	0	0	1	0	0	4
Total	0	8	1	0	0	0	0	4	0	5	2	1	21
05:00 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
05:30 PM	0	2	0	0	0	1	1	4	0	0	0	0	8
05:45 PM	0	1	0	0	0	0	0	4	0	0	1	0	6
Total	0	4	0	0	0	1	1	11	0	0	1	0	18
Grand Total	3	33	7	0	5	7	2	26	1	11	11	3	109
Apprch %	7	76.7	16.3	0	41.7	58.3	6.9	89.7	3.4	44	44	12	
Total %	2.8	30.3	6.4	0	4.6	6.4	1.8	23.9	0.9	10.1	10.1	2.8	

CITY TRAFFIC COUNTERS
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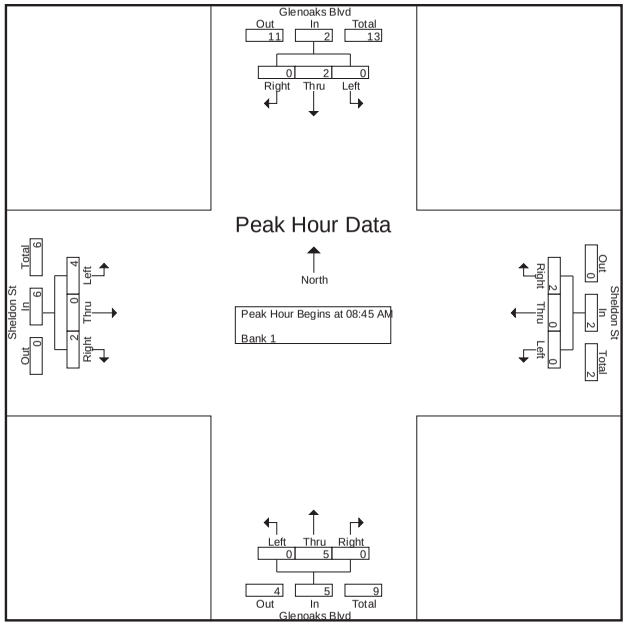
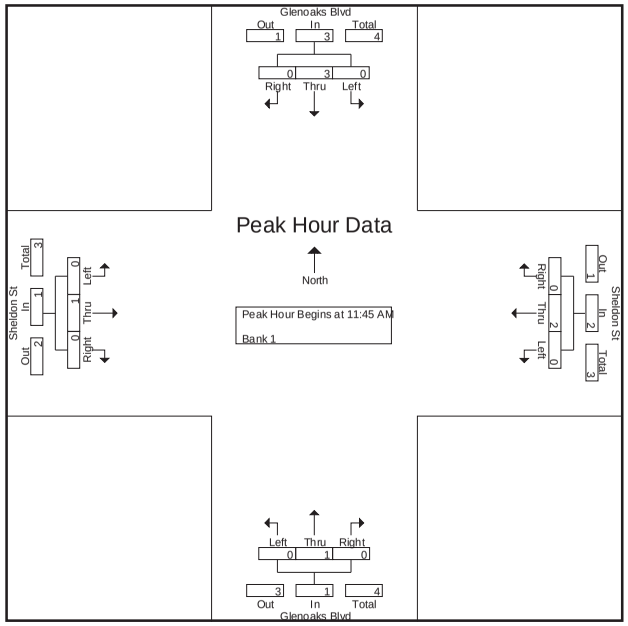
File Name : GlenOaksSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014

	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	**1**	**1**	0	2	0	2	0	0	**1**	1	**4**
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	3
09:15 AM	0	**1**	0	**1**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
09:30 AM	0	1	0	1	0	0	1	1	0	0	0	0	1	0	1	2	4
Total Volume	0	2	0	2	0	0	2	2	0	5	0	5	4	0	2	6	15
% App. Total	0	100	0		0	0	100		0	100	0		66.7	0	33.3		
PHF	.000	.500	.000	.500	.000	.000	.500	.500	.000	.417	.000	.417	.333	.000	.500	.500	.938



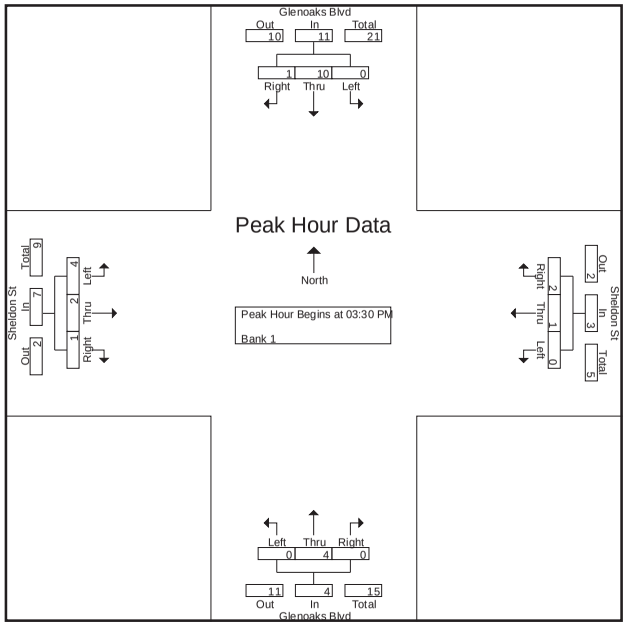
File Name : GlenOaksSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014

	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	1	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	**4**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
Total Volume	0	3	0	3	0	2	0	2	0	1	0	1	0	1	0	1	7
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.375	.000	.375	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.438



File Name : GlenOaksSheldon_Bus
Site Code : 00000000
Start Date : 1/15/2014

	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	**4**	0	**4**	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	6
03:45 PM	0	1	0	1	0	0	1	1	0	**2**	0	**2**	0	0	0	0	4
04:00 PM	0	2	**1**	3	0	0	0	0	0	1	0	1	**3**	**1**	**1**	**5**	**9**
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	1	1	0	2	6
Total Volume	0	10	1	11	0	1	2	3	0	4	0	4	4	2	1	7	25
% App. Total	0	90.9	9.1		0	33.3	66.7		0	100	0		57.1	28.6	14.3		
PHF	.000	.625	.250	.688	.000	.250	.500	.375	.000	.500	.000	.500	.333	.500	.250	.350	.694



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : GlenOaksSheldon_2Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Sheldon St Westbound			Glenoaks Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	1	0	2	2	0	4	0	3	0	1	16
07:15 AM	0	4	1	0	1	1	1	1	0	2	1	3	15
07:30 AM	0	6	4	0	0	0	0	3	1	0	0	1	15
07:45 AM	0	1	2	0	1	1	0	5	1	0	3	0	14
Total	0	14	8	0	4	4	1	13	2	5	4	5	60
08:00 AM	1	4	0	0	0	0	0	2	0	0	1	1	9
08:15 AM	1	7	1	0	1	0	0	2	1	3	1	2	19
08:30 AM	0	5	4	0	3	1	1	2	0	1	2	4	23
08:45 AM	2	7	1	1	0	1	3	1	0	5	2	4	27
Total	4	23	6	1	4	2	4	7	1	9	6	11	78
09:00 AM	1	6	2	0	1	1	0	4	2	1	2	3	23
09:15 AM	2	8	4	0	2	0	0	2	1	1	1	0	21
09:30 AM	0	4	3	0	1	1	5	5	1	2	3	2	27
09:45 AM	3	5	2	0	1	1	1	5	1	3	4	3	29
Total	6	23	11	0	5	3	6	16	5	7	10	8	100
12:00 PM	0	5	3	4	1	1	1	5	0	2	1	1	24
12:15 PM	0	6	4	0	3	1	0	2	1	1	2	0	20
12:30 PM	0	5	2	1	0	1	0	4	1	2	2	3	21
12:45 PM	3	4	0	0	1	1	4	4	0	0	2	1	20
Total	3	20	9	5	5	4	5	15	2	5	7	5	85
01:00 PM	1	7	0	0	3	0	0	5	0	5	1	2	24
01:15 PM	1	5	1	1	3	0	0	2	0	3	8	2	26
01:30 PM	0	5	0	0	1	0	1	4	0	0	4	0	15
01:45 PM	1	7	1	0	1	1	0	2	0	1	3	1	18
Total	3	24	2	1	8	1	1	13	0	9	16	5	83
03:00 PM	0	13	3	1	4	0	3	8	0	2	1	1	36
03:15 PM	1	1	1	0	2	0	1	4	0	1	3	2	16
03:30 PM	0	10	1	1	5	1	4	5	0	1	2	1	31
03:45 PM	2	4	1	0	0	0	1	3	2	0	1	5	19
Total	3	28	6	2	11	1	9	20	2	4	7	9	102
04:00 PM	0	6	1	1	0	0	2	9	0	0	3	4	26
04:15 PM	1	0	0	0	2	0	0	7	1	2	2	1	16
04:30 PM	3	8	1	2	2	4	2	5	1	0	0	0	28
04:45 PM	0	2	0	0	1	2	0	2	0	4	0	0	11
Total	4	16	2	3	5	6	4	23	2	6	5	5	81
05:00 PM	1	4	0	0	2	0	0	6	1	2	0	0	16
05:15 PM	0	2	0	4	0	0	0	4	0	0	2	0	12
05:30 PM	0	2	0	0	2	1	3	5	0	1	0	0	14
05:45 PM	0	3	0	0	0	0	0	4	0	1	2	0	10
Total	1	11	0	4	4	1	3	19	1	4	4	0	52
Grand Total	24	159	44	16	46	22	33	126	15	49	59	48	641
Apprch %	10.6	70	19.4	19	54.8	26.2	19	72.4	8.6	31.4	37.8	30.8	
Total %	3.7	24.8	6.9	2.5	7.2	3.4	5.1	19.7	2.3	7.6	9.2	7.5	

CITY TRAFFIC COUNTERS
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File Name : GlenOaksSheldon_2Axle
Site Code : 00000000
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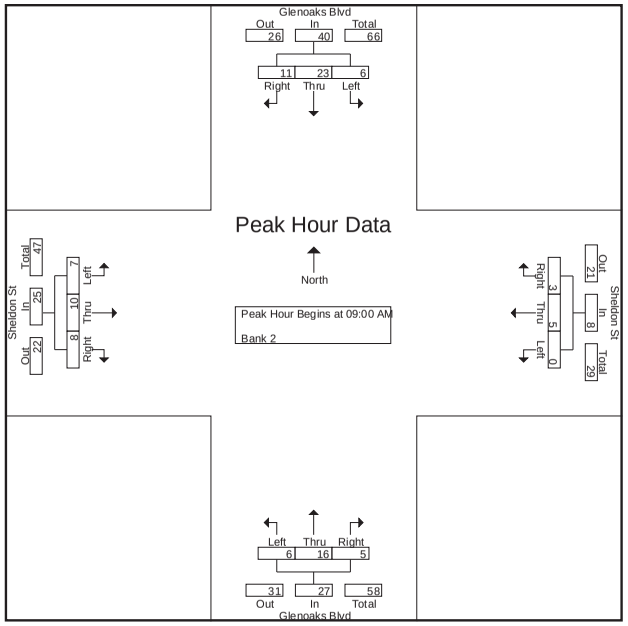
	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	1	6	2	9	0	1	**1**	**2**	0	4	**2**	6	1	2	**3**	6	23
09:15 AM	2	**8**	**4**	**14**	0	**2**	0	2	0	2	1	3	1	1	0	2	21
09:30 AM	0	4	3	7	0	1	1	2	**5**	**5**	1	**11**	2	3	2	7	27
09:45 AM	**3**	5	2	10	0	1	1	2	1	5	1	7	**3**	**4**	3	**10**	**29**
Total Volume	6	23	11	40	0	5	3	8	6	16	5	27	7	10	8	25	100
% App. Total	15	57.5	27.5		0	62.5	37.5		22.2	59.3	18.5		28	40	32		
PHF	.500	.719	.688	.714	.000	.625	.750	1.00	.300	.800	.625	.614	.583	.625	.667	.625	.862



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Site Code : 00000000
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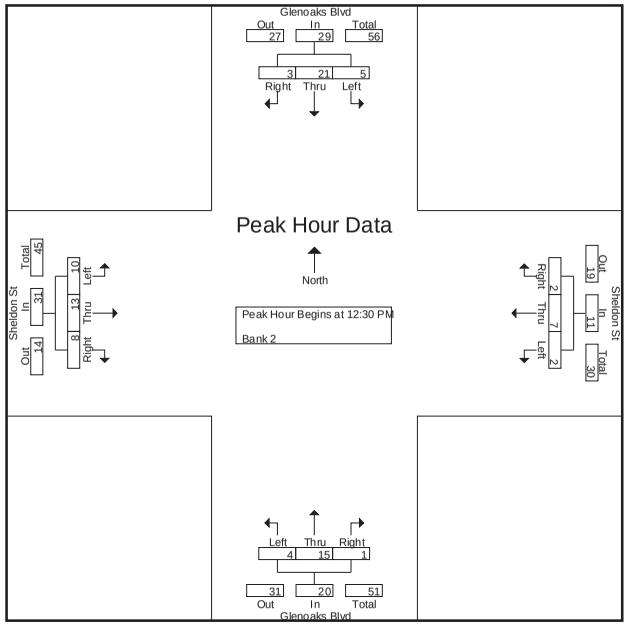
	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	5	**2**	7	**1**	0	**1**	2	0	4	**1**	5	2	2	**3**	7	21
12:45 PM	**3**	4	0	7	0	1	1	2	**4**	4	0	**8**	0	2	1	3	20
01:00 PM	1	**7**	0	**8**	0	**3**	0	3	0	**5**	0	5	**5**	1	2	8	24
01:15 PM	1	5	1	7	1	3	0	**4**	0	2	0	2	3	**8**	2	**13**	**26**
Total Volume	5	21	3	29	2	7	2	11	4	15	1	20	10	13	8	31	91
% App. Total	17.2	72.4	10.3		18.2	63.6	18.2		20	75	5		32.3	41.9	25.8		
PHF	.417	.750	.375	.906	.500	.583	.500	.688	.250	.750	.250	.625	.500	.406	.667	.596	.875



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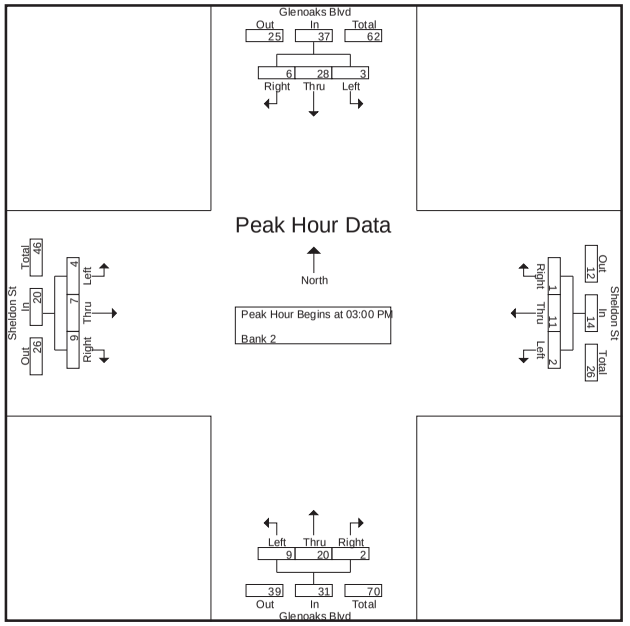
	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**13**	**3**	**16**	**1**	4	0	5	3	**8**	0	**11**	**2**	1	1	4	**36**
03:15 PM	1	1	1	3	0	2	0	2	1	4	0	5	1	**3**	2	**6**	16
03:30 PM	0	10	1	11	1	**5**	**1**	**7**	**4**	5	0	9	1	2	1	4	31
03:45 PM	**2**	4	1	7	0	0	0	0	1	3	**2**	6	0	1	**5**	6	19
Total Volume	3	28	6	37	2	11	1	14	9	20	2	31	4	7	9	20	102
% App. Total	8.1	75.7	16.2		14.3	78.6	7.1		29	64.5	6.5		20	35	45		
PHF	.375	.538	.500	.578	.500	.550	.250	.500	.563	.625	.250	.705	.500	.583	.450	.833	.708



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	Glenoaks Blvd Southbound			Sheldon St Westbound			Glenoaks Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	2	0	1	0	0	0	0	1	1	0	8
07:15 AM	0	5	0	1	0	0	3	6	0	1	1	0	17
07:30 AM	0	1	0	0	1	0	1	2	0	1	2	0	8
07:45 AM	1	4	0	0	0	0	3	1	0	0	0	0	9
Total	1	13	2	1	2	0	7	9	0	3	4	0	42
08:00 AM	0	5	2	0	2	0	2	2	0	0	1	1	15
08:15 AM	1	5	2	0	0	0	0	6	0	0	3	0	17
08:30 AM	0	4	1	0	0	0	1	1	0	1	0	1	9
08:45 AM	0	3	1	0	0	0	2	3	0	3	3	0	15
Total	1	17	6	0	2	0	5	12	0	4	7	2	56
09:00 AM	2	10	2	0	1	1	4	1	0	0	2	0	23
09:15 AM	2	5	0	0	0	0	4	2	0	1	2	0	16
09:30 AM	0	4	2	0	0	0	8	1	0	5	0	1	21
09:45 AM	0	2	2	0	2	0	2	2	0	1	3	2	16
Total	4	21	6	0	3	1	18	6	0	7	7	3	76
12:00 PM	0	1	1	2	1	0	7	1	1	0	4	0	18
12:15 PM	0	3	1	1	1	1	4	1	1	1	2	0	16
12:30 PM	1	5	0	0	0	0	11	4	1	1	1	0	24
12:45 PM	0	2	0	0	0	1	5	2	0	1	4	0	15
Total	1	11	2	3	2	2	27	8	3	3	11	0	73
01:00 PM	2	3	3	0	0	1	3	0	0	1	1	1	15
01:15 PM	2	1	0	0	0	0	8	3	1	1	0	1	17
01:30 PM	0	6	1	0	0	0	2	2	0	2	4	2	19
01:45 PM	0	7	0	0	0	0	0	1	0	3	3	1	15
Total	4	17	4	0	0	1	13	6	1	7	8	5	66
03:00 PM	0	3	2	1	0	1	3	2	3	0	1	7	23
03:15 PM	0	2	1	0	0	0	2	2	0	1	0	4	12
03:30 PM	0	2	0	5	0	0	0	5	2	1	0	2	17
03:45 PM	2	2	0	1	0	0	16	8	0	2	1	0	32
Total	2	9	3	7	0	1	21	17	5	4	2	13	84
04:00 PM	0	2	1	1	0	0	0	1	0	1	0	0	6
04:15 PM	0	0	0	1	0	0	0	4	0	7	0	2	14
04:30 PM	0	2	0	1	0	0	1	1	0	1	0	0	6
04:45 PM	0	1	0	0	0	0	1	0	0	1	0	4	7
Total	0	5	1	3	0	0	2	6	0	10	0	6	33
05:00 PM	0	4	0	0	0	0	1	1	0	3	0	3	12
05:15 PM	0	0	0	0	0	0	0	1	0	6	0	1	8
05:30 PM	0	0	0	0	0	0	0	0	0	4	0	1	5
05:45 PM	0	1	0	0	0	0	0	1	0	2	0	1	5
Total	0	5	0	0	0	0	1	3	0	15	0	6	30
Grand Total	13	98	24	14	9	5	94	67	9	53	39	35	460
Apprch %	9.6	72.6	17.8	50	32.1	17.9	55.3	39.4	5.3	41.7	30.7	27.6	
Total %	2.8	21.3	5.2	3	2	1.1	20.4	14.6	2	11.5	8.5	7.6	

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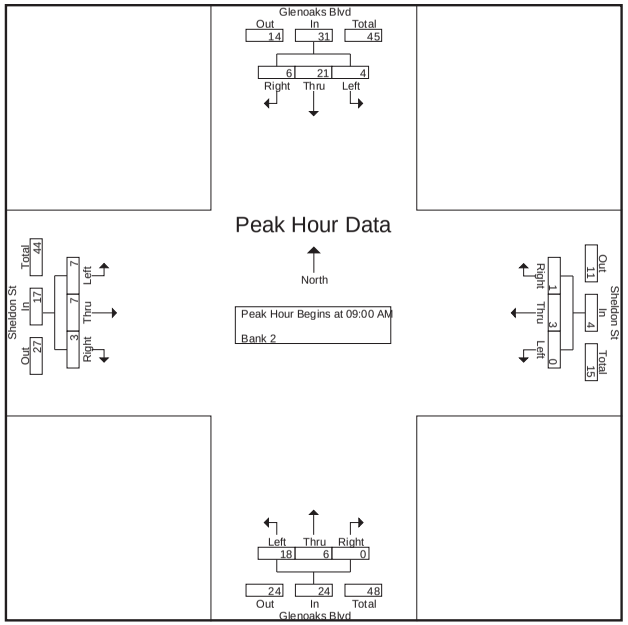
	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**2**	**10**	**2**	**14**	0	1	**1**	**2**	4	1	0	5	0	2	0	2	**23**
09:15 AM	2	5	0	7	0	0	0	0	4	**2**	0	6	1	2	0	3	16
09:30 AM	0	4	2	6	0	0	0	0	**8**	1	0	**9**	**5**	0	1	**6**	21
09:45 AM	0	2	2	4	0	**2**	0	2	2	2	0	4	1	**3**	**2**	6	16
Total Volume	4	21	6	31	0	3	1	4	18	6	0	24	7	7	3	17	76
% App. Total	12.9	67.7	19.4		0	75	25		75	25	0		41.2	41.2	17.6		
PHF	.500	.525	.750	.554	.000	.375	.250	.500	.563	.750	.000	.667	.350	.583	.375	.708	.826



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File Name : GlenOaksSheldon_3Axle
Site Code : 00000000
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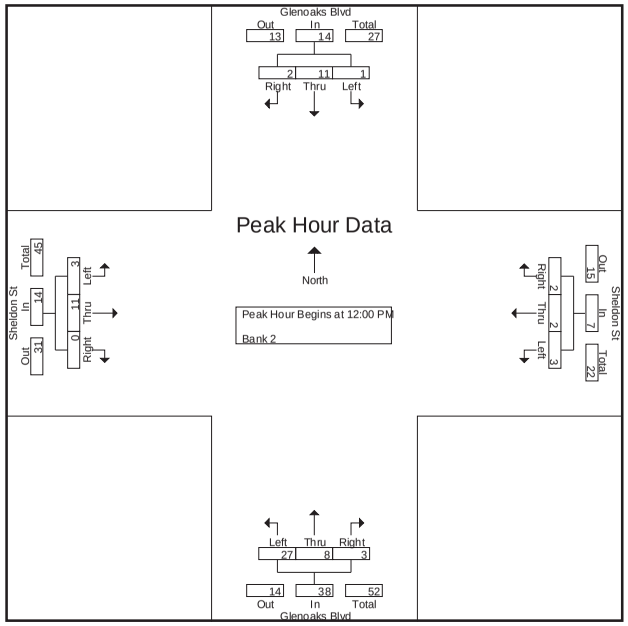
	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	1	**1**	2	**2**	**1**	0	**3**	7	1	**1**	9	0	**4**	0	4	18
12:15 PM	0	3	1	4	1	1	**1**	3	4	1	1	6	**1**	2	0	3	16
12:30 PM	**1**	**5**	0	**6**	0	0	0	0	**11**	**4**	1	**16**	1	1	0	2	**24**
12:45 PM	0	2	0	2	0	0	1	1	5	2	0	7	1	4	0	**5**	15
Total Volume	1	11	2	14	3	2	2	7	27	8	3	38	3	11	0	14	73
% App. Total	7.1	78.6	14.3		42.9	28.6	28.6		71.1	21.1	7.9		21.4	78.6	0		
PHF	.250	.550	.500	.583	.375	.500	.500	.583	.614	.500	.750	.594	.750	.688	.000	.700	.760



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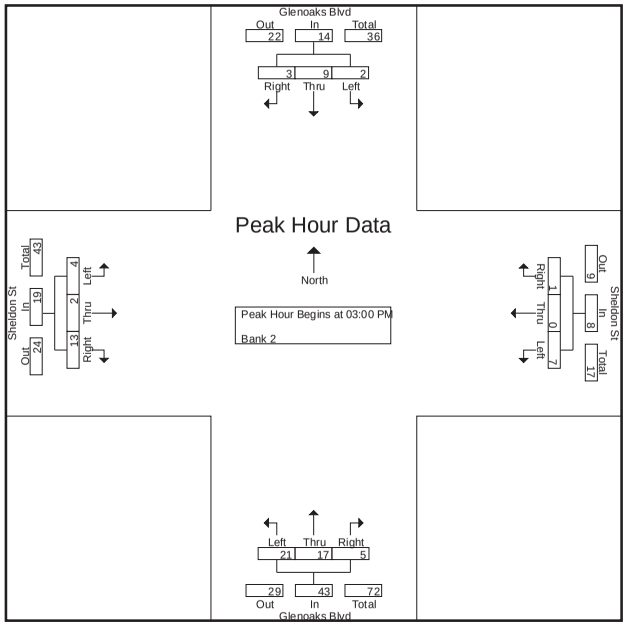
	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**3**	**2**	**5**	1	0	**1**	2	3	2	**3**	8	0	**1**	**7**	**8**	23
03:15 PM	0	2	1	3	0	0	0	0	2	2	0	4	1	0	4	5	12
03:30 PM	0	2	0	2	**5**	0	0	**5**	0	5	2	7	1	0	2	3	17
03:45 PM	**2**	2	0	4	1	0	0	1	**16**	**8**	0	**24**	**2**	1	0	3	**32**
Total Volume	2	9	3	14	7	0	1	8	21	17	5	43	4	2	13	19	84
% App. Total	14.3	64.3	21.4		87.5	0	12.5		48.8	39.5	11.6		21.1	10.5	68.4		
PHF	.250	.750	.375	.700	.350	.000	.250	.400	.328	.531	.417	.448	.500	.500	.464	.594	.656



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Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Sheldon St Westbound			Glenoaks Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	1	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	0	0	1	0	1	0	0	3
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	2	0	0	0	0	1	0	0	0	1	0	5
Total	3	2	0	0	1	0	1	1	0	1	1	0	10
09:00 AM	0	0	0	0	0	0	0	1	0	0	1	1	3
09:15 AM	0	0	0	1	0	0	1	1	0	0	1	0	4
09:30 AM	2	2	0	0	0	0	0	2	1	0	1	0	8
09:45 AM	0	1	0	0	0	0	0	1	0	1	1	1	5
Total	2	3	0	1	0	0	1	5	1	1	4	2	20
12:00 PM	1	1	0	0	0	0	0	0	0	0	1	0	3
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	1	0	0	1	1	3
12:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
Total	1	1	1	0	0	0	0	2	0	0	4	1	10
01:00 PM	0	0	0	0	0	0	1	1	0	1	1	0	4
01:15 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
01:30 PM	0	0	0	0	0	0	0	1	1	0	1	0	3
Total	0	0	0	0	0	0	2	3	1	1	3	0	10
03:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	2	3
03:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
Total	0	0	1	0	0	0	1	1	1	0	2	2	8
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	1	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	1	0	2
Grand Total	8	8	2	1	1	0	5	12	4	3	16	5	65
Apprch %	44.4	44.4	11.1	50	50	0	23.8	57.1	19	12.5	66.7	20.8	
Total %	12.3	12.3	3.1	1.5	1.5	0	7.7	18.5	6.2	4.6	24.6	7.7	

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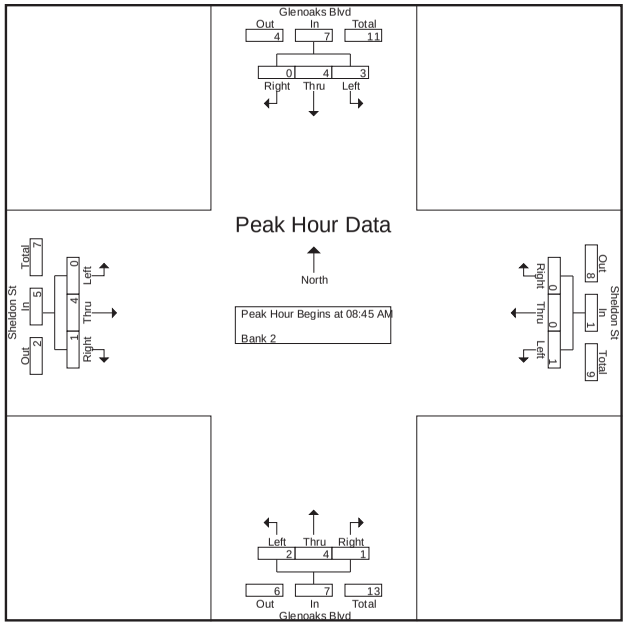
	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	1	**2**	0	3	0	0	0	0	**1**	0	0	1	0	**1**	0	1	5
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	**1**	**2**	3
09:15 AM	0	0	0	0	**1**	0	0	**1**	1	1	0	2	0	1	0	1	4
09:30 AM	**2**	2	0	**4**	0	0	0	0	0	**2**	**1**	**3**	0	1	0	1	**8**
Total Volume	3	4	0	7	1	0	0	1	2	4	1	7	0	4	1	5	20
% App. Total	42.9	57.1	0		100	0	0		28.6	57.1	14.3		0	80	20		
PHF	.375	.500	.000	.438	.250	.000	.000	.250	.500	.500	.250	.583	.000	1.00	.250	.625	.625



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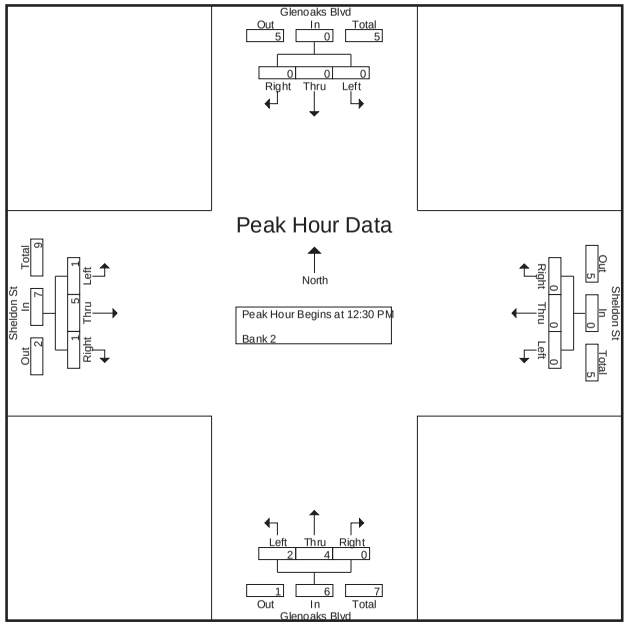
	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	1	**1**	**2**	3
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	**2**	0	2	3
01:00 PM	0	0	0	0	0	0	0	0	**1**	1	0	**2**	**1**	1	0	2	**4**
01:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	1	3
Total Volume	0	0	0	0	0	0	0	0	2	4	0	6	1	5	1	7	13
% App. Total	0	0	0		0	0	0		33.3	66.7	0		14.3	71.4	14.3		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	1.00	.000	.750	.250	.625	.250	.875	.813



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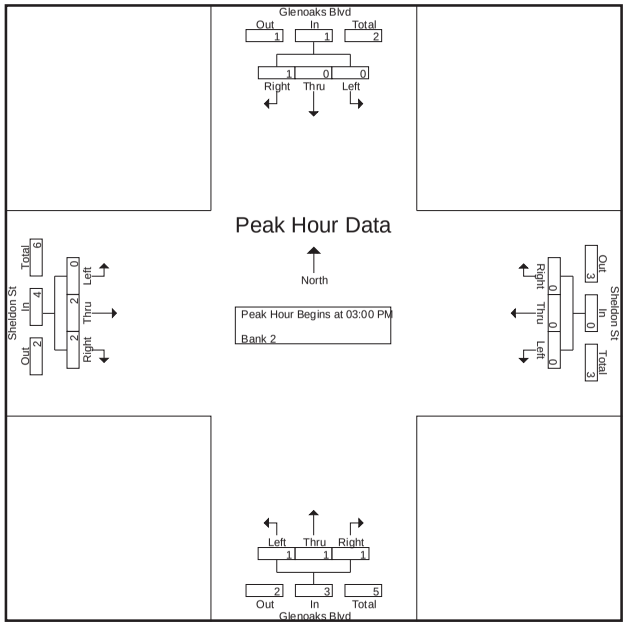
File Name : GlenOaksSheldon_4Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	1	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**2**	**3**	**3**
03:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
03:45 PM	0	0	**1**	**1**	0	0	0	0	0	**1**	0	1	0	0	0	0	2
Total Volume	0	0	1	1	0	0	0	0	1	1	1	3	0	2	2	4	8
% App. Total	0	0	100		0	0	0		33.3	33.3	33.3		0	50	50		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.250	.250	.250	.750	.000	.500	.250	.333	.667



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File Name : GlenOaksSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 1

Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Sheldon St Westbound			Glenoaks Blvd Northbound			Sheldon St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	1	1	2	0	1	0	0	1	3	0	12
07:15 AM	0	5	1	0	0	0	1	0	1	0	3	0	11
07:30 AM	0	5	1	0	0	0	4	3	0	0	0	1	14
07:45 AM	1	6	2	0	0	0	1	2	0	2	0	0	14
Total	1	19	5	1	2	0	7	5	1	3	6	1	51
08:00 AM	2	8	0	0	1	0	0	0	2	1	0	0	14
08:15 AM	0	6	0	0	1	0	1	1	1	0	0	0	10
08:30 AM	1	7	0	1	0	0	2	2	1	5	2	0	21
08:45 AM	2	7	0	0	1	0	2	2	1	1	2	0	18
Total	5	28	0	1	3	0	5	5	5	7	4	0	63
09:00 AM	0	4	0	0	0	0	2	0	0	1	2	0	9
09:15 AM	0	6	0	0	0	0	5	1	0	0	0	0	12
09:30 AM	2	4	1	0	0	0	4	2	1	1	1	0	16
09:45 AM	1	2	0	0	1	0	3	1	0	2	1	1	12
Total	3	16	1	0	1	0	14	4	1	4	4	1	49
12:00 PM	1	2	0	0	0	0	3	4	2	2	2	0	16
12:15 PM	0	3	0	0	1	0	3	3	1	2	3	0	16
12:30 PM	2	0	0	0	0	0	16	4	0	0	3	0	25
12:45 PM	1	3	0	0	0	0	0	1	1	0	1	0	7
Total	4	8	0	0	1	0	22	12	4	4	9	0	64
01:00 PM	1	1	0	0	0	0	0	2	1	1	0	0	6
01:15 PM	0	1	0	0	0	0	3	4	2	1	1	0	12
01:30 PM	0	3	0	0	0	0	0	2	0	1	0	0	6
01:45 PM	0	1	0	1	1	0	0	1	0	1	1	0	6
Total	1	6	0	1	1	0	3	9	3	4	2	0	30
03:00 PM	0	3	1	0	0	0	0	4	0	1	0	0	9
03:15 PM	0	1	0	0	0	0	2	3	1	1	0	2	10
03:30 PM	1	2	0	0	0	0	2	4	0	1	1	0	11
03:45 PM	0	1	0	0	0	0	1	2	1	1	0	0	6
Total	1	7	1	0	0	0	5	13	2	4	1	2	36
04:00 PM	0	2	1	0	0	0	1	1	0	0	0	0	5
04:15 PM	0	0	1	0	0	0	1	1	0	0	0	1	4
04:30 PM	0	0	0	0	0	0	0	3	0	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	2	0	0	0	2	6	0	0	0	2	14
05:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
05:15 PM	0	1	0	0	0	0	0	0	0	0	2	0	3
05:45 PM	0	5	0	0	0	0	0	1	0	0	0	0	6
Total	0	7	0	0	0	0	0	3	0	0	2	0	12
Grand Total	15	93	9	3	8	0	58	57	16	26	28	6	319
Apprch %	12.8	79.5	7.7	27.3	72.7	0	44.3	43.5	12.2	43.3	46.7	10	
Total %	4.7	29.2	2.8	0.9	2.5	0	18.2	17.9	5	8.2	8.8	1.9	

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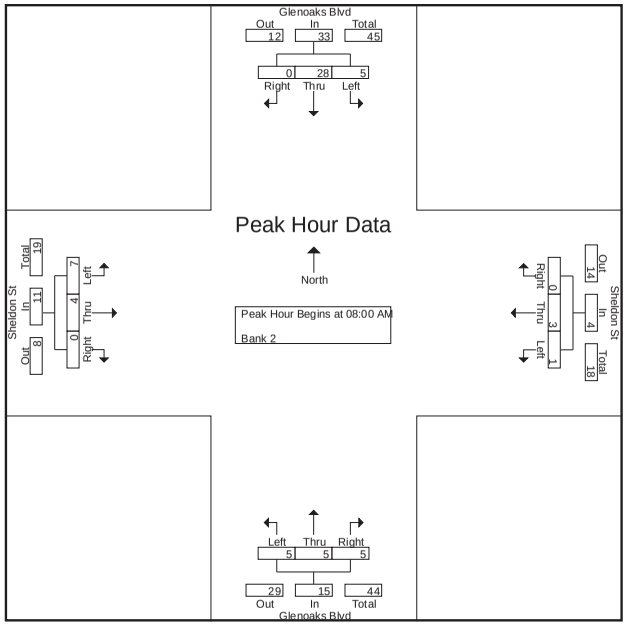
File Name : GlenOaksSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 2

	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**2**	**8**	0	**10**	0	**1**	0	**1**	0	0	**2**	2	1	0	0	1	14
08:15 AM	0	6	0	6	0	1	0	1	1	1	1	3	0	0	0	0	10
08:30 AM	1	7	0	8	**1**	0	0	1	**2**	**2**	1	**5**	**5**	**2**	0	**7**	**21**
08:45 AM	2	7	0	9	0	1	0	1	2	2	1	5	1	2	0	3	18
Total Volume	5	28	0	33	1	3	0	4	5	5	5	15	7	4	0	11	63
% App. Total	15.2	84.8	0		25	75	0		33.3	33.3	33.3		63.6	36.4	0		
PHF	.625	.875	.000	.825	.250	.750	.000	1.00	.625	.625	.625	.750	.350	.500	.000	.393	.750



CITY TRAFFIC COUNTERS
626.991.7522
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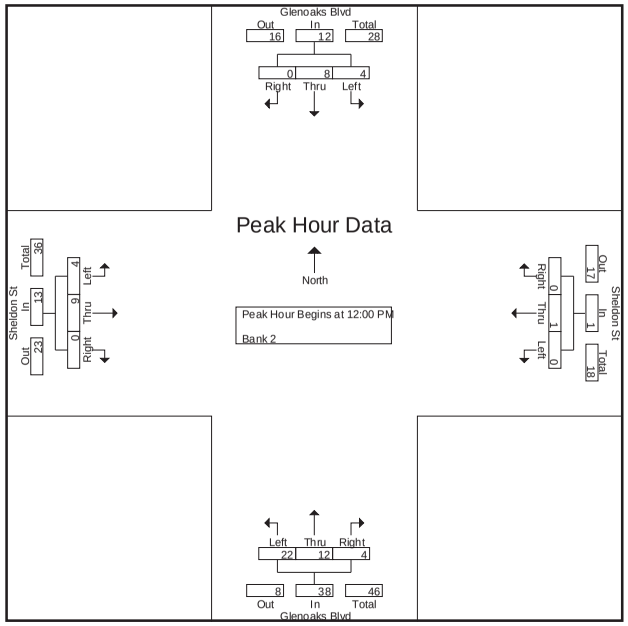
File Name : GlenOaksSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 3

	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	1	2	0	3	0	0	0	0	3	**4**	**2**	9	**2**	2	0	4	16
12:15 PM	0	**3**	0	3	0	**1**	0	**1**	3	3	1	7	2	**3**	0	**5**	16
12:30 PM	**2**	0	0	2	0	0	0	0	**16**	4	0	**20**	0	3	0	3	**25**
12:45 PM	1	3	0	**4**	0	0	0	0	0	1	1	2	0	1	0	1	7
Total Volume	4	8	0	12	0	1	0	1	22	12	4	38	4	9	0	13	64
% App. Total	33.3	66.7	0		0	100	0		57.9	31.6	10.5		30.8	69.2	0		
PHF	.500	.667	.000	.750	.000	.250	.000	.250	.344	.750	.500	.475	.500	.750	.000	.650	.640



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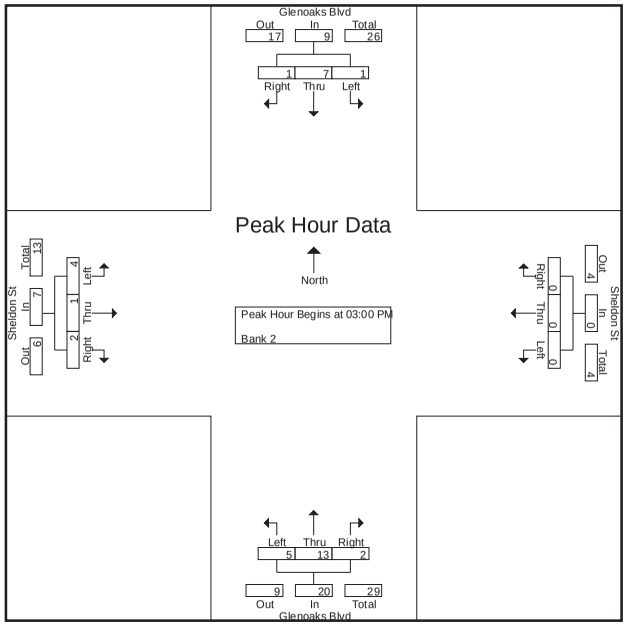
File Name : GlenOaksSheldon_5Axle
Site Code : 00000000
Start Date : 1/15/2014
Page No : 4

	Glenoaks Blvd Southbound				Sheldon St Westbound				Glenoaks Blvd Northbound				Sheldon St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**3**	**1**	**4**	0	0	0	0	0	**4**	0	4	**1**	0	0	1	9
03:15 PM	0	1	0	1	0	0	0	0	**2**	3	**1**	**6**	1	0	**2**	**3**	10
03:30 PM	**1**	2	0	3	0	0	0	0	2	4	0	6	1	**1**	0	2	**11**
03:45 PM	0	1	0	1	0	0	0	0	1	2	1	4	1	0	0	1	6
Total Volume	1	7	1	9	0	0	0	0	5	13	2	20	4	1	2	7	36
% App. Total	11.1	77.8	11.1		0	0	0		25	65	10		57.1	14.3	28.6		
PHF	.250	.583	.250	.563	.000	.000	.000	.000	.625	.813	.500	.833	1.00	.250	.250	.583	.818



CITY TRAFFIC COUNTERS
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INT. 15

File Name : Paxton_LaurelCanyon
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Unshifted

	Laurel Cyn Blvd Southbound			Paxton St Westbound			Laurel Cyn Blvd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	18	234	29	24	69	27	12	151	23	18	82	16	703
07:15 AM	27	269	44	17	92	22	9	185	29	18	90	10	812
07:30 AM	27	309	69	15	89	58	8	279	28	13	134	5	1034
07:45 AM	32	314	68	22	124	62	18	299	32	19	197	6	1193
Total	104	1126	210	78	374	169	47	914	112	68	503	37	3742
08:00 AM	30	353	70	23	91	43	9	176	35	21	83	9	943
08:15 AM	36	235	71	27	85	33	21	147	19	22	119	6	821
08:30 AM	21	188	37	26	65	27	23	105	32	20	102	16	662
08:45 AM	29	226	32	18	59	25	11	131	28	14	84	14	671
Total	116	1002	210	94	300	128	64	559	114	77	388	45	3097
09:00 AM	12	117	21	18	59	9	16	94	27	18	56	8	455
09:15 AM	21	110	19	18	54	14	12	92	25	15	61	8	449
09:30 AM	15	150	24	9	38	23	12	86	15	8	66	11	457
09:45 AM	19	178	33	21	47	11	8	94	17	18	80	8	534
Total	67	555	97	66	198	57	48	366	84	59	263	35	1895
12:00 PM	42	105	11	32	54	24	12	115	25	13	45	8	486
12:15 PM	37	137	10	26	66	19	19	94	32	26	60	9	535
12:30 PM	40	139	15	22	58	30	21	133	25	20	61	5	569
12:45 PM	41	125	14	14	43	32	21	128	19	25	80	6	548
Total	160	506	50	94	221	105	73	470	101	84	246	28	2138
01:00 PM	33	102	21	15	62	20	8	115	23	23	80	11	513
01:15 PM	30	110	15	20	54	19	24	118	32	41	67	7	537
01:30 PM	43	98	20	28	64	26	14	115	27	30	59	12	536
01:45 PM	34	130	22	21	67	26	27	116	17	26	68	10	564
Total	140	440	78	84	247	91	73	464	99	120	274	40	2150
03:00 PM	36	158	35	35	107	41	16	203	25	18	103	23	800
03:15 PM	47	255	52	21	92	29	30	198	28	30	128	19	929
03:30 PM	42	206	48	24	107	19	23	156	25	24	113	14	801
03:45 PM	42	178	42	32	124	23	25	197	31	25	94	24	837
Total	167	797	177	112	430	112	94	754	109	97	438	80	3367
04:00 PM	38	181	51	29	104	24	38	185	30	16	123	23	842
04:15 PM	36	206	48	28	116	14	34	213	28	24	125	14	886
04:30 PM	24	212	45	28	169	18	29	170	38	24	112	25	894
04:45 PM	40	288	78	22	128	22	26	221	31	27	137	25	1045
Total	138	887	222	107	517	78	127	789	127	91	497	87	3667
05:00 PM	36	296	85	19	106	17	32	272	26	25	155	29	1098
05:15 PM	54	290	36	20	136	22	27	272	33	23	150	30	1093
05:30 PM	42	195	43	28	114	28	42	315	40	15	151	33	1046
05:45 PM	37	204	47	25	159	30	44	313	49	24	152	22	1106
Total	169	985	211	92	515	97	145	1172	148	87	608	114	4343
Grand Total	1061	6298	1255	727	2802	837	671	5488	894	683	3217	466	24399
Apprch %	12.3	73.1	14.6	16.7	64.2	19.2	9.5	77.8	12.7	15.6	73.7	10.7	
Total %	4.3	25.8	5.1	3	11.5	3.4	2.8	22.5	3.7	2.8	13.2	1.9	

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File Name : Paxton_LaurelCanyon
Site Code : 00000000
Start Date : 3/26/2015
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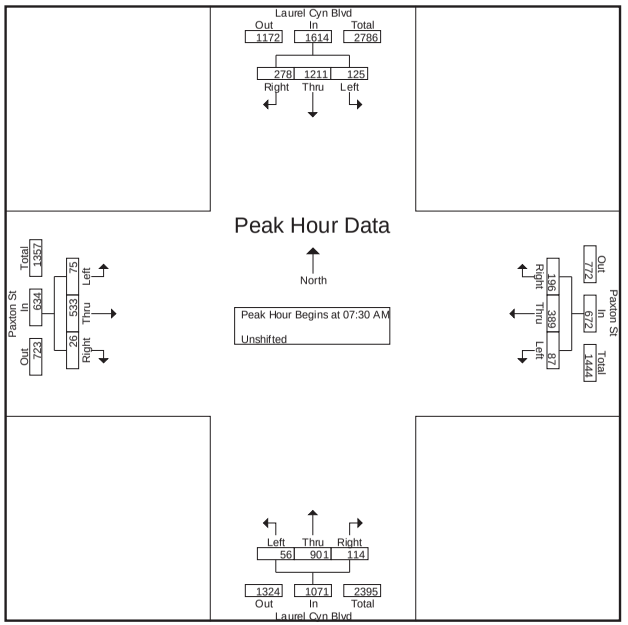
	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	27	309	69	405	15	89	58	162	8	279	28	315	13	134	5	152	1034
07:45 AM	32	314	68	414	22	**124**	**62**	**208**	18	**299**	32	**349**	19	**197**	6	**222**	**1193**
08:00 AM	30	**353**	70	**453**	23	91	43	157	9	176	**35**	220	21	83	**9**	113	943
08:15 AM	**36**	235	**71**	342	**27**	85	33	145	**21**	147	19	187	**22**	119	6	147	821
Total Volume	125	1211	278	1614	87	389	196	672	56	901	114	1071	75	533	26	634	3991
% App. Total	7.7	75	17.2		12.9	57.9	29.2		5.2	84.1	10.6		11.8	84.1	4.1		
PHF	.868	.858	.979	.891	.806	.784	.790	.808	.667	.753	.814	.767	.852	.676	.722	.714	.836



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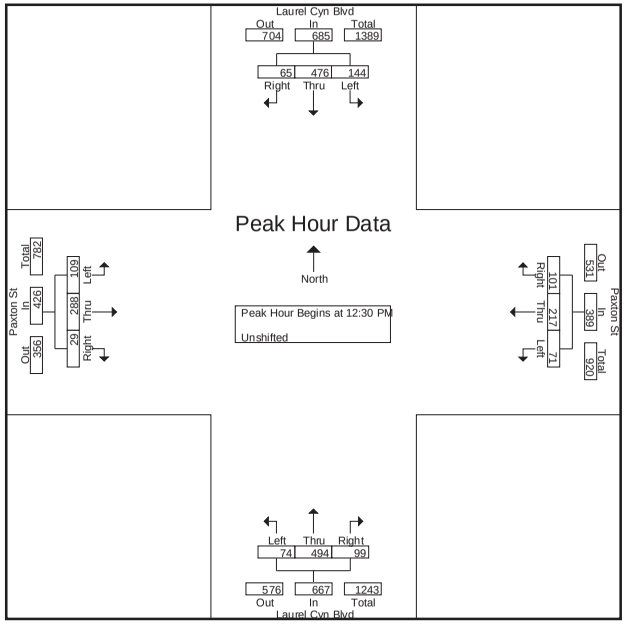
File Name : Paxton_LaurelCanyon
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	40	**139**	15	**194**	**22**	58	30	**110**	21	**133**	25	**179**	20	61	5	86	**569**
12:45 PM	**41**	125	14	180	14	43	**32**	89	21	128	19	168	25	**80**	6	111	548
01:00 PM	33	102	**21**	156	15	**62**	20	97	8	115	23	146	23	80	**11**	114	513
01:15 PM	30	110	15	155	20	54	19	93	**24**	118	**32**	174	**41**	67	7	**115**	537
Total Volume	144	476	65	685	71	217	101	389	74	494	99	667	109	288	29	426	2167
% App. Total	21	69.5	9.5		18.3	55.8	26		11.1	74.1	14.8		25.6	67.6	6.8		
PHF	.878	.856	.774	.883	.807	.875	.789	.884	.771	.929	.773	.932	.665	.900	.659	.926	.952



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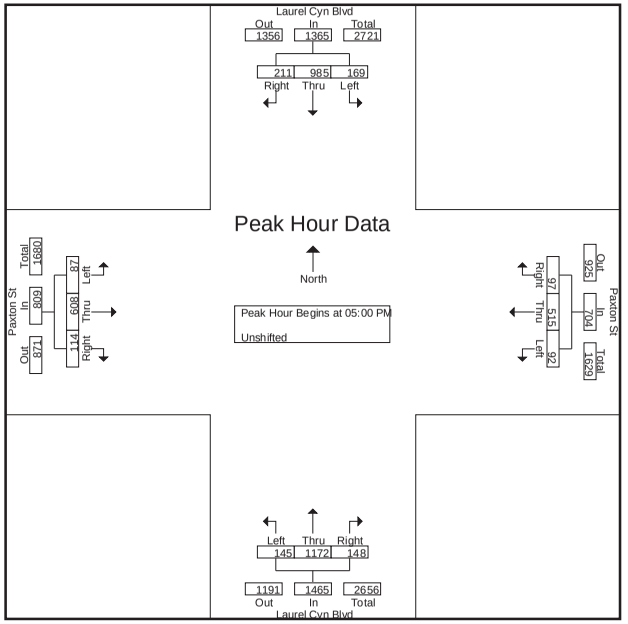
File Name : Paxton_LaurelCanyon
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	36	**296**	**85**	**417**	19	106	17	142	32	272	26	330	**25**	**155**	29	**209**	1098
05:15 PM	**54**	290	36	380	20	136	22	178	27	272	33	332	23	150	30	203	1093
05:30 PM	42	195	43	280	**28**	114	28	170	42	**315**	40	397	15	151	**33**	199	1046
05:45 PM	37	204	47	288	25	**159**	**30**	**214**	**44**	313	**49**	**406**	24	152	22	198	**1106**
Total Volume	169	985	211	1365	92	515	97	704	145	1172	148	1465	87	608	114	809	4343
% App. Total	12.4	72.2	15.5		13.1	73.2	13.8		9.9	80	10.1		10.8	75.2	14.1		
PHF	.782	.832	.621	.818	.821	.810	.808	.822	.824	.930	.755	.902	.870	.981	.864	.968	.982



File Name : Paxton_LaurelCanyon_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Bank 2

	Laurel Cyn Blvd Southbound			Paxton St Westbound			Laurel Cyn Blvd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
07:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
Total	0	2	0	0	3	0	0	0	0	0	1	0	6
08:00 AM	0	0	0	0	0	0	0	1	0	0	1	1	3
08:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	1	1	0	0	0	0	0	2	0	0	1	1	6
09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:45 AM	0	0	0	1	1	0	0	0	0	1	0	0	3
Total	0	0	0	1	1	0	0	2	0	1	0	0	5
12:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00 PM	1	0	0	0	0	0	0	0	0	1	1	0	3
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	1	0	1	0	0	0	2	0	0	0	0	4
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	1	2	0	1	0	1	0	2	0	1	1	0	9
03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	3	0	0	1	0	0	0	0	0	0	1	5
03:30 PM	0	1	0	0	0	1	0	2	0	0	1	0	5
03:45 PM	2	0	0	0	0	0	0	0	0	0	1	0	3
Total	2	5	0	0	1	1	0	2	0	0	2	1	14
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	1	2	1	0	0	0	0	0	0	4
04:45 PM	0	2	0	0	2	0	0	1	0	0	0	0	5
Total	0	4	0	1	4	1	0	1	0	0	0	0	11
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	1	0	1	0	0	2	0	5
05:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
05:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	1	1	0	0	2	1	0	2	0	0	4	0	11
Grand Total	6	16	0	3	11	4	0	11	0	2	9	2	64
Apprch %	27.3	72.7	0	16.7	61.1	22.2	0	100	0	15.4	69.2	15.4	
Total %	9.4	25	0	4.7	17.2	6.2	0	17.2	0	3.1	14.1	3.1	

CITY TRAFFIC COUNTERS
626.991.7522
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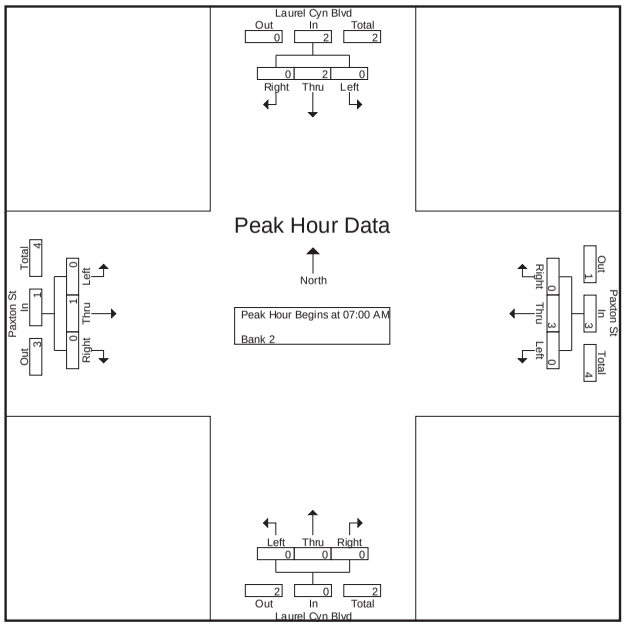
File Name : Paxton_LaurelCanyon_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

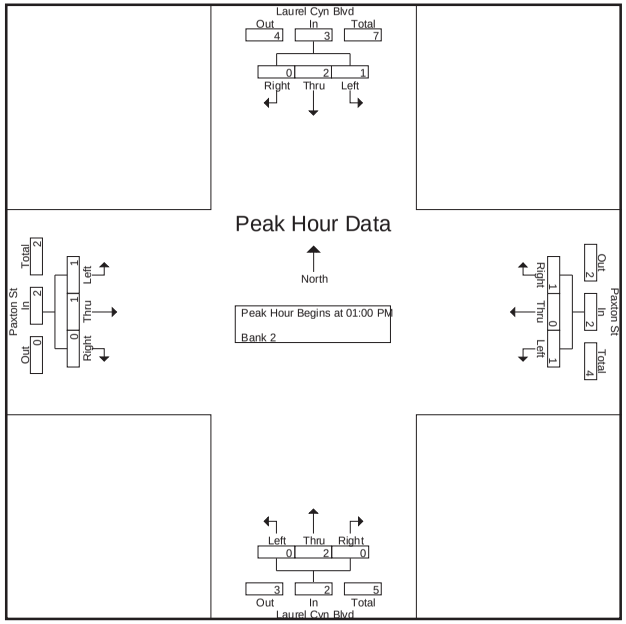
	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**3**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	**2**	0	**2**	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	3	0	3	0	0	0	0	0	1	0	1	6
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.500



CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : Paxton_LaurelCanyon_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	3
01:15 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	1	0	1	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	**4**
01:45 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
Total Volume	1	2	0	3	1	0	1	2	0	2	0	2	1	1	0	2	9
% App. Total	33.3	66.7	0		50	0	50		0	100	0		50	50	0		
PHF	.250	.500	.000	.750	.250	.000	.250	.500	.000	.250	.000	.250	.250	.250	.000	.250	.563



CITY TRAFFIC COUNTERS
626.991.7522
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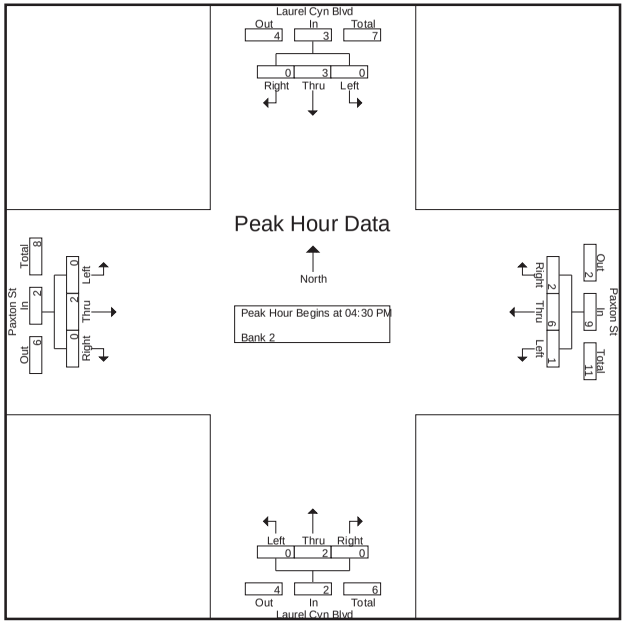
File Name : Paxton_LaurelCanyon_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**1**	**2**	**1**	**4**	0	0	0	0	0	0	0	0	4
04:45 PM	0	**2**	0	**2**	0	2	0	2	0	**1**	0	**1**	0	0	0	0	**5**
05:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	1	2	0	1	0	1	0	**2**	0	**2**	5
Total Volume	0	3	0	3	1	6	2	9	0	2	0	2	0	2	0	2	16
% App. Total	0	100	0		11.1	66.7	22.2		0	100	0		0	100	0		
PHF	.000	.375	.000	.375	.250	.750	.500	.563	.000	.500	.000	.500	.000	.250	.000	.250	.800



CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : paxton_laurelcanyon_buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Bank 1

	Laurel Cyn Blvd Southbound			Paxton St Westbound			Laurel Cyn Blvd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	1	2	0	0	4	1	1	1	1	14
07:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
07:30 AM	0	2	0	0	1	0	0	3	0	0	1	0	7
07:45 AM	0	1	1	0	1	0	0	3	0	0	0	0	6
Total	0	8	1	1	4	0	0	11	1	1	2	1	30
08:00 AM	1	2	0	0	0	0	0	2	0	0	1	0	6
08:15 AM	1	4	0	0	0	0	0	2	0	0	5	0	12
08:30 AM	0	1	0	0	0	0	0	1	1	0	3	2	8
08:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	2	7	0	0	0	0	0	6	1	0	10	2	28
09:00 AM	0	3	0	0	0	0	0	3	2	0	4	0	12
09:15 AM	0	0	0	0	0	0	0	0	1	0	1	1	3
09:30 AM	0	2	0	0	0	0	0	3	1	0	3	0	9
09:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	5	0	0	0	0	0	6	4	0	8	1	25
12:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	1	0	0	0	0	1	0	2	0	0	0	0	4
12:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	1	1	0	2	0	0	0	0	5
Total	3	2	0	0	1	2	0	4	0	0	0	0	12
01:00 PM	0	0	0	1	1	1	0	0	0	0	0	0	3
01:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:30 PM	0	0	1	1	1	1	0	2	0	0	1	0	7
01:45 PM	0	0	0	0	2	1	0	0	0	0	0	0	3
Total	0	1	1	2	4	3	0	3	0	0	1	0	15
03:00 PM	0	4	0	0	0	1	0	1	1	0	0	0	7
03:15 PM	4	4	1	0	1	0	1	5	2	0	3	0	21
03:30 PM	0	4	1	0	1	0	1	1	0	0	3	0	11
03:45 PM	0	3	0	0	1	0	0	3	1	0	2	0	10
Total	4	15	2	0	3	1	2	10	4	0	8	0	49
04:00 PM	1	2	0	0	1	0	1	4	1	0	3	0	13
04:15 PM	1	0	2	0	0	0	0	3	2	0	1	0	9
04:30 PM	0	2	1	0	0	0	0	1	1	0	1	0	6
04:45 PM	0	3	1	0	1	0	0	2	1	0	3	0	11
Total	2	7	4	0	2	0	1	10	5	0	8	0	39
05:00 PM	2	1	0	0	0	0	0	1	0	0	2	1	7
05:15 PM	1	1	1	0	0	0	0	0	4	0	2	0	9
05:30 PM	0	1	1	0	0	0	0	1	2	0	3	0	8
05:45 PM	1	0	1	1	0	0	1	1	1	0	0	0	6
Total	4	3	3	1	0	0	1	3	7	0	7	1	30
Grand Total	16	48	11	4	14	6	4	53	22	1	44	5	228
Apprch %	21.3	64	14.7	16.7	58.3	25	5.1	67.1	27.8	2	88	10	
Total %	7	21.1	4.8	1.8	6.1	2.6	1.8	23.2	9.6	0.4	19.3	2.2	

CITY TRAFFIC COUNTERS
626.991.7522
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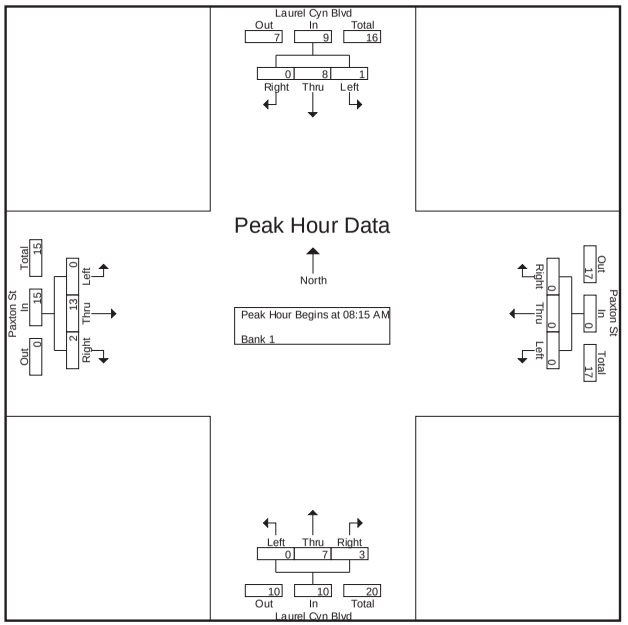
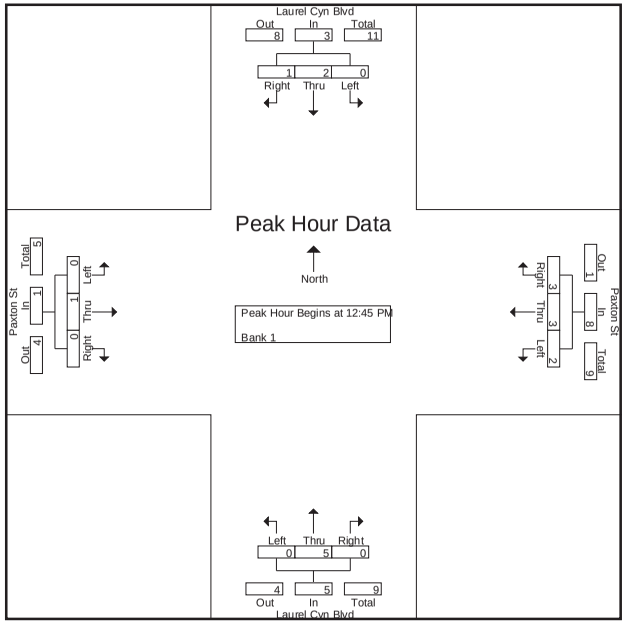
File Name : paxton_laurelcanyon_buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**1**	**4**	0	**5**	0	0	0	0	0	2	0	2	0	**5**	0	**5**	**12**
08:30 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	3	**2**	5	8
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
09:00 AM	0	3	0	3	0	0	0	0	0	**3**	**2**	**5**	0	4	0	4	12
Total Volume	1	8	0	9	0	0	0	0	0	7	3	10	0	13	2	15	34
% App. Total	11.1	88.9	0		0	0	0		0	70	30		0	86.7	13.3		
PHF	.250	.500	.000	.450	.000	.000	.000	.000	.000	.583	.375	.500	.000	.650	.250	.750	.708



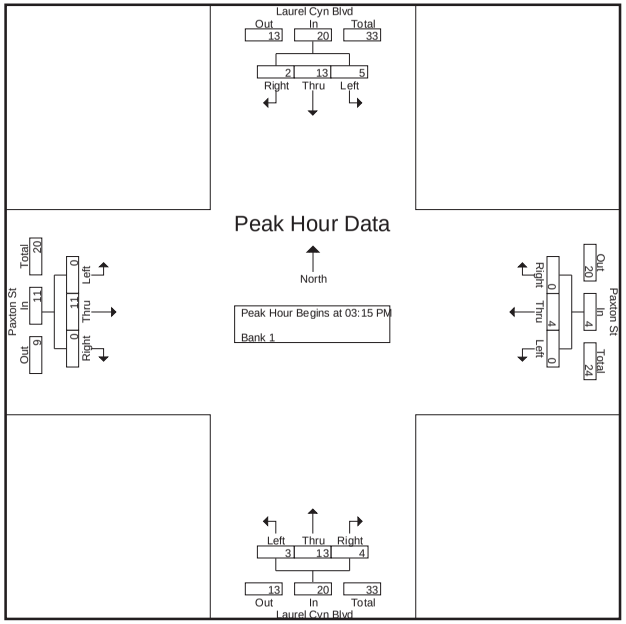
File Name : paxton_laurelcanyon_buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	**1**	0	**1**	0	**1**	**1**	2	0	**2**	0	**2**	0	0	0	0	5
01:00 PM	0	0	0	0	**1**	1	1	**3**	0	0	0	0	0	0	0	0	3
01:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
01:30 PM	0	0	**1**	1	1	1	1	3	0	2	0	2	0	**1**	0	**1**	**7**
Total Volume	0	2	1	3	2	3	3	8	0	5	0	5	0	1	0	1	17
% App. Total	0	66.7	33.3		25	37.5	37.5		0	100	0		0	100	0		
PHF	.000	.500	.250	.750	.500	.750	.750	.667	.000	.625	.000	.625	.000	.250	.000	.250	.607



File Name : paxton_laurelcanyon_buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	**4**	**4**	**1**	**9**	0	**1**	0	**1**	**1**	**5**	**2**	**8**	0	**3**	0	**3**	**21**
03:30 PM	0	4	1	5	0	1	0	1	1	1	0	2	0	3	0	3	11
03:45 PM	0	3	0	3	0	1	0	1	0	3	1	4	0	2	0	2	10
04:00 PM	1	2	0	3	0	1	0	1	1	4	1	6	0	3	0	3	13
Total Volume	5	13	2	20	0	4	0	4	3	13	4	20	0	11	0	11	55
% App. Total	25	65	10		0	100	0		15	65	20		0	100	0		
PHF	.313	.813	.500	.556	.000	1.00	.000	1.00	.750	.650	.500	.625	.000	.917	.000	.917	.655



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : paxton_laurelcanyon_2axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Unshifted

	Laurel Canyon Blvd Southbound			Paxton St Westbound			Laurel Canyon Blvd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	4	1	1	2	1	1	5	2	0	4	1	23
07:15 AM	3	5	0	1	2	1	1	5	0	0	0	0	18
07:30 AM	1	6	1	1	1	0	0	1	1	0	4	0	16
07:45 AM	0	0	4	1	1	1	0	3	1	0	2	0	13
Total	5	15	6	4	6	3	2	14	4	0	10	1	70
08:00 AM	1	6	0	1	1	1	1	5	2	1	2	2	23
08:15 AM	2	6	0	2	2	2	0	5	1	0	6	2	28
08:30 AM	2	5	0	1	2	0	1	2	1	0	4	1	19
08:45 AM	3	7	1	1	2	1	0	2	1	0	0	1	19
Total	8	24	1	5	7	4	2	14	5	1	12	6	89
09:00 AM	2	5	0	0	1	1	0	5	1	1	3	1	20
09:15 AM	1	2	0	1	2	2	0	1	2	1	1	1	14
09:30 AM	0	7	0	0	0	4	2	6	1	1	0	1	22
09:45 AM	0	5	0	0	3	0	3	0	0	0	0	0	11
Total	3	19	0	1	6	7	5	12	4	3	4	3	67
12:00 PM	1	2	0	1	1	1	0	1	2	0	2	0	11
12:15 PM	1	2	0	0	2	1	0	6	1	1	3	0	17
12:30 PM	1	4	1	1	1	1	0	3	1	0	0	0	13
12:45 PM	2	4	1	0	3	1	0	2	0	0	1	0	14
Total	5	12	2	2	7	4	0	12	4	1	6	0	55
01:00 PM	0	2	0	0	1	1	1	2	3	1	2	0	13
01:15 PM	1	0	0	0	1	0	0	2	1	0	2	0	7
01:30 PM	0	3	0	4	3	1	0	4	2	0	1	0	18
01:45 PM	2	3	1	0	4	1	2	1	0	2	2	1	19
Total	3	8	1	4	9	3	3	9	6	3	7	1	57
03:00 PM	0	4	0	2	4	0	1	2	0	0	6	0	19
03:15 PM	1	2	2	0	2	0	0	3	3	1	6	0	20
03:30 PM	1	4	0	0	2	0	1	3	0	0	5	1	17
03:45 PM	1	5	2	2	1	1	1	4	0	0	2	0	19
Total	3	15	4	4	9	1	3	12	3	1	19	1	75
04:00 PM	0	2	1	0	2	1	0	1	0	0	3	1	11
04:15 PM	1	4	3	2	3	2	1	3	0	0	1	0	20
04:30 PM	2	2	0	0	1	0	1	2	0	0	4	0	12
04:45 PM	2	6	0	0	2	0	0	1	1	0	2	2	16
Total	5	14	4	2	8	3	2	7	1	0	10	3	59
05:00 PM	1	10	1	0	1	1	1	3	1	0	2	0	21
05:15 PM	0	2	0	0	2	0	0	1	0	0	4	0	9
05:30 PM	1	2	1	0	0	0	1	2	1	0	2	1	11
05:45 PM	1	4	1	0	3	0	0	4	0	1	0	0	14
Total	3	18	3	0	6	1	2	10	2	1	8	1	55
Grand Total	35	125	21	22	58	26	19	90	29	10	76	16	527
Apprch %	19.3	69.1	11.6	20.8	54.7	24.5	13.8	65.2	21	9.8	74.5	15.7	
Total %	6.6	23.7	4	4.2	11	4.9	3.6	17.1	5.5	1.9	14.4	3	

CITY TRAFFIC COUNTERS
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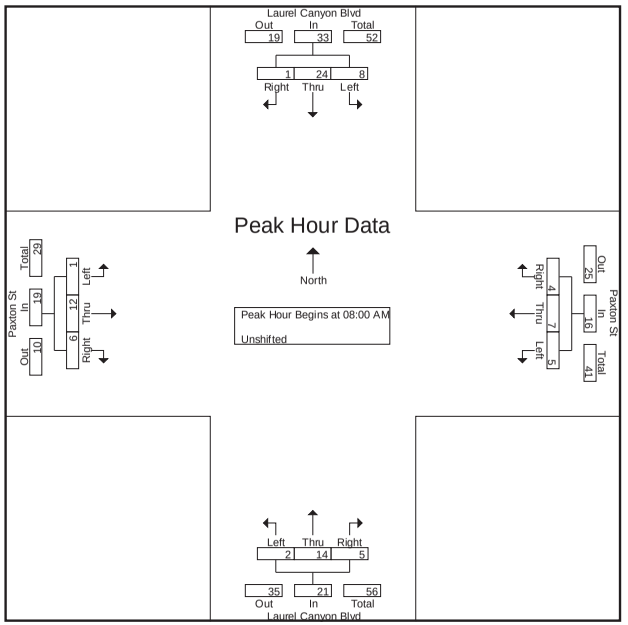
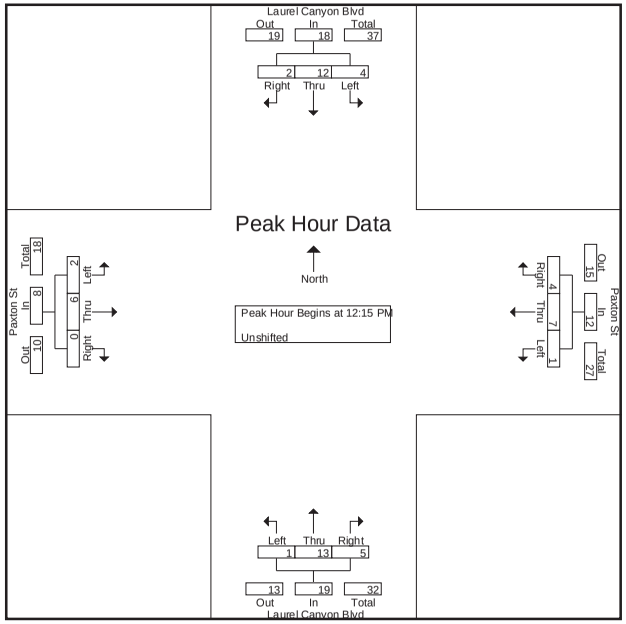
File Name : paxton_laurelcanyon_2axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Laurel Canyon Blvd Southbound				Paxton St Westbound				Laurel Canyon Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	6	0	7	1	1	1	3	**1**	**5**	**2**	**8**	**1**	2	**2**	5	23
08:15 AM	2	6	0	8	**2**	**2**	**2**	**6**	0	5	1	6	0	**6**	2	**8**	**28**
08:30 AM	2	5	0	7	1	2	0	3	1	2	1	4	0	4	1	5	19
08:45 AM	**3**	**7**	**1**	**11**	1	2	1	4	0	2	1	3	0	0	1	1	19
Total Volume	8	24	1	33	5	7	4	16	2	14	5	21	1	12	6	19	89
% App. Total	24.2	72.7	3		31.2	43.8	25		9.5	66.7	23.8		5.3	63.2	31.6		
PHF	.667	.857	.250	.750	.625	.875	.500	.667	.500	.700	.625	.656	.250	.500	.750	.594	.795



File Name : paxton_laurelcanyon_2axle
Site Code : 00000000
Start Date : 3/26/2015

	Laurel Canyon Blvd Southbound				Paxton St Westbound				Laurel Canyon Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	1	2	0	3	0	2	**1**	3	0	**6**	1	**7**	**1**	**3**	0	**4**	**17**
12:30 PM	1	**4**	**1**	6	**1**	1	1	3	0	3	1	4	0	0	0	0	13
12:45 PM	**2**	4	1	**7**	0	**3**	1	**4**	0	2	0	2	0	1	0	1	14
01:00 PM	0	2	0	2	0	1	1	2	**1**	2	**3**	6	1	2	0	3	13
Total Volume	4	12	2	18	1	7	4	12	1	13	5	19	2	6	0	8	57
% App. Total	22.2	66.7	11.1		8.3	58.3	33.3		5.3	68.4	26.3		25	75	0		
PHF	.500	.750	.500	.643	.250	.583	1.00	.750	.250	.542	.417	.679	.500	.500	.000	.500	.838



CITY TRAFFIC COUNTERS
626.991.7522
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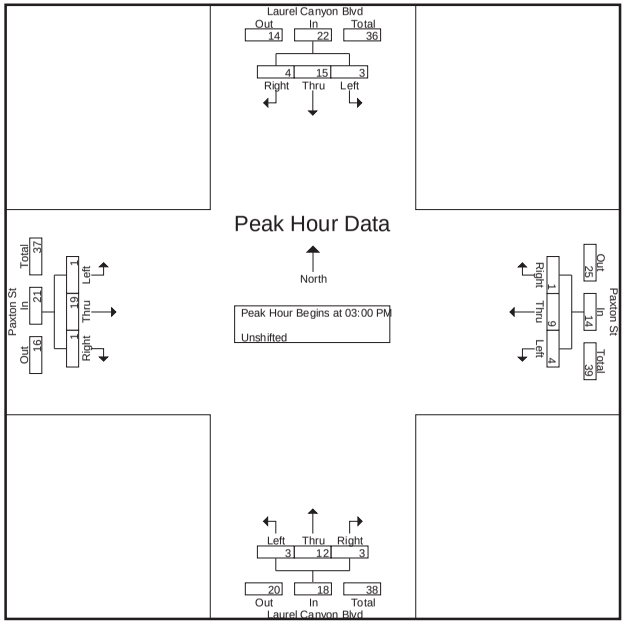
File Name : paxton_laurelcanyon_2axle
Site Code : 00000000
Start Date : 3/26/2015

	Laurel Canyon Blvd Southbound				Paxton St Westbound				Laurel Canyon Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	4	0	4	**2**	**4**	0	**6**	**1**	2	0	3	0	**6**	0	6	19
03:15 PM	**1**	2	**2**	5	0	2	0	2	0	3	**3**	**6**	**1**	6	0	**7**	**20**
03:30 PM	1	4	0	5	0	2	0	2	1	3	0	4	0	5	**1**	6	17
03:45 PM	1	**5**	2	**8**	2	1	**1**	4	1	**4**	0	5	0	2	0	2	19
Total Volume	3	15	4	22	4	9	1	14	3	12	3	18	1	19	1	21	75
% App. Total	13.6	68.2	18.2		28.6	64.3	7.1		16.7	66.7	16.7		4.8	90.5	4.8		
PHF	.750	.750	.500	.688	.500	.563	.250	.583	.750	.750	.250	.750	.250	.792	.250	.750	.938



File Name : paxton_laurelcanyon_3axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Bank 1

	Laurel Cyn Blvd Southbound			Paxton St Westbound			Laurel Cyn Blvd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	3	0	0	0	0	0	1	0	6
08:00 AM	1	0	0	0	0	0	0	2	0	0	0	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	1	1	0	0	1	0	0	1	1	0	0	0	5
Total	2	1	0	0	1	0	0	3	1	0	1	2	11
09:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
09:30 AM	0	2	0	0	1	0	0	0	1	0	0	0	4
09:45 AM	0	1	1	0	1	0	0	1	0	0	2	0	6
Total	0	4	1	0	2	0	0	1	2	0	2	0	12
12:00 PM	0	1	0	0	0	0	0	0	1	0	1	0	3
12:15 PM	0	0	0	0	1	0	0	2	0	0	0	0	3
12:30 PM	0	1	1	0	0	0	1	0	0	0	0	0	3
12:45 PM	0	1	0	0	0	1	0	1	0	0	0	0	3
Total	0	3	1	0	1	1	1	3	1	0	1	0	12
01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
01:30 PM	1	1	0	0	0	0	2	1	0	0	0	1	6
01:45 PM	0	1	0	0	0	0	0	3	1	0	0	1	6
Total	1	2	0	0	0	0	2	5	2	0	1	2	15
03:00 PM	0	2	0	0	0	0	0	0	0	0	1	1	4
03:15 PM	0	0	0	0	1	1	0	0	1	0	0	0	3
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	2	0	0	1	2	0	0	1	0	1	1	8
04:00 PM	2	0	1	0	0	0	0	0	0	0	2	0	5
04:15 PM	1	0	2	0	0	0	0	0	0	0	1	0	4
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	3	1	0	0	0	0	0	0	0	0	0	5
Total	4	3	5	0	0	0	0	0	0	0	3	0	15
05:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
05:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	0	2	0	0	1	0	1	0	0	3	0	8
Grand Total	8	17	9	0	8	4	3	13	7	0	13	5	87
Apprch %	23.5	50	26.5	0	66.7	33.3	13	56.5	30.4	0	72.2	27.8	
Total %	9.2	19.5	10.3	0	9.2	4.6	3.4	14.9	8	0	14.9	5.7	

CITY TRAFFIC COUNTERS
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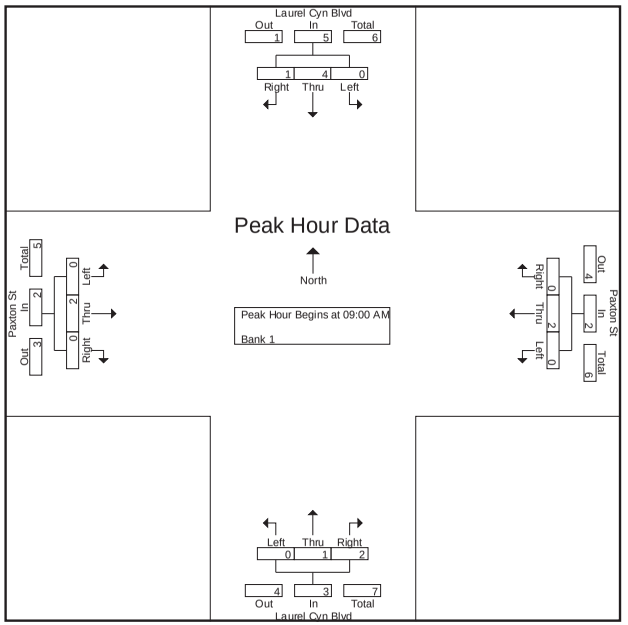
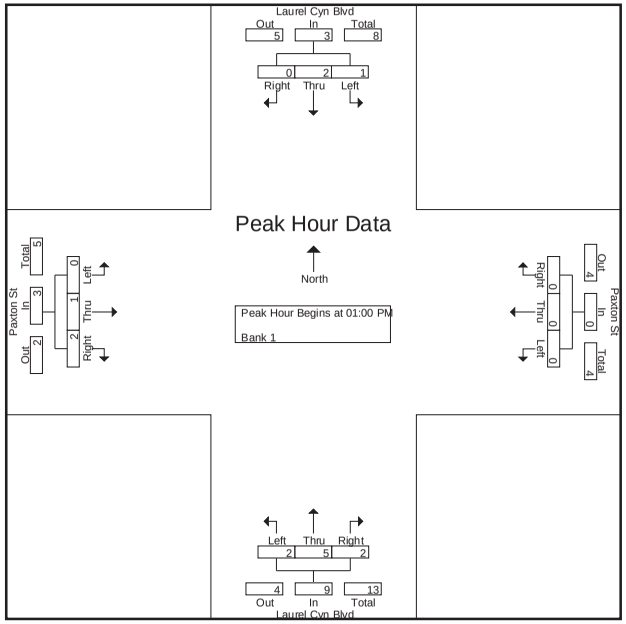
File Name : paxton_laurelcanyon_3axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	1	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	**2**	0	**2**	0	**1**	0	**1**	0	0	1	1	0	0	0	0	4
09:45 AM	0	1	**1**	2	0	1	0	1	0	**1**	0	1	0	**2**	0	**2**	**6**
Total Volume	0	4	1	5	0	2	0	2	0	1	2	3	0	2	0	2	12
% App. Total	0	80	20		0	100	0		0	33.3	66.7		0	100	0		
PHF	.000	.500	.250	.625	.000	.500	.000	.500	.000	.250	.500	.750	.000	.250	.000	.250	.500



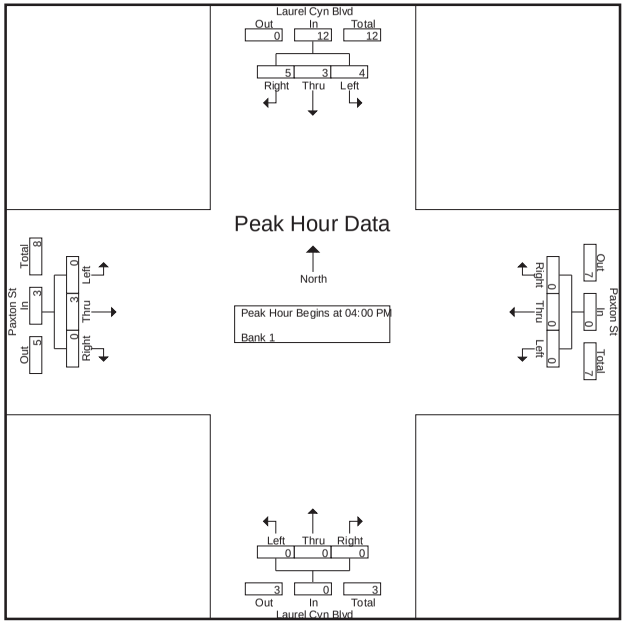
File Name : paxton_laurelcanyon_3axle
Site Code : 00000000
Start Date : 3/26/2015

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**1**	0	**1**	2
01:30 PM	**1**	**1**	0	**2**	0	0	0	0	**2**	1	0	3	0	0	**1**	1	**6**
01:45 PM	0	1	0	1	0	0	0	0	0	**3**	1	**4**	0	0	1	1	6
Total Volume	1	2	0	3	0	0	0	0	2	5	2	9	0	1	2	3	15
% App. Total	33.3	66.7	0		0	0	0		22.2	55.6	22.2		0	33.3	66.7		
PHF	.250	.500	.000	.375	.000	.000	.000	.000	.250	.417	.500	.563	.000	.250	.500	.750	.625



File Name : paxton_laurelcanyon_3axle
Site Code : 00000000
Start Date : 3/26/2015

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	1	3	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**5**
04:15 PM	1	0	**2**	3	0	0	0	0	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	**3**	1	**5**	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	4	3	5	12	0	0	0	0	0	0	0	0	0	3	0	3	15
% App. Total	33.3	25	41.7		0	0	0		0	0	0		0	100	0		
PHF	.500	.250	.625	.600	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.750



CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : paxton_laurelcanyon_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Bank 2

	Laurel Cyn Blvd Southbound			Paxton St Westbound			Laurel Cyn Blvd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	2	0	0	0	0	0	1	0	0	0	0	4
Total	1	3	0	0	0	0	0	1	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	2
Total	0	0	0	0	0	1	0	1	0	1	0	0	3
09:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	1	0	0	0	0	1	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	1
Grand Total	1	4	2	0	0	2	0	3	0	1	1	0	14
Apprch %	14.3	57.1	28.6	0	0	100	0	100	0	50	50	0	
Total %	7.1	28.6	14.3	0	0	14.3	0	21.4	0	7.1	7.1	0	

CITY TRAFFIC COUNTERS
626.991.7522
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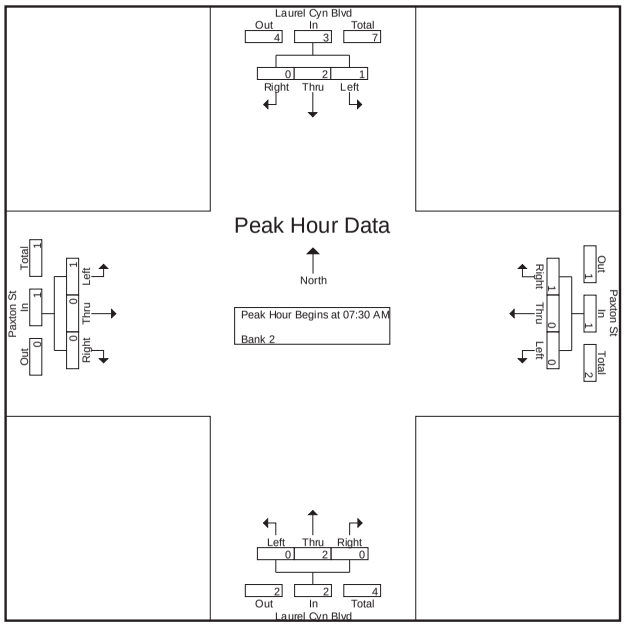
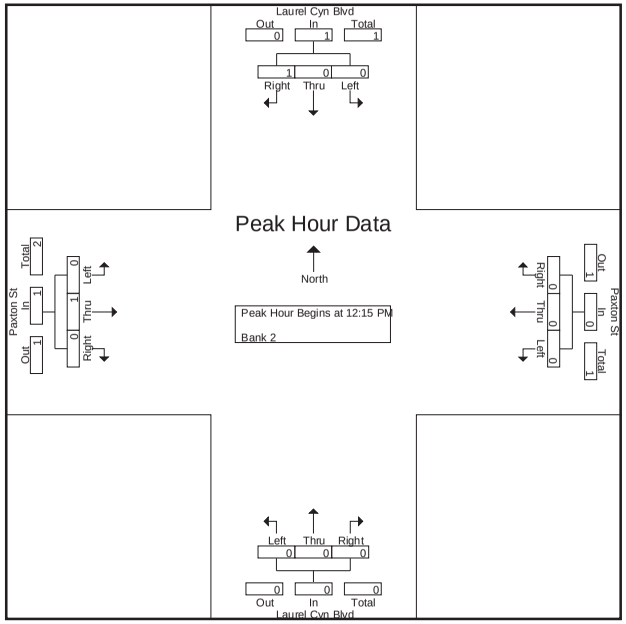
File Name : paxton_laurelcanyon_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	**1**	**2**	0	**3**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**4**
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**	0	0	**1**	2
Total Volume	1	2	0	3	0	0	1	1	0	2	0	2	1	0	0	1	7
% App. Total	33.3	66.7	0		0	0	100		0	100	0		100	0	0		
PHF	.250	.250	.000	.250	.000	.000	.250	.250	.000	.500	.000	.500	.250	.000	.000	.250	.438



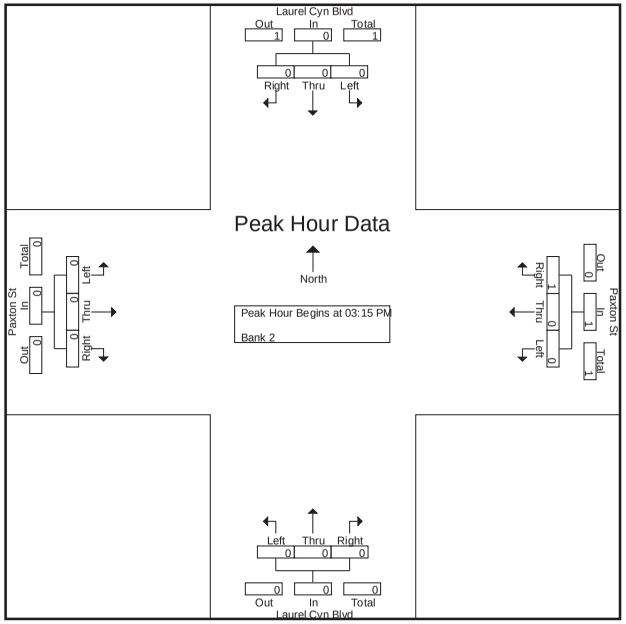
File Name : paxton_laurelcanyon_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	0	0	100		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500



File Name : paxton_laurelcanyon_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : Paxton_LaurelCanyon_5Axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Unshifted

	Laurel Cyn Blvd Southbound			Paxton St Westbound			Laurel Cyn Blvd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	1	1	0	0	0	1	0	0	0	0	1	4
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	0	0	1	0	0	0	0	0	2
09:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	1	0	0	0	0	0	1	0	1	0	0	3
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	2	0	0	0	0	4
01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	1	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	1	0	0	0	2	0	5
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	2
Grand Total	0	4	2	0	2	0	4	5	0	2	3	1	23
Apprch %	0	66.7	33.3	0	100	0	44.4	55.6	0	33.3	50	16.7	
Total %	0	17.4	8.7	0	8.7	0	17.4	21.7	0	8.7	13	4.3	

CITY TRAFFIC COUNTERS
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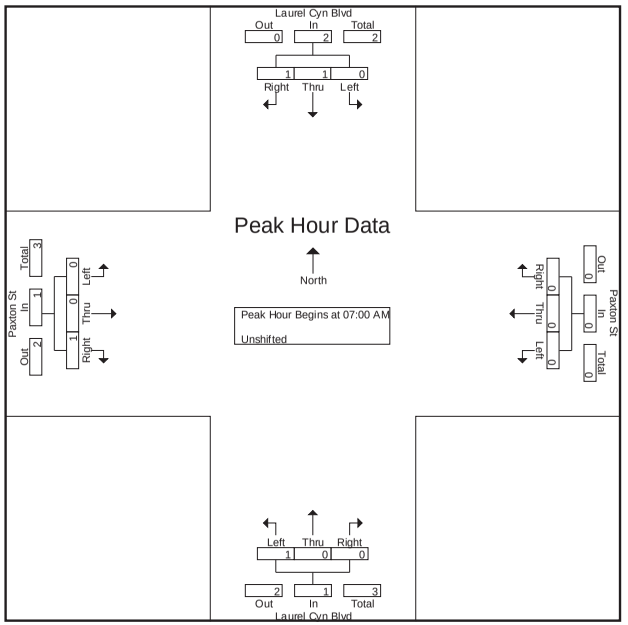
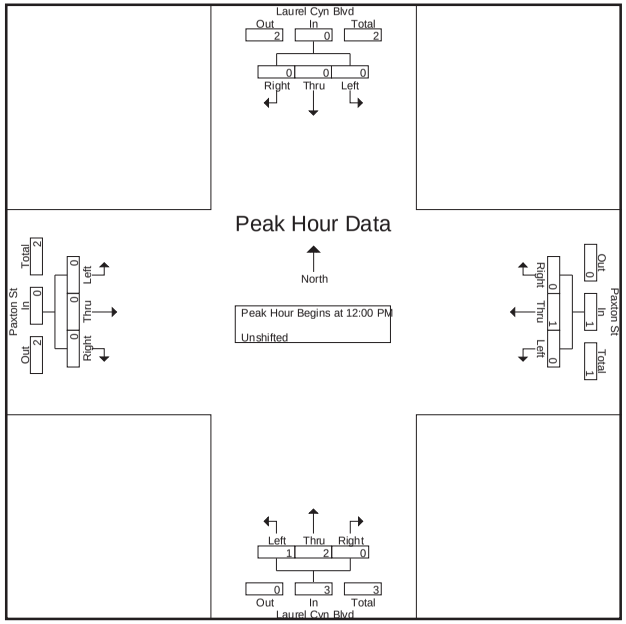
File Name : Paxton_LaurelCanyon_5Axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 2

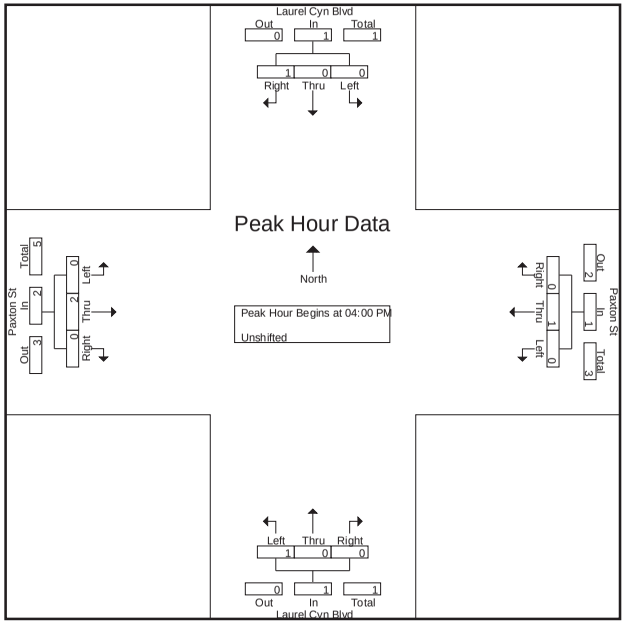
	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
07:30 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
Total Volume	0	1	1	2	0	0	0	0	1	0	0	1	0	0	1	1	4
% App. Total	0	50	50		0	0	0		100	0	0		0	0	100		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	1.00



	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	1	2	0	3	0	0	0	0	4
% App. Total	0	0	0		0	100	0		33.3	66.7	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.500	.000	.750	.000	.000	.000	.000	1.00



	Laurel Cyn Blvd Southbound				Paxton St Westbound				Laurel Cyn Blvd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	1	0	1	1	0	0	1	0	2	0	2	5
% App. Total	0	0	100		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.250	.000	.000	.250	.000	.500	.000	.500	.625



CITY TRAFFIC COUNTERS
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INT. 16

File Name : Paxton_Haddon
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Unshifted

	Haddon St Southbound			Paxton St Westbound			Haddon St Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	1	11	157	2	2	0	9	0	134	6	323
07:15 AM	0	0	3	10	170	1	9	0	18	0	175	6	392
07:30 AM	1	0	1	12	181	0	0	0	28	2	185	3	413
07:45 AM	0	0	1	20	202	1	11	0	25	2	202	10	474
Total	1	1	6	53	710	4	22	0	80	4	696	25	1602
08:00 AM	0	0	3	23	178	3	4	0	13	5	153	6	388
08:15 AM	0	0	1	12	126	0	5	0	11	1	157	4	317
08:30 AM	1	2	0	11	128	0	1	0	10	3	120	3	279
08:45 AM	0	0	1	9	103	0	2	0	9	2	112	5	243
Total	1	2	5	55	535	3	12	0	43	11	542	18	1227
09:00 AM	1	0	0	0	88	0	1	0	3	0	71	0	164
09:15 AM	0	0	0	8	94	2	0	0	5	0	85	2	196
09:30 AM	0	0	2	3	78	1	0	0	6	1	100	0	191
09:45 AM	1	0	1	9	82	0	5	0	8	0	107	4	217
Total	2	0	3	20	342	3	6	0	22	1	363	6	768
12:00 PM	0	1	1	6	120	0	2	0	13	3	109	5	260
12:15 PM	1	0	2	11	120	0	2	0	11	3	97	5	252
12:30 PM	1	0	0	6	104	0	1	0	11	0	116	3	242
12:45 PM	0	1	0	6	102	3	0	0	5	1	116	7	241
Total	2	2	3	29	446	3	5	0	40	7	438	20	995
01:00 PM	1	0	2	10	115	0	1	0	8	2	120	7	266
01:15 PM	0	0	2	10	117	1	0	1	6	2	110	6	255
01:30 PM	0	0	2	9	114	0	3	0	9	2	112	3	254
01:45 PM	1	0	1	16	117	1	4	0	5	0	107	1	253
Total	2	0	7	45	463	2	8	1	28	6	449	17	1028
03:00 PM	0	0	2	12	131	1	4	0	15	3	145	5	318
03:15 PM	0	0	1	13	133	1	0	0	13	2	183	10	356
03:30 PM	0	0	2	12	143	1	2	0	14	1	178	6	359
03:45 PM	1	1	0	17	164	1	2	0	9	1	160	6	362
Total	1	1	5	54	571	4	8	0	51	7	666	27	1395
04:00 PM	0	0	1	16	143	0	1	0	9	0	171	4	345
04:15 PM	0	0	0	15	149	1	3	0	9	1	202	2	382
04:30 PM	2	0	0	9	153	1	2	0	11	1	154	10	343
04:45 PM	0	0	1	13	171	1	2	0	15	0	193	7	403
Total	2	0	2	53	616	3	8	0	44	2	720	23	1473
05:00 PM	1	0	1	17	140	0	1	0	19	3	220	6	408
05:15 PM	2	0	2	11	149	3	3	0	14	5	224	11	424
05:30 PM	1	0	2	22	147	2	1	0	21	4	237	10	447
05:45 PM	1	0	0	18	187	2	5	1	15	6	223	7	465
Total	5	0	5	68	623	7	10	1	69	18	904	34	1744
Grand Total	16	6	36	377	4306	29	79	2	377	56	4778	170	10232
Apprch %	27.6	10.3	62.1	8	91.4	0.6	17.2	0.4	82.3	1.1	95.5	3.4	
Total %	0.2	0.1	0.4	3.7	42.1	0.3	0.8	0	3.7	0.5	46.7	1.7	

CITY TRAFFIC COUNTERS
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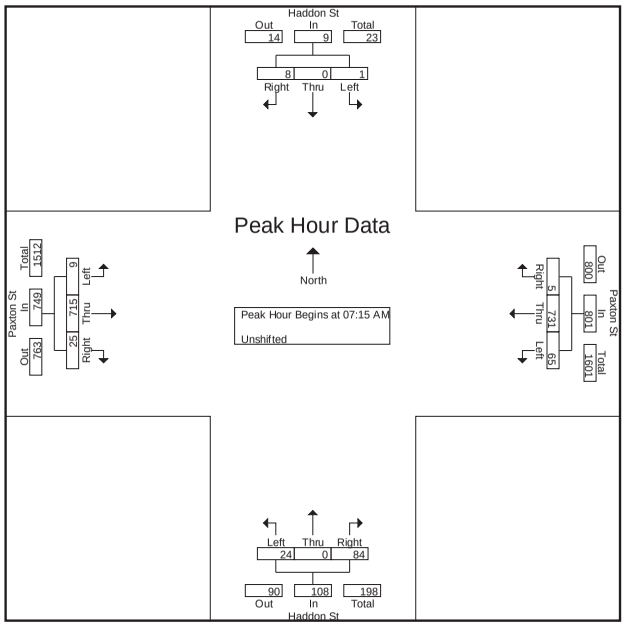
File Name : Paxton_Haddon
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**3**	**3**	10	170	1	181	9	0	18	27	0	175	6	181	392
07:30 AM	**1**	0	1	2	12	181	0	193	0	0	**28**	28	2	185	3	190	413
07:45 AM	0	0	1	1	20	**202**	1	**223**	**11**	0	25	**36**	2	**202**	**10**	**214**	**474**
08:00 AM	0	0	3	3	**23**	178	**3**	204	4	0	13	17	**5**	153	6	164	388
Total Volume	1	0	8	9	65	731	5	801	24	0	84	108	9	715	25	749	1667
% App. Total	11.1	0	88.9		8.1	91.3	0.6		22.2	0	77.8		1.2	95.5	3.3		
PHF	.250	.000	.667	.750	.707	.905	.417	.898	.545	.000	.750	.750	.450	.885	.625	.875	.879



CITY TRAFFIC COUNTERS
626.991.7522
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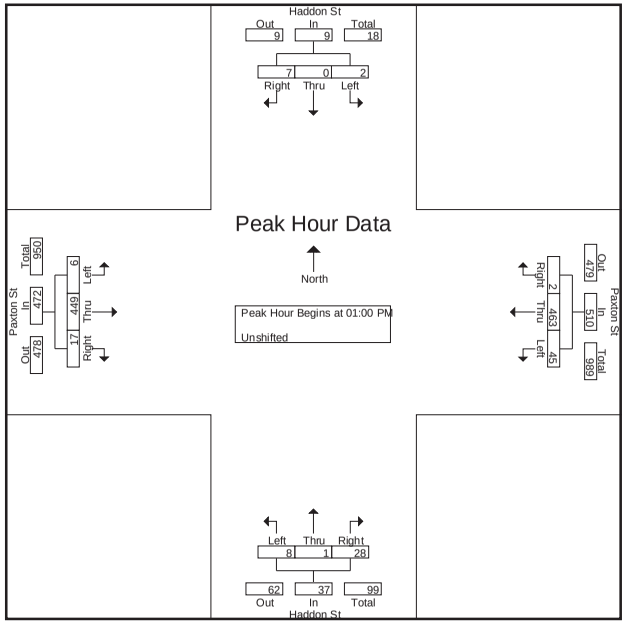
File Name : Paxton_Haddon
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**1**	0	**2**	**3**	10	115	0	125	1	0	8	9	**2**	**120**	**7**	**129**	**266**
01:15 PM	0	0	2	2	10	**117**	**1**	128	0	**1**	6	7	2	110	6	118	255
01:30 PM	0	0	2	2	9	114	0	123	3	0	**9**	**12**	2	112	3	117	254
01:45 PM	1	0	1	2	**16**	117	1	**134**	**4**	0	5	9	0	107	1	108	253
Total Volume	2	0	7	9	45	463	2	510	8	1	28	37	6	449	17	472	1028
% App. Total	22.2	0	77.8		8.8	90.8	0.4		21.6	2.7	75.7		1.3	95.1	3.6		
PHF	.500	.000	.875	.750	.703	.989	.500	.951	.500	.250	.778	.771	.750	.935	.607	.915	.966



CITY TRAFFIC COUNTERS
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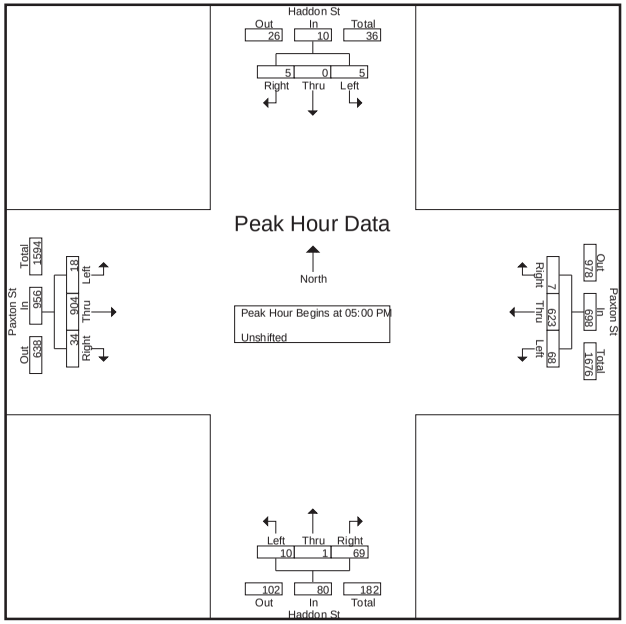
File Name : Paxton_Haddon
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	1	2	17	140	0	157	1	0	19	20	3	220	6	229	408
05:15 PM	**2**	0	**2**	**4**	11	149	**3**	163	3	0	14	17	5	224	**11**	240	424
05:30 PM	1	0	2	3	**22**	147	2	171	1	0	**21**	**22**	4	**237**	10	**251**	447
05:45 PM	1	0	0	1	18	**187**	2	**207**	**5**	**1**	15	21	**6**	223	7	236	**465**
Total Volume	5	0	5	10	68	623	7	698	10	1	69	80	18	904	34	956	1744
% App. Total	50	0	50		9.7	89.3	1		12.5	1.2	86.2		1.9	94.6	3.6		
PHF	.625	.000	.625	.625	.773	.833	.583	.843	.500	.250	.821	.909	.750	.954	.773	.952	.938



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : Paxton_Haddon_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Bank 2

	Haddon St Southbound			Paxton St Westbound			Haddon St Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
09:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	2	0	0	0	0	0	4	0	6
04:30 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	6	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
05:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
Total	0	0	1	0	4	0	0	0	0	1	3	0	9
Grand Total	0	0	1	0	19	0	0	0	0	1	14	0	35
Apprch %	0	0	100	0	100	0	0	0	0	6.7	93.3	0	
Total %	0	0	2.9	0	54.3	0	0	0	0	2.9	40	0	

CITY TRAFFIC COUNTERS
626.991.7522
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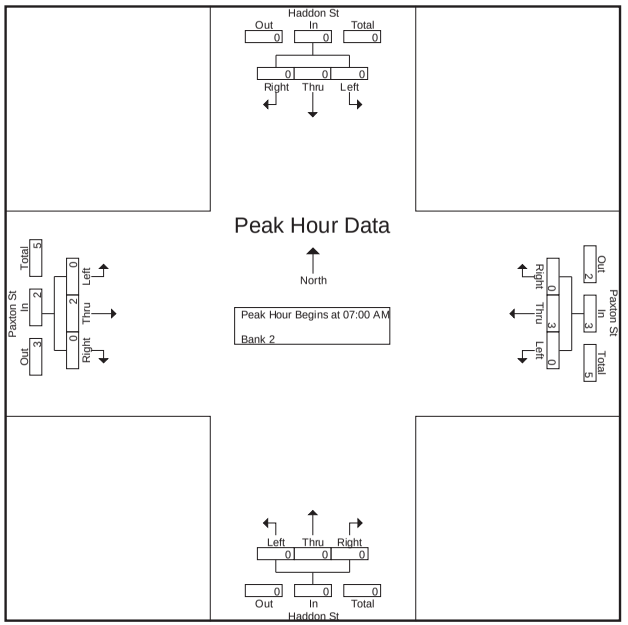
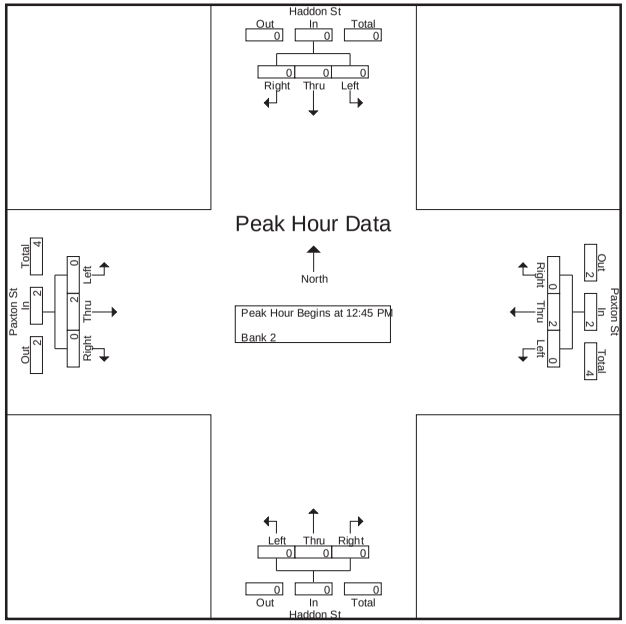
File Name : Paxton_Haddon_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.625



File Name : Paxton_Haddon_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	1.00



CITY TRAFFIC COUNTERS
626.991.7522
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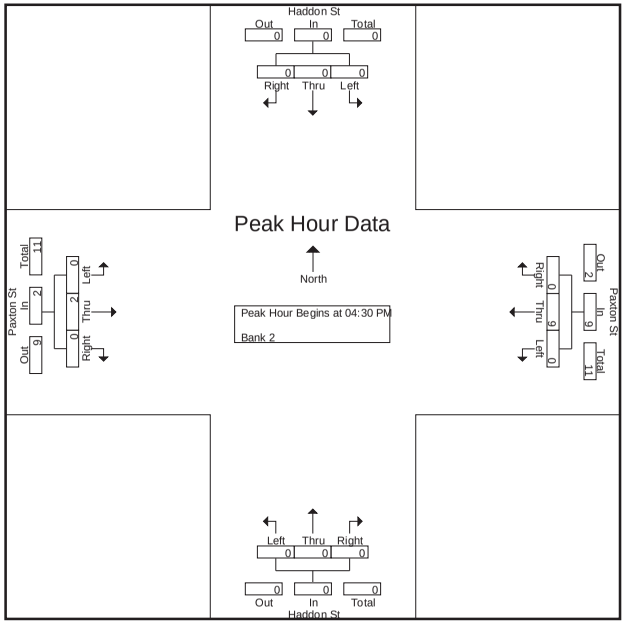
File Name : Paxton_Haddon_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	**4**
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	**4**
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	11
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.688



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : Paxton_Haddon_Buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Bank 1

	Haddon St Southbound			Paxton St Westbound			Haddon St Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	5	0	0	0	0	0	3	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
08:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
Total	0	0	0	1	0	0	0	0	0	0	13	0	14
09:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	11	0	11
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	0	3	0	6
01:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	4	0	0	0	0	0	1	0	5
01:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	9	0	0	0	0	0	1	0	10
03:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:15 PM	0	0	0	0	1	0	0	0	0	0	8	0	9
03:30 PM	0	0	0	1	1	0	0	0	0	0	3	0	5
03:45 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
Total	0	0	0	1	4	0	0	0	0	0	16	0	21
04:00 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	2	0	0	0	0	0	13	0	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	4	1	5
05:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	1	0	0	0	0	0	16	1	18
Grand Total	0	0	0	2	24	0	0	0	0	0	76	1	103
Apprch %	0	0	0	7.7	92.3	0	0	0	0	0	98.7	1.3	
Total %	0	0	0	1.9	23.3	0	0	0	0	0	73.8	1	

CITY TRAFFIC COUNTERS
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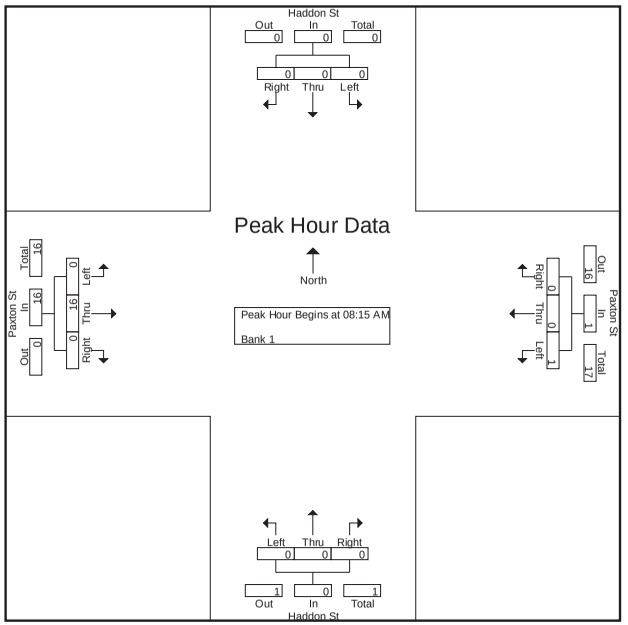
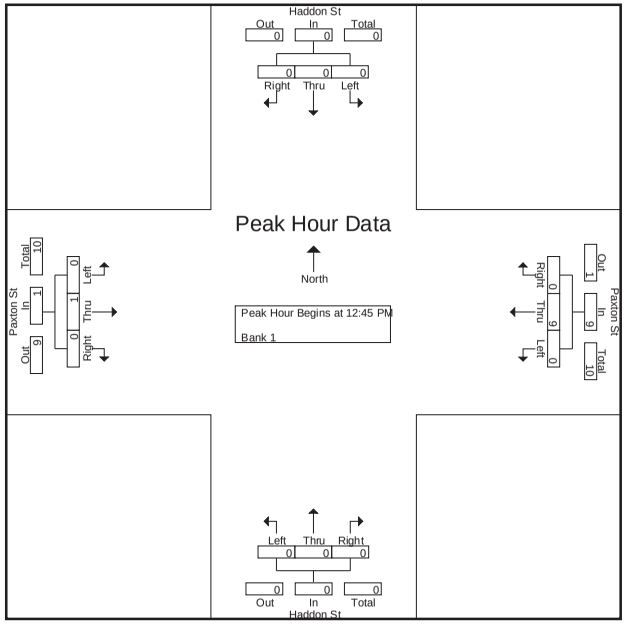
File Name : Paxton_Haddon_Buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	**5**
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
08:45 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	1	0	1	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	16	0	16	17
% App. Total	0	0	0		100	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.800	.000	.800	.850



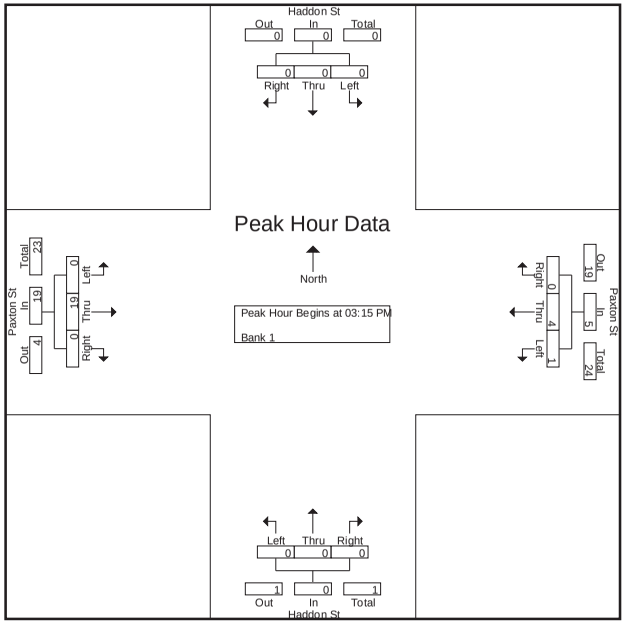
File Name : Paxton_Haddon_Buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**1**	0	**1**	**5**
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	1	0	1	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.500



File Name : Paxton_Haddon_Buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**8**	0	**8**	**9**
03:30 PM	0	0	0	0	**1**	1	0	**2**	0	0	0	0	0	3	0	3	5
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total Volume	0	0	0	0	1	4	0	5	0	0	0	0	0	19	0	19	24
% App. Total	0	0	0		20	80	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	1.00	.000	.625	.000	.000	.000	.000	.000	.594	.000	.594	.667



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : paxton_haddon_2axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Unshifted

	Haddon St Southbound			Paxton St Westbound			Haddon St Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	4	1	0	0	1	0	7	0	14
07:15 AM	0	0	0	0	5	0	0	0	0	0	3	0	8
07:30 AM	0	0	0	0	2	0	0	0	0	0	4	1	7
07:45 AM	0	0	0	0	3	0	0	0	0	0	3	0	6
Total	0	0	0	1	14	1	0	0	1	0	17	1	35
08:00 AM	0	0	0	0	4	0	0	0	0	0	4	0	8
08:15 AM	0	0	0	1	6	0	0	0	0	0	7	0	14
08:30 AM	0	0	0	1	1	0	0	0	0	0	7	0	9
08:45 AM	0	0	0	0	4	0	0	0	0	0	3	0	7
Total	0	0	0	2	15	0	0	0	0	0	21	0	38
09:00 AM	0	0	0	1	2	0	0	0	0	0	7	0	10
09:15 AM	0	0	0	2	5	1	0	0	0	0	3	0	11
09:30 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
09:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	3	12	1	0	0	0	0	12	0	28
12:00 PM	0	0	0	1	3	0	0	0	0	0	5	1	10
12:15 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
12:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:45 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	1	10	0	0	0	0	0	11	1	23
01:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
01:15 PM	0	0	0	0	2	0	0	1	0	0	2	0	5
01:30 PM	0	0	0	1	8	0	0	0	0	0	3	0	12
01:45 PM	0	0	0	1	6	0	0	0	0	0	5	0	12
Total	0	0	0	2	18	0	0	1	0	0	12	0	33
03:00 PM	0	0	0	0	6	0	0	0	1	0	6	0	13
03:15 PM	0	0	0	0	3	0	0	0	0	0	8	0	11
03:30 PM	0	0	0	0	2	0	0	0	0	0	5	0	7
03:45 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
Total	0	0	0	0	15	0	0	0	1	0	21	0	37
04:00 PM	0	0	0	0	4	0	0	0	0	0	3	1	8
04:15 PM	0	0	0	0	6	0	0	0	0	0	2	0	8
04:30 PM	0	0	0	0	1	0	0	0	0	0	6	0	7
04:45 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
Total	0	0	0	0	13	0	0	0	0	0	14	1	28
05:00 PM	0	0	0	0	2	0	0	0	0	1	3	0	6
05:15 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	0	0	0	0	1	10	0	15
Grand Total	0	0	0	9	101	2	0	1	2	1	118	3	237
Apprch %	0	0	0	8	90.2	1.8	0	33.3	66.7	0.8	96.7	2.5	
Total %	0	0	0	3.8	42.6	0.8	0	0.4	0.8	0.4	49.8	1.3	

CITY TRAFFIC COUNTERS
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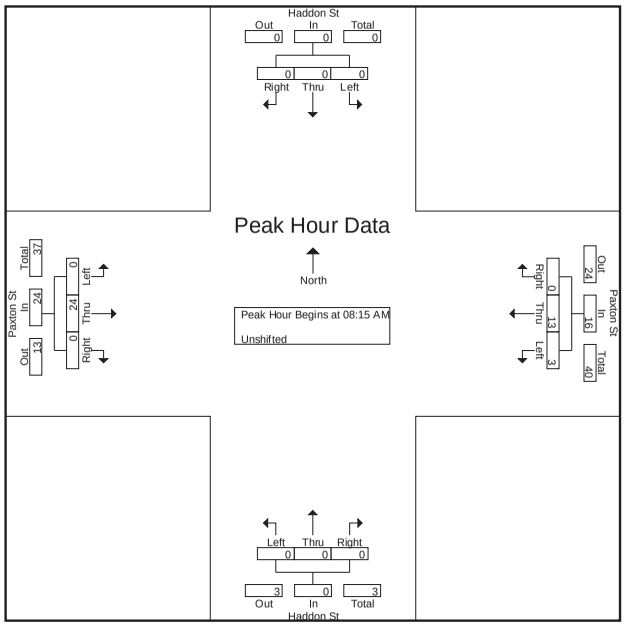
File Name : paxton_haddon_2axle
Site Code : 00000000
Start Date : 3/26/2015

Page No : 2

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	**1**	**6**	0	**7**	0	0	0	0	0	**7**	0	**7**	**14**
08:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	7	0	7	9
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
09:00 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	7	0	7	10
Total Volume	0	0	0	0	3	13	0	16	0	0	0	0	0	24	0	24	40
% App. Total	0	0	0		18.8	81.2	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.750	.542	.000	.571	.000	.000	.000	.000	.000	.857	.000	.857	.714



CITY TRAFFIC COUNTERS
626.991.7522
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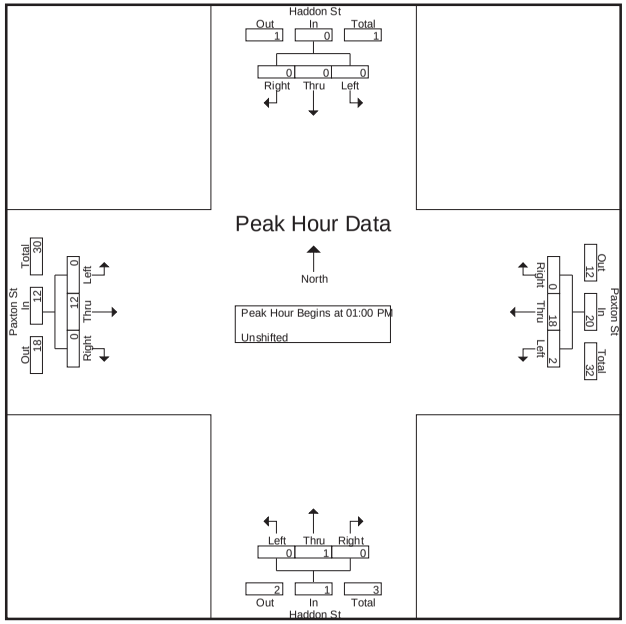
File Name : paxton_haddon_2axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
01:15 PM	0	0	0	0	0	2	0	2	0	**1**	0	**1**	0	2	0	2	5
01:30 PM	0	0	0	0	**1**	**8**	0	**9**	0	0	0	0	0	3	0	3	**12**
01:45 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	**5**	0	**5**	12
Total Volume	0	0	0	0	2	18	0	20	0	1	0	1	0	12	0	12	33
% App. Total	0	0	0		10	90	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.500	.563	.000	.556	.000	.250	.000	.250	.000	.600	.000	.600	.688



CITY TRAFFIC COUNTERS
626.991.7522
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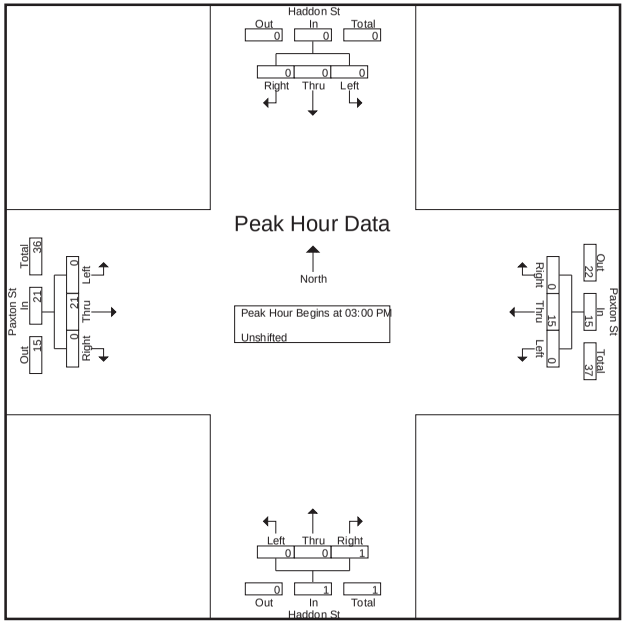
File Name : paxton_haddon_2axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**6**	0	**6**	0	0	**1**	**1**	0	6	0	6	**13**
03:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**8**	0	**8**	11
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
03:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total Volume	0	0	0	0	0	15	0	15	0	0	1	1	0	21	0	21	37
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.250	.250	.000	.656	.000	.656	.712



CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : paxton_haddon_3axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Bank 1

	Haddon St Southbound			Paxton St Westbound			Haddon St Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	3	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
09:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	2	0	0	0	0	0	4	0	6
12:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	2	0	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	4	0	4
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	7	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	1	0	0	0	0	0	4	0	5
Grand Total	0	0	0	0	12	0	0	0	0	0	27	0	39
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	30.8	0	0	0	0	0	69.2	0	

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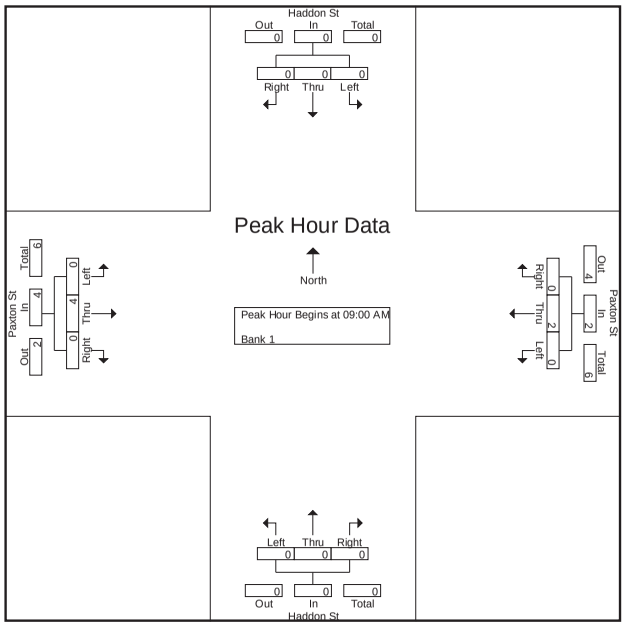
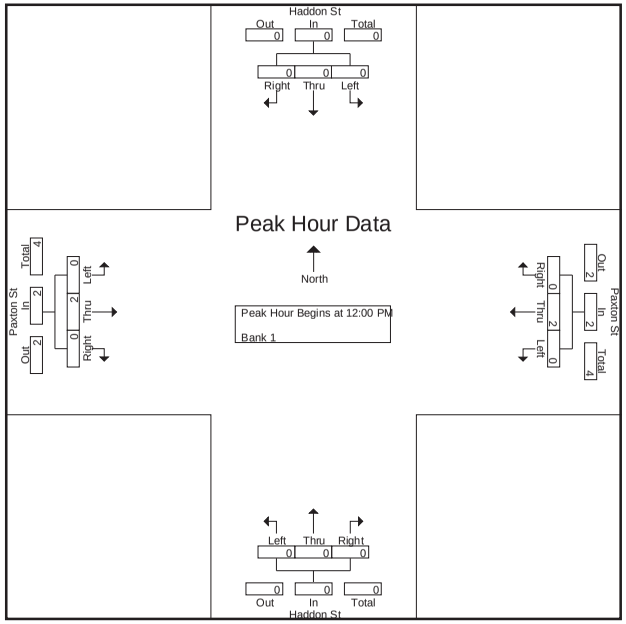
File Name : paxton_haddon_3axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**3**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.500



File Name : paxton_haddon_3axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.333



CITY TRAFFIC COUNTERS
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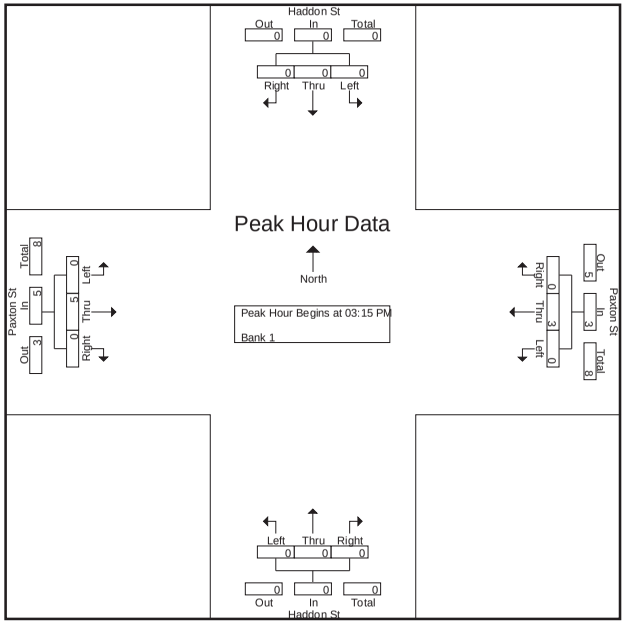
File Name : paxton_haddon_3axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	**4**
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.313	.000	.313	.500



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File Name : paxton_haddon_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Bank 2

	Haddon St Southbound			Paxton St Westbound			Haddon St Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	2	0	0	0	0	0	2	0	4
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	50	0	0	0	0	0	50	0	

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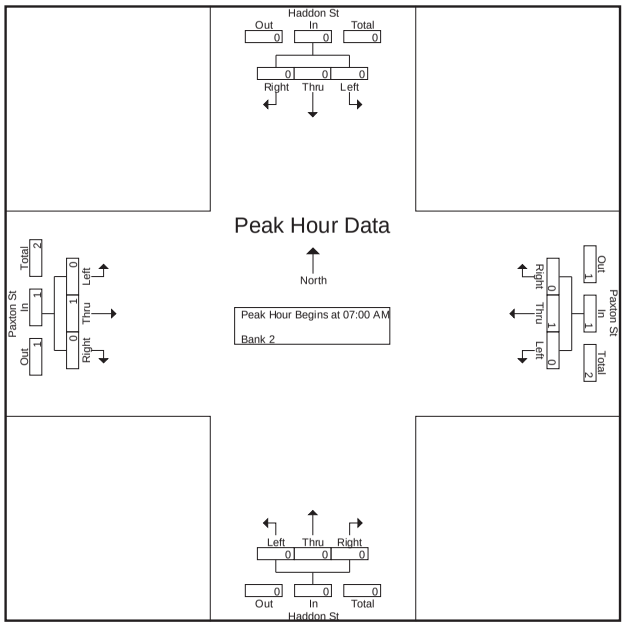
File Name : paxton_haddon_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500



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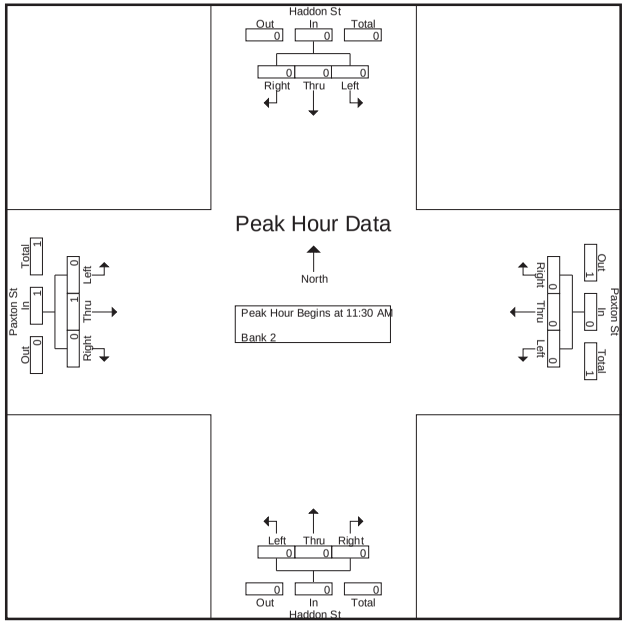
File Name : paxton_haddon_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250



CITY TRAFFIC COUNTERS
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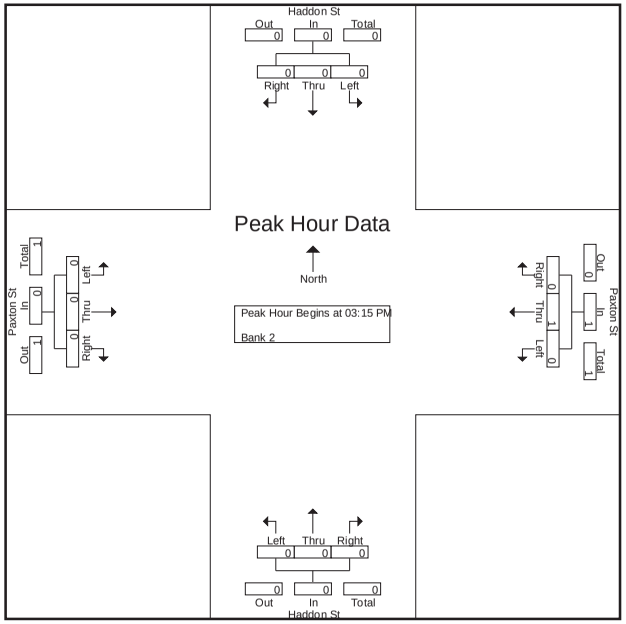
File Name : paxton_haddon_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



CITY TRAFFIC COUNTERS
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File Name : Paxton_Haddon_5axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Unshifted

	Haddon St Southbound			Paxton St Westbound			Haddon St Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
Grand Total	0	0	0	0	2	0	0	0	0	0	3	0	5
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	40	0	0	0	0	0	60	0	

CITY TRAFFIC COUNTERS
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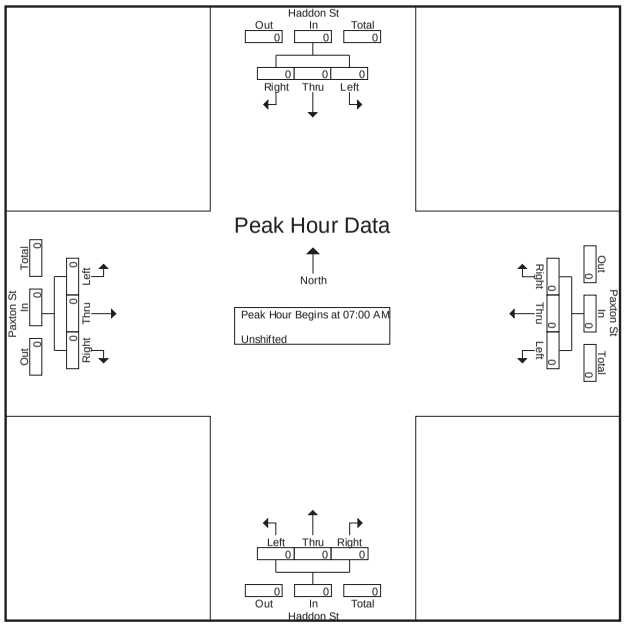
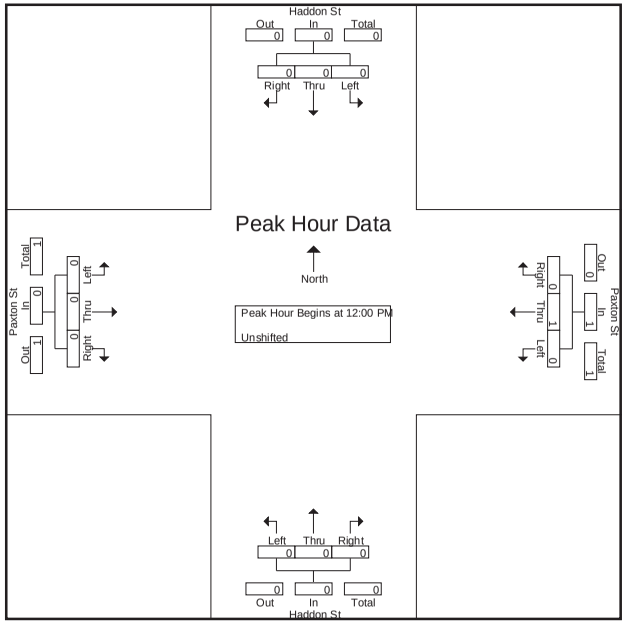
File Name : Paxton_Haddon_5axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



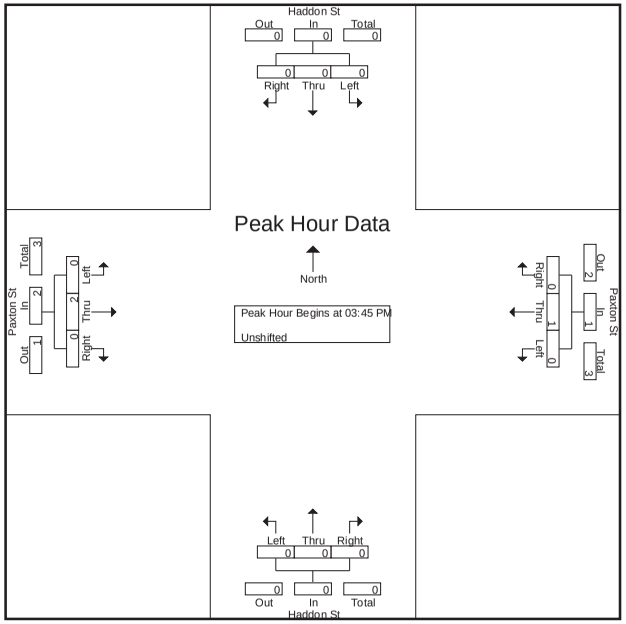
File Name : Paxton_Haddon_5axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



File Name : Paxton_Haddon_5axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Haddon St Southbound				Paxton St Westbound				Haddon St Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.375



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INT. 17

File Name : paxton_kewen
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Unshifted

	Kewen Ave Southbound			Paxton St Westbound			Kewen Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	4	149	0	5	0	8	0	117	8	291
07:15 AM	0	0	0	4	160	0	11	0	7	0	184	7	373
07:30 AM	0	0	0	20	178	0	4	0	16	0	188	18	424
07:45 AM	0	0	0	19	198	0	17	0	33	0	209	22	498
Total	0	0	0	47	685	0	37	0	64	0	698	55	1586
08:00 AM	0	0	0	7	202	0	4	0	26	0	156	7	402
08:15 AM	0	0	0	4	125	0	5	0	8	0	150	5	297
08:30 AM	0	0	0	6	133	0	5	0	7	0	122	2	275
08:45 AM	0	0	0	3	101	0	6	0	9	0	116	5	240
Total	0	0	0	20	561	0	20	0	50	0	544	19	1214
09:00 AM	0	0	0	6	93	0	2	0	7	0	83	3	194
09:15 AM	0	0	0	3	96	0	3	0	2	0	89	4	197
09:30 AM	0	0	0	5	72	0	3	0	10	0	105	3	198
09:45 AM	0	0	0	3	91	0	2	0	7	0	116	2	221
Total	0	0	0	17	352	0	10	0	26	0	393	12	810
12:00 PM	0	0	0	4	118	0	0	0	11	0	120	0	253
12:15 PM	0	0	0	6	114	0	2	0	8	0	110	4	244
12:30 PM	0	0	0	9	123	0	3	0	6	0	104	5	250
12:45 PM	0	0	0	5	96	0	4	0	10	0	128	5	248
Total	0	0	0	24	451	0	9	0	35	0	462	14	995
01:00 PM	0	0	0	8	112	0	1	0	8	0	115	4	248
01:15 PM	0	0	0	4	123	0	1	0	2	0	118	5	253
01:30 PM	0	0	0	8	130	0	2	0	6	0	121	4	271
01:45 PM	0	0	0	8	114	0	0	0	5	0	110	8	245
Total	0	0	0	28	479	0	4	0	21	0	464	21	1017
03:00 PM	0	0	0	10	136	0	3	0	3	0	158	2	312
03:15 PM	0	0	0	8	159	0	4	0	7	0	179	6	363
03:30 PM	0	0	0	10	157	0	1	0	8	0	177	8	361
03:45 PM	0	0	0	5	182	0	4	0	10	0	165	7	373
Total	0	0	0	33	634	0	12	0	28	0	679	23	1409
04:00 PM	0	0	0	9	165	0	1	0	9	0	176	6	366
04:15 PM	0	0	0	9	158	0	6	0	8	0	183	5	369
04:30 PM	0	0	0	10	185	0	1	0	14	0	173	9	392
04:45 PM	0	0	0	7	189	0	2	0	8	0	200	7	413
Total	0	0	0	35	697	0	10	0	39	0	732	27	1540
05:00 PM	0	0	0	8	169	0	2	0	13	0	217	12	421
05:15 PM	0	0	0	4	159	0	5	0	15	0	226	6	415
05:30 PM	0	0	0	4	167	0	6	0	8	0	252	10	447
05:45 PM	0	0	0	8	196	0	5	0	16	0	232	7	464
Total	0	0	0	24	691	0	18	0	52	0	927	35	1747
Grand Total	0	0	0	228	4550	0	120	0	315	0	4899	206	10318
Apprch %	0	0	0	4.8	95.2	0	27.6	0	72.4	0	96	4	
Total %	0	0	0	2.2	44.1	0	1.2	0	3.1	0	47.5	2	

CITY TRAFFIC COUNTERS
626.991.7522
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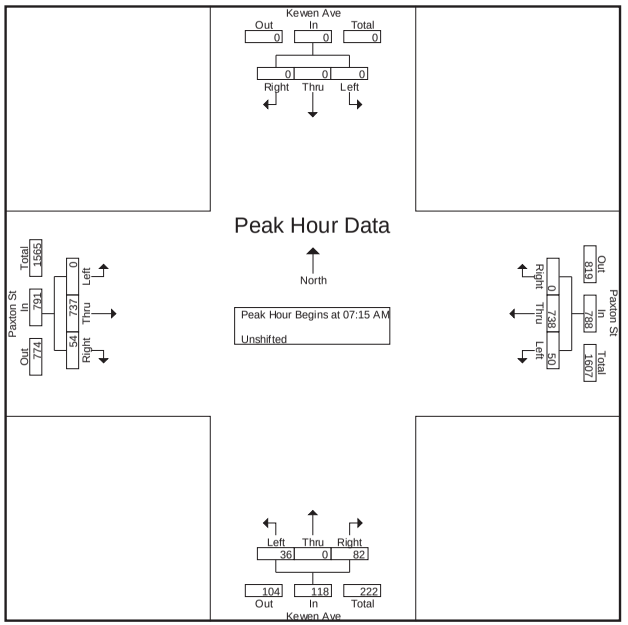
File Name : paxton_kewen
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	4	160	0	164	11	0	7	18	0	184	7	191	373
07:30 AM	0	0	0	0	**20**	178	0	198	4	0	16	20	0	188	18	206	424
07:45 AM	0	0	0	0	19	198	0	**217**	**17**	0	**33**	**50**	0	**209**	**22**	**231**	**498**
08:00 AM	0	0	0	0	7	**202**	0	209	4	0	26	30	0	156	7	163	402
Total Volume	0	0	0	0	50	738	0	788	36	0	82	118	0	737	54	791	1697
% App. Total	0	0	0		6.3	93.7	0		30.5	0	69.5		0	93.2	6.8		
PHF	.000	.000	.000	.000	.625	.913	.000	.908	.529	.000	.621	.590	.000	.882	.614	.856	.852



CITY TRAFFIC COUNTERS
626.991.7522
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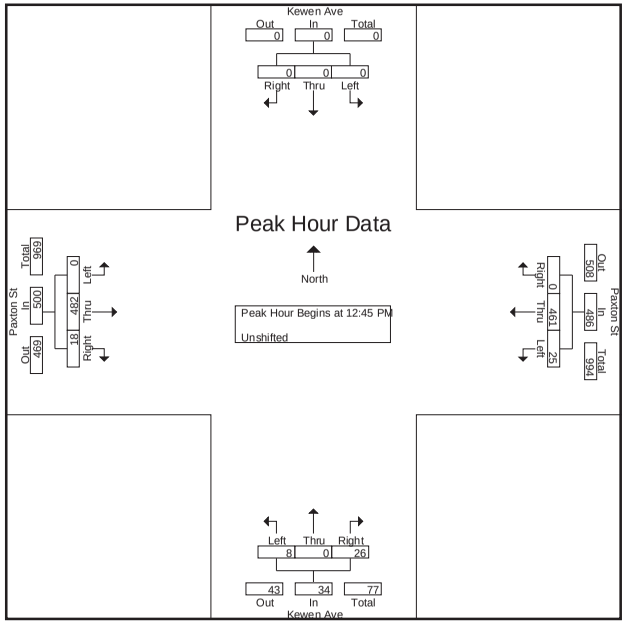
File Name : paxton_kewen
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	5	96	0	101	**4**	0	**10**	**14**	0	**128**	**5**	**133**	248
01:00 PM	0	0	0	0	**8**	112	0	120	1	0	8	9	0	115	4	119	248
01:15 PM	0	0	0	0	4	123	0	127	1	0	2	3	0	118	5	123	253
01:30 PM	0	0	0	0	8	**130**	0	**138**	2	0	6	8	0	121	4	125	**271**
Total Volume	0	0	0	0	25	461	0	486	8	0	26	34	0	482	18	500	1020
% App. Total	0	0	0		5.1	94.9	0		23.5	0	76.5		0	96.4	3.6		
PHF	.000	.000	.000	.000	.781	.887	.000	.880	.500	.000	.650	.607	.000	.941	.900	.940	.941



CITY TRAFFIC COUNTERS
626.991.7522
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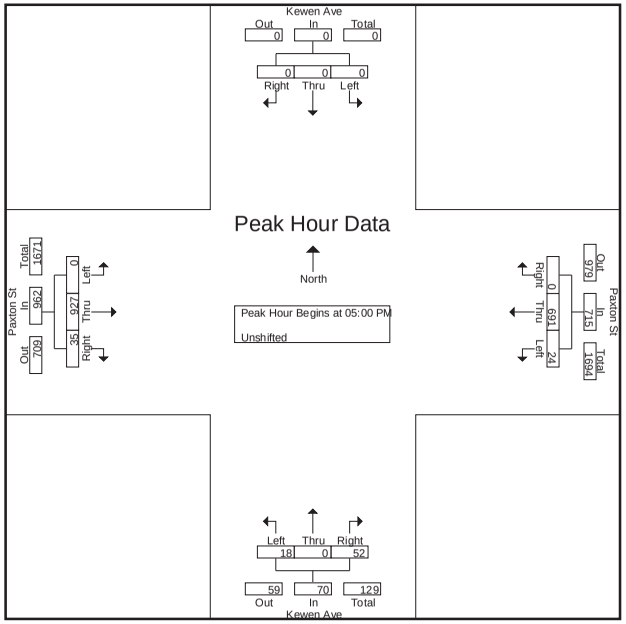
File Name : paxton_kewen
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	**8**	169	0	177	2	0	13	15	0	217	**12**	229	421
05:15 PM	0	0	0	0	4	159	0	163	5	0	15	20	0	226	6	232	415
05:30 PM	0	0	0	0	4	167	0	171	**6**	0	8	14	0	**252**	10	**262**	447
05:45 PM	0	0	0	0	8	**196**	0	**204**	5	0	**16**	**21**	0	232	7	239	**464**
Total Volume	0	0	0	0	24	691	0	715	18	0	52	70	0	927	35	962	1747
% App. Total	0	0	0		3.4	96.6	0		25.7	0	74.3		0	96.4	3.6		
PHF	.000	.000	.000	.000	.750	.881	.000	.876	.750	.000	.813	.833	.000	.920	.729	.918	.941



CITY TRAFFIC COUNTERS
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File Name : Paxton_Kewen_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015

Groups Printed- Bank 2

	Kewen Ave Southbound			Paxton St Westbound			Kewen Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
09:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	2	0	0	0	0	0	4	0	6
04:30 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	6	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
05:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	5	0	0	0	0	0	3	0	8
Grand Total	0	0	0	0	20	0	0	0	0	0	12	2	34
Apprch %	0	0	0	0	100	0	0	0	0	0	85.7	14.3	
Total %	0	0	0	0	58.8	0	0	0	0	0	35.3	5.9	

CITY TRAFFIC COUNTERS
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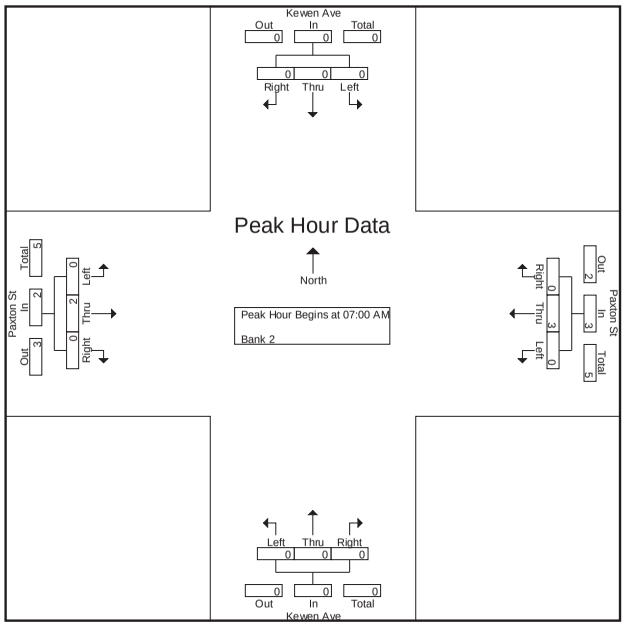
File Name : Paxton_Kewen_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.625



File Name : Paxton_Kewen_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
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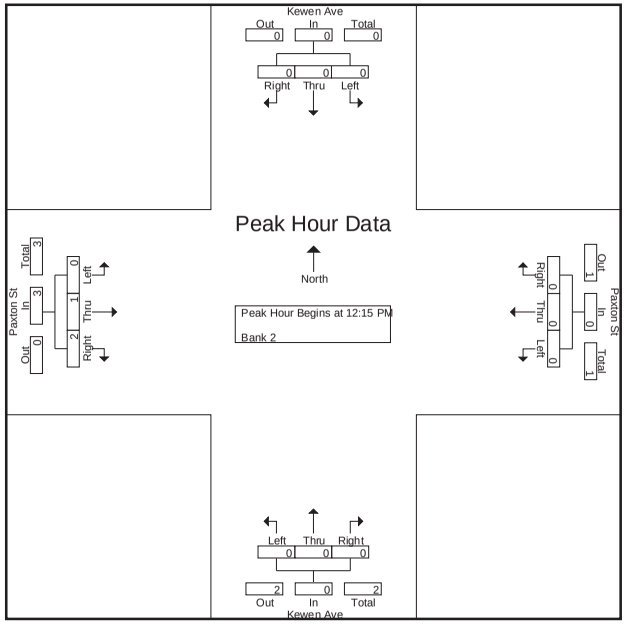
	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**2**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.375	.375



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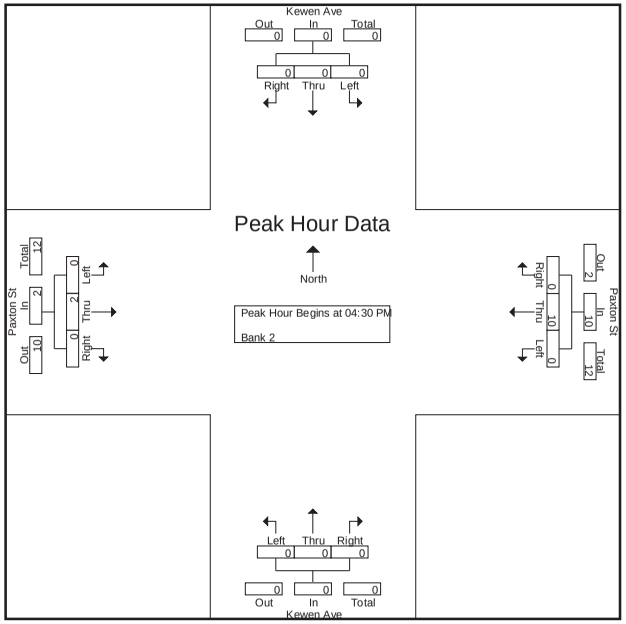
File Name : Paxton_Kewen_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**2**	0	**2**	**5**
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	2	0	2	12
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.000	.250	.600



CITY TRAFFIC COUNTERS
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File Name : Paxton_Kewen_Buses
Site Code : 00000000
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Groups Printed- Bank 1

	Kewen Ave Southbound			Paxton St Westbound			Kewen Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	5	0	0	0	0	0	3	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	13	0	14
09:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	11	0	11
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	0	3	0	6
01:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	4	0	0	0	0	0	1	0	5
01:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	9	0	0	0	0	0	1	0	10
03:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:15 PM	0	0	0	0	1	0	0	0	0	0	8	0	9
03:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
03:45 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
Total	0	0	0	0	4	0	0	0	0	0	16	0	20
04:00 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	2	0	0	0	0	0	13	0	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
05:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	1	0	0	0	0	0	16	0	17
Grand Total	0	0	0	0	25	0	0	0	0	0	76	0	101
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	24.8	0	0	0	0	0	75.2	0	

CITY TRAFFIC COUNTERS
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File Name : Paxton_Kewen_Buses
Site Code : 00000000
Start Date : 3/26/2015
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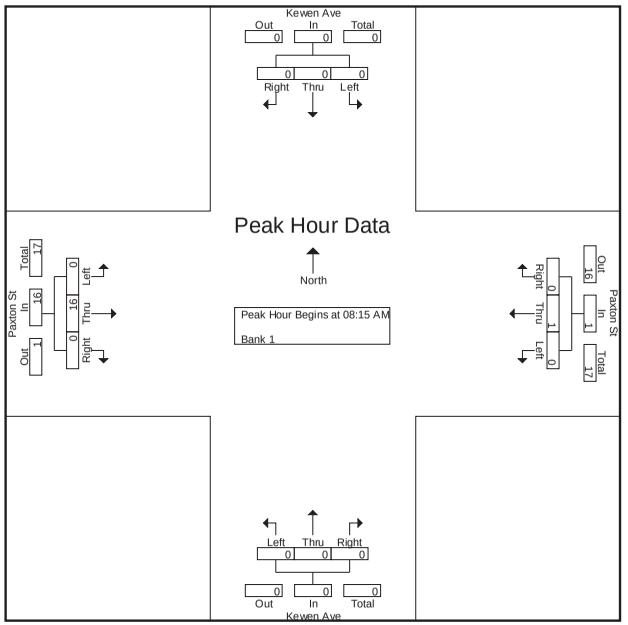
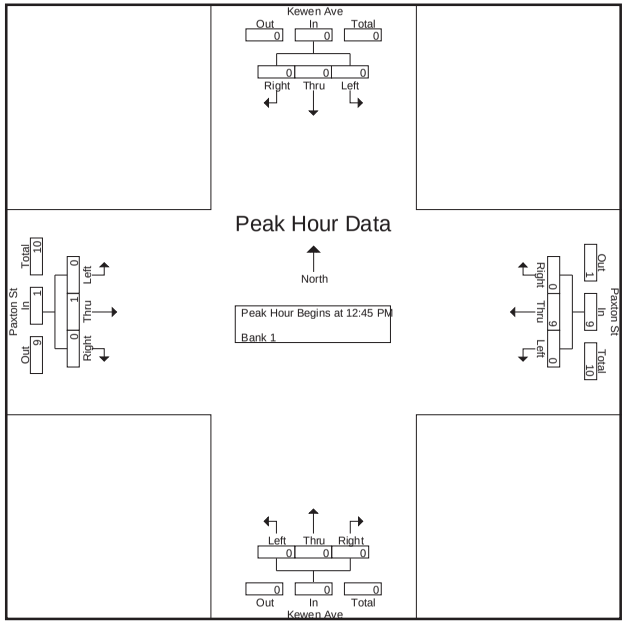
	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	**5**
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
08:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	16	0	16	17
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.800	.000	.800	.850



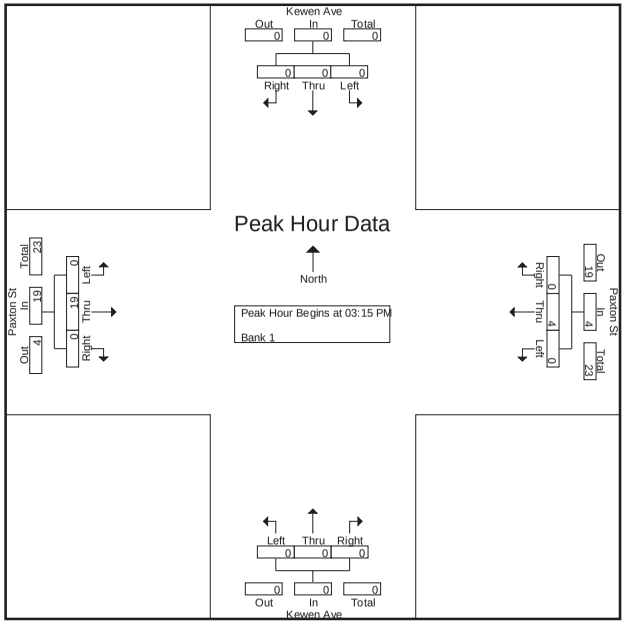
File Name : Paxton_Kewen_Buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**1**	0	**1**	**5**
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	1	0	1	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.500



File Name : Paxton_Kewen_Buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**8**	0	**8**	**9**
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	19	0	19	23
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.594	.000	.594	.639



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : paxton_kewen_2axle
Site Code : 00000000
Start Date : 3/26/2015
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Groups Printed- Unshifted

	Southbound			Paxton St Westbound			Kewen Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	7	0	0	0	0	0	7	1	16
07:15 AM	0	0	0	0	6	0	0	0	0	0	3	0	9
07:30 AM	0	0	0	0	3	0	0	0	1	0	7	0	11
07:45 AM	0	0	0	0	3	0	0	0	1	0	3	0	7
Total	0	0	0	1	19	0	0	0	2	0	20	1	43
08:00 AM	0	0	0	1	4	0	0	0	0	0	4	0	9
08:15 AM	0	0	0	0	8	0	0	0	0	0	9	0	17
08:30 AM	0	0	0	1	3	0	0	0	1	0	8	0	13
08:45 AM	0	0	0	0	4	0	0	0	0	0	3	0	7
Total	0	0	0	2	19	0	0	0	1	0	24	0	46
09:00 AM	0	0	0	0	3	0	0	0	1	0	8	0	12
09:15 AM	0	0	0	0	8	0	0	0	2	0	3	0	13
09:30 AM	0	0	0	0	4	0	0	0	0	0	1	0	5
09:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	17	0	0	0	3	0	13	0	33
12:00 PM	0	0	0	1	4	0	0	0	0	0	5	0	10
12:15 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
12:30 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
12:45 PM	0	0	0	0	5	0	1	0	0	0	2	0	8
Total	0	0	0	1	14	0	1	0	0	0	12	0	28
01:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
01:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
01:30 PM	0	0	0	0	9	0	0	0	0	0	4	0	13
01:45 PM	0	0	0	0	7	0	0	0	0	0	5	0	12
Total	0	0	0	0	20	0	0	0	0	0	13	0	33
03:00 PM	0	0	0	0	6	0	0	0	0	0	6	0	12
03:15 PM	0	0	0	0	2	0	0	0	2	0	8	0	12
03:30 PM	0	0	0	1	2	0	0	0	0	0	5	0	8
03:45 PM	0	0	0	0	4	0	0	0	0	0	3	0	7
Total	0	0	0	1	14	0	0	0	2	0	22	0	39
04:00 PM	0	0	0	0	5	0	0	0	0	0	3	0	8
04:15 PM	0	0	0	0	7	1	0	0	0	0	2	0	10
04:30 PM	0	0	0	1	1	0	0	0	1	0	7	0	10
04:45 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
Total	0	0	0	1	15	1	0	0	1	0	16	0	34
05:00 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
05:15 PM	0	0	0	0	1	0	0	0	1	0	3	0	5
05:30 PM	0	0	0	0	0	0	0	0	2	0	4	0	6
05:45 PM	0	0	0	0	2	0	0	0	1	0	0	0	3
Total	0	0	0	0	5	0	0	0	4	0	10	0	19
Grand Total	0	0	0	6	123	1	1	0	13	0	130	1	275
Apprch %	0	0	0	4.6	94.6	0.8	7.1	0	92.9	0	99.2	0.8	
Total %	0	0	0	2.2	44.7	0.4	0.4	0	4.7	0	47.3	0.4	

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File Name : paxton_kewen_2axle
Site Code : 00000000
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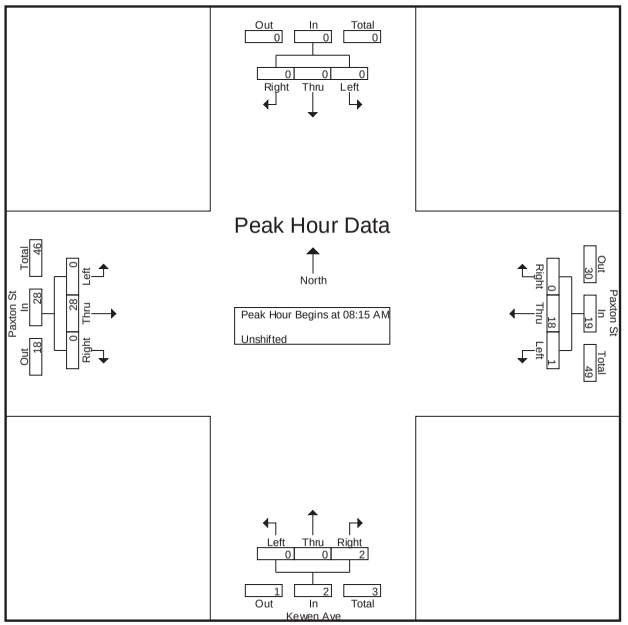
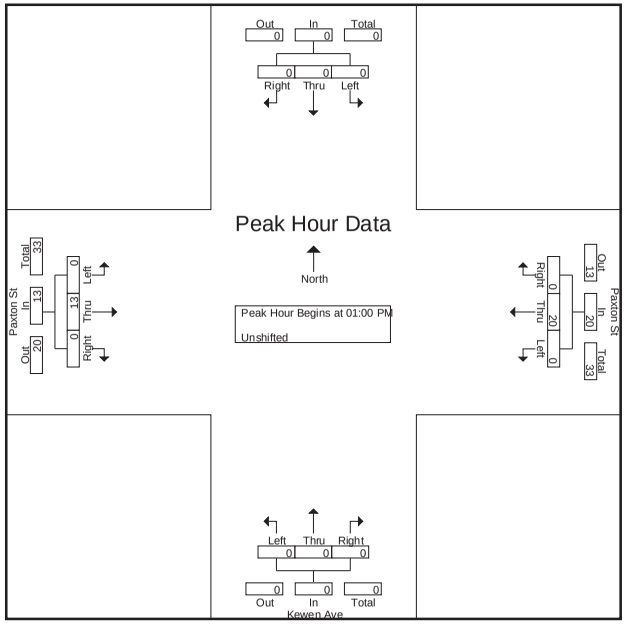
	Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	**9**	0	**9**	**17**
08:30 AM	0	0	0	0	**1**	3	0	4	0	0	**1**	**1**	0	8	0	8	13
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
09:00 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	8	0	8	12
Total Volume	0	0	0	0	1	18	0	19	0	0	2	2	0	28	0	28	49
% App. Total	0	0	0		5.3	94.7	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.563	.000	.594	.000	.000	.500	.500	.000	.778	.000	.778	.721



File Name : paxton_kewen_2axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
01:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
01:30 PM	0	0	0	0	0	**9**	0	**9**	0	0	0	0	0	4	0	4	**13**
01:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	**5**	0	**5**	12
Total Volume	0	0	0	0	0	20	0	20	0	0	0	0	0	13	0	13	33
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.556	.000	.556	.000	.000	.000	.000	.000	.650	.000	.650	.635



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File Name : paxton_kewen_2axle
Site Code : 00000000
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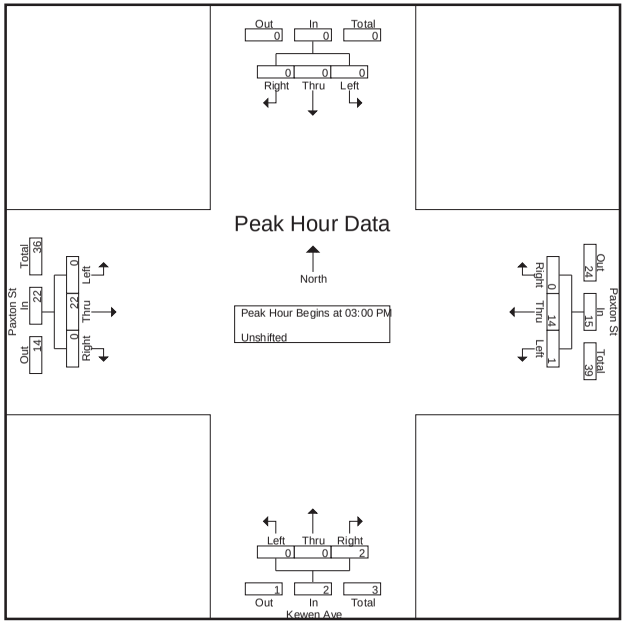
	Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	6	0	6	**12**
03:15 PM	0	0	0	0	0	2	0	2	0	0	**2**	**2**	0	**8**	0	**8**	12
03:30 PM	0	0	0	0	**1**	2	0	3	0	0	0	0	0	5	0	5	8
03:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total Volume	0	0	0	0	1	14	0	15	0	0	2	2	0	22	0	22	39
% App. Total	0	0	0		6.7	93.3	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.583	.000	.625	.000	.000	.250	.250	.000	.688	.000	.688	.813



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File Name : Paxton_Kewen_3axle
Site Code : 00000000
Start Date : 3/26/2015
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Groups Printed- Bank 1

	Kewen Ave Southbound			Paxton St Westbound			Kewen Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	3	1	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	0	2	0	0	0	0	0	4	0	6
12:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	2	0	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	5	0	5
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	7	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	1	0	0	0	0	0	4	0	5
Grand Total	0	0	0	0	12	0	0	0	0	0	28	1	41
Apprch %	0	0	0	0	100	0	0	0	0	0	96.6	3.4	
Total %	0	0	0	0	29.3	0	0	0	0	0	68.3	2.4	

CITY TRAFFIC COUNTERS
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File Name : Paxton_Kewen_3axle
Site Code : 00000000
Start Date : 3/26/2015
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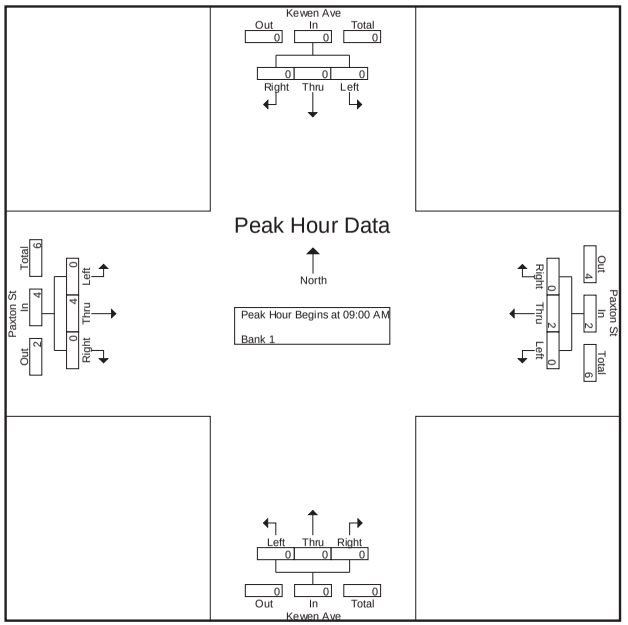
	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	**4**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.375



CITY TRAFFIC COUNTERS
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File Name : Paxton_Kewen_3axle
Site Code : 00000000
Start Date : 3/26/2015
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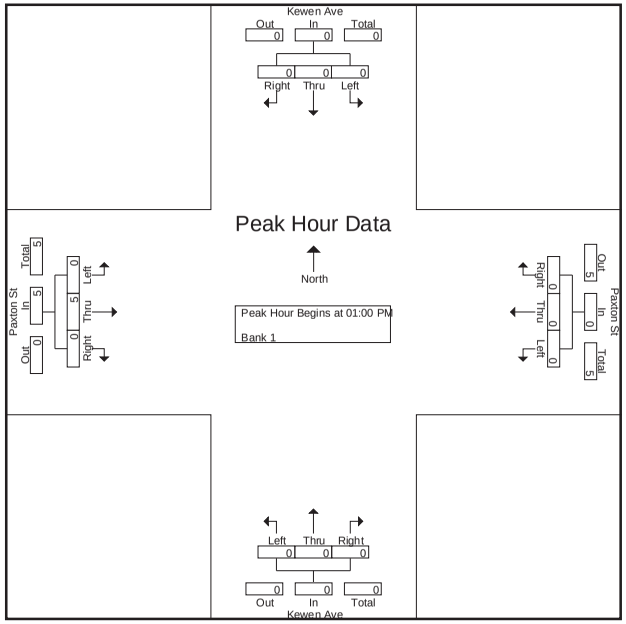
	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.417	.417



CITY TRAFFIC COUNTERS
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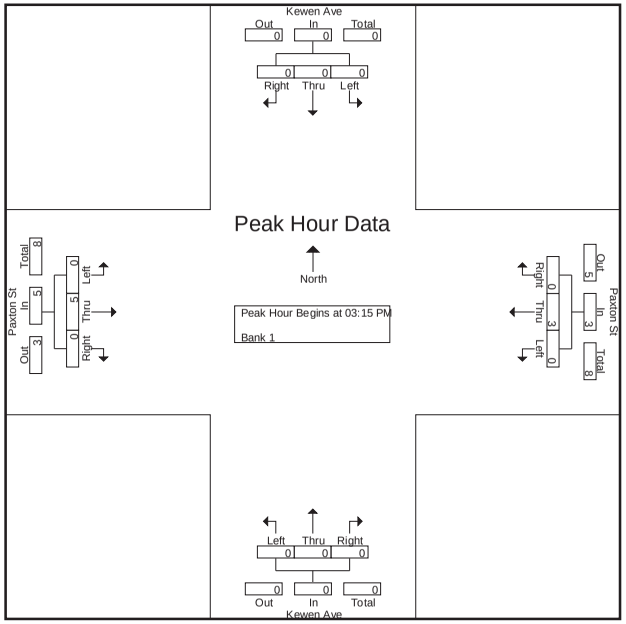
File Name : Paxton_Kewen_3axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	**4**
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.313	.000	.313	.500



CITY TRAFFIC COUNTERS
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File Name : Paxton_Kewen_4axle
Site Code : 00000000
Start Date : 3/26/2015
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Groups Printed- Bank 2

	Kewen Ave Southbound			Paxton St Westbound			Kewen Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	6	0	0	0	0	0	2	0	8
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	75	0	0	0	0	0	25	0	

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File Name : Paxton_Kewen_4axle
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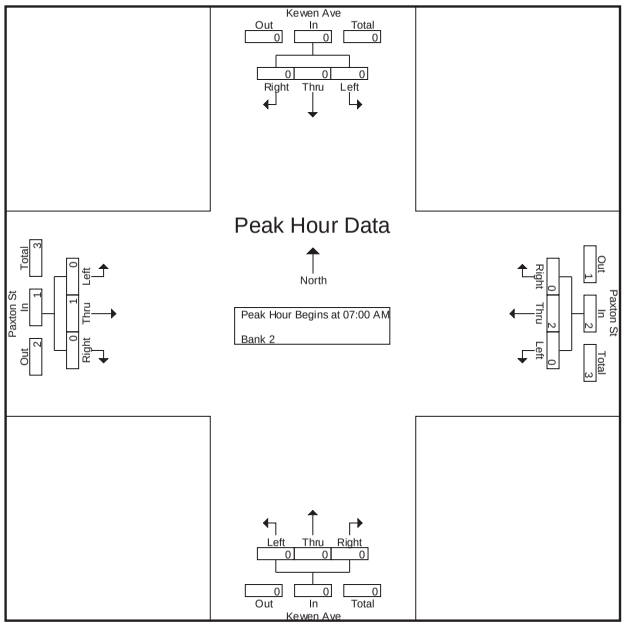
	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.375



CITY TRAFFIC COUNTERS
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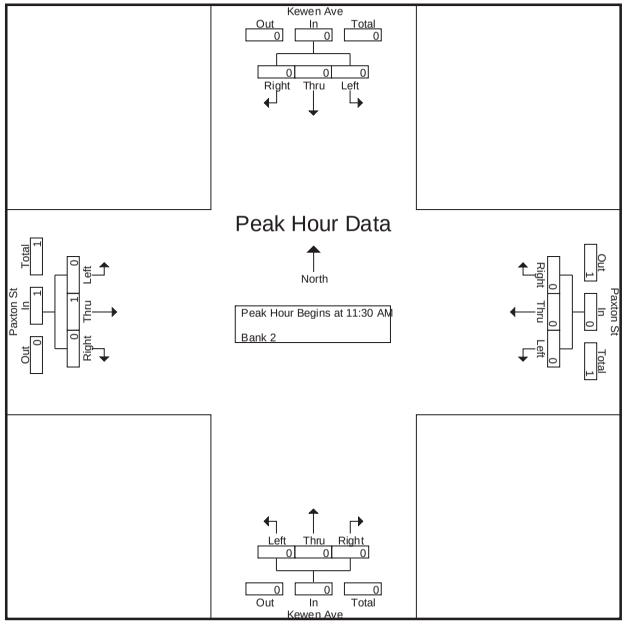
File Name : Paxton_Kewen_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250



CITY TRAFFIC COUNTERS
626.991.7522
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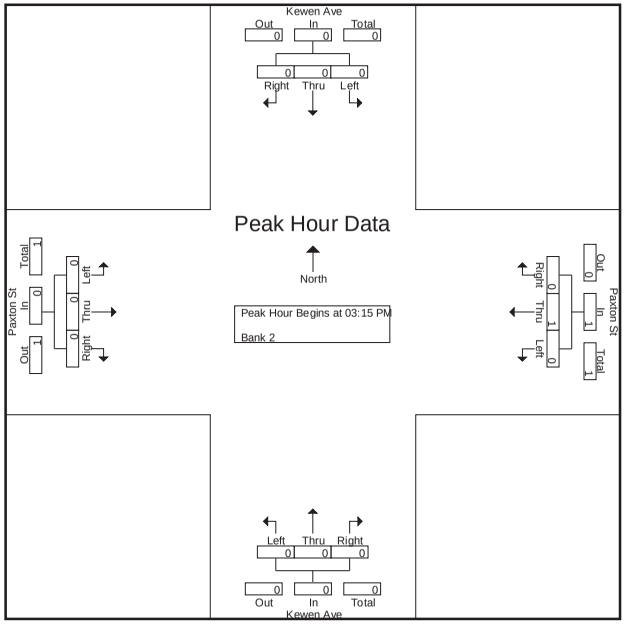
File Name : Paxton_Kewen_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : paxton_kewen_5axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Unshifted

	Kewen Ave Southbound			Paxton St Westbound			Kewen Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
Grand Total	0	0	0	0	2	0	0	0	0	0	3	0	5
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	40	0	0	0	0	0	60	0	

CITY TRAFFIC COUNTERS
626.991.7522
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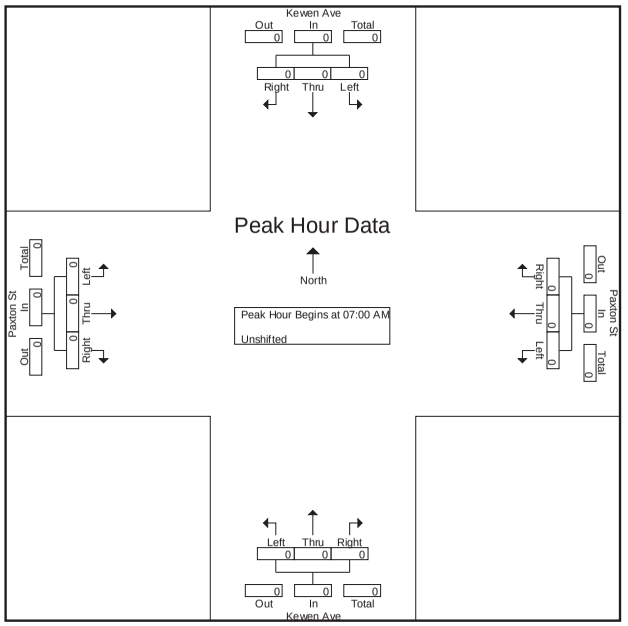
File Name : paxton_kewen_5axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



CITY TRAFFIC COUNTERS
626.991.7522
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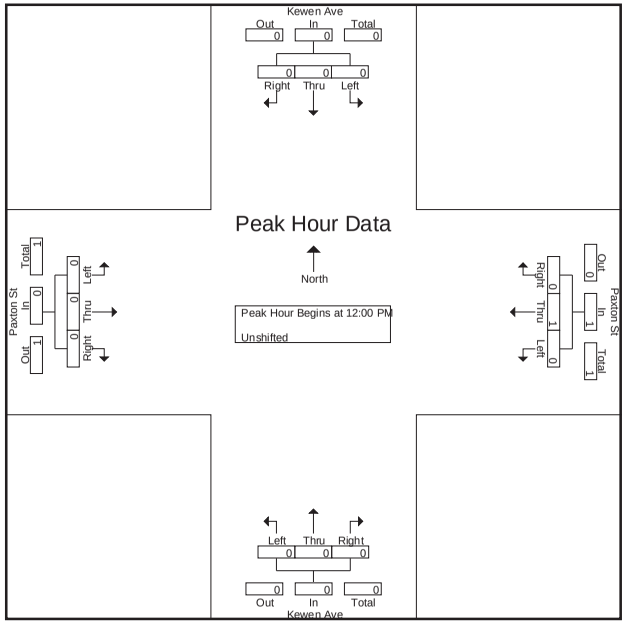
File Name : paxton_kewen_5axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



CITY TRAFFIC COUNTERS
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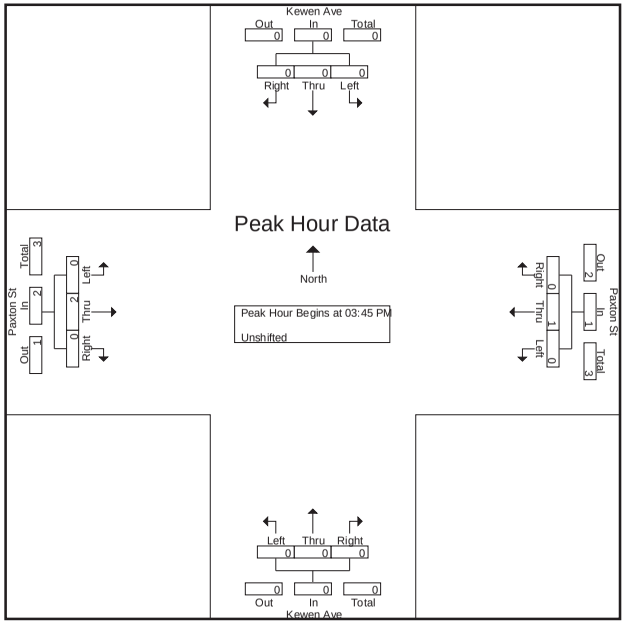
File Name : paxton_kewen_5axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Kewen Ave Southbound				Paxton St Westbound				Kewen Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.375



CITY TRAFFIC COUNTERS
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INT. 18

File Name : Paxton_Telfair
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Unshifted

	Telfair Ave Southbound			Paxton St Westbound			Telfair Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	7	3	24	10	118	5	10	6	10	12	113	8	326
07:15 AM	14	9	23	11	127	4	14	3	10	15	158	15	403
07:30 AM	16	5	28	21	162	8	19	11	5	23	174	21	493
07:45 AM	12	16	27	17	172	7	14	24	14	29	183	26	541
Total	49	33	102	59	579	24	57	44	39	79	628	70	1763
08:00 AM	4	8	16	17	145	9	10	17	11	21	138	14	410
08:15 AM	4	7	22	15	120	4	7	3	7	16	132	9	346
08:30 AM	2	1	22	5	106	2	7	3	7	15	112	6	288
08:45 AM	6	2	9	5	87	5	10	6	5	11	98	3	247
Total	16	18	69	42	458	20	34	29	30	63	480	32	1291
09:00 AM	3	5	10	2	80	2	2	4	2	9	65	4	188
09:15 AM	1	1	13	7	84	3	4	1	6	11	89	1	221
09:30 AM	7	2	12	3	82	2	8	5	3	10	96	4	234
09:45 AM	3	0	10	3	80	4	0	3	6	9	117	3	238
Total	14	8	45	15	326	11	14	13	17	39	367	12	881
12:00 PM	1	2	16	3	97	3	6	2	4	15	114	4	267
12:15 PM	4	3	14	6	110	8	3	2	9	16	96	7	278
12:30 PM	4	3	9	7	116	0	5	1	5	16	97	8	271
12:45 PM	2	5	12	6	77	5	10	3	11	7	119	6	263
Total	11	13	51	22	400	16	24	8	29	54	426	25	1079
01:00 PM	4	2	8	5	104	2	7	5	10	22	99	1	269
01:15 PM	4	2	13	3	106	5	4	3	5	12	98	4	259
01:30 PM	2	2	5	4	117	6	6	1	6	16	98	4	267
01:45 PM	3	3	14	11	105	4	3	6	6	15	107	6	283
Total	13	9	40	23	432	17	20	15	27	65	402	15	1078
03:00 PM	5	1	17	4	117	7	10	5	7	21	112	7	313
03:15 PM	9	4	16	9	108	5	5	8	5	25	144	11	349
03:30 PM	5	4	13	11	149	8	6	5	9	25	148	6	389
03:45 PM	5	6	10	7	159	11	4	8	14	17	154	9	404
Total	24	15	56	31	533	31	25	26	35	88	558	33	1455
04:00 PM	5	4	13	15	142	3	6	10	17	25	150	12	402
04:15 PM	4	3	11	9	146	8	4	11	13	23	164	8	404
04:30 PM	5	6	11	9	160	3	15	9	14	23	150	8	413
04:45 PM	8	4	12	5	147	8	12	8	10	31	162	11	418
Total	22	17	47	38	595	22	37	38	54	102	626	39	1637
05:00 PM	8	4	13	12	159	8	8	14	13	15	195	9	458
05:15 PM	7	4	12	13	130	7	9	15	10	24	220	13	464
05:30 PM	7	14	15	12	151	13	8	8	7	35	197	12	479
05:45 PM	5	7	18	10	164	7	13	11	13	25	210	10	493
Total	27	29	58	47	604	35	38	48	43	99	822	44	1894
Grand Total	176	142	468	277	3927	176	249	221	274	589	4309	270	11078
Apprch %	22.4	18.1	59.5	6.3	89.7	4	33.5	29.7	36.8	11.4	83.4	5.2	
Total %	1.6	1.3	4.2	2.5	35.4	1.6	2.2	2	2.5	5.3	38.9	2.4	

CITY TRAFFIC COUNTERS
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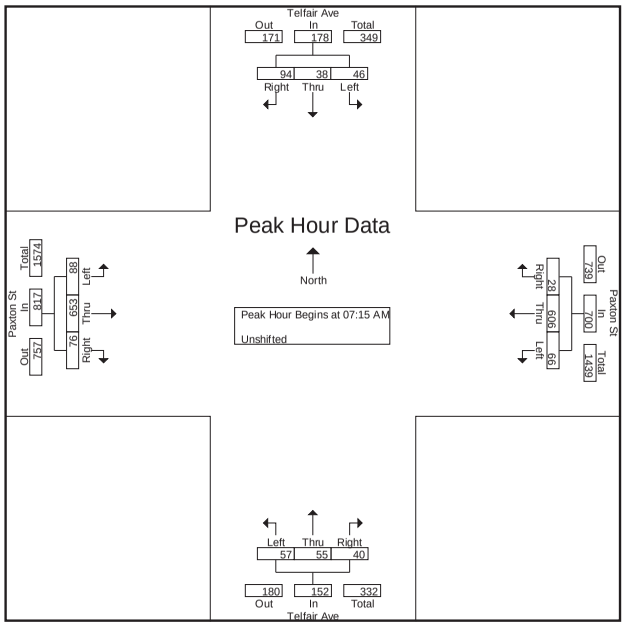
File Name : Paxton_Telfair
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	14	9	23	46	11	127	4	142	14	3	10	27	15	158	15	188	403
07:30 AM	**16**	5	**28**	49	**21**	162	8	191	**19**	11	5	35	23	174	21	218	493
07:45 AM	12	**16**	27	**55**	17	**172**	7	**196**	14	**24**	**14**	**52**	**29**	**183**	**26**	**238**	**541**
08:00 AM	4	8	16	28	17	145	**9**	171	10	17	11	38	21	138	14	173	410
Total Volume	46	38	94	178	66	606	28	700	57	55	40	152	88	653	76	817	1847
% App. Total	25.8	21.3	52.8		9.4	86.6	4		37.5	36.2	26.3		10.8	79.9	9.3		
PHF	.719	.594	.839	.809	.786	.881	.778	.893	.750	.573	.714	.731	.759	.892	.731	.858	.854



CITY TRAFFIC COUNTERS
626.991.7522
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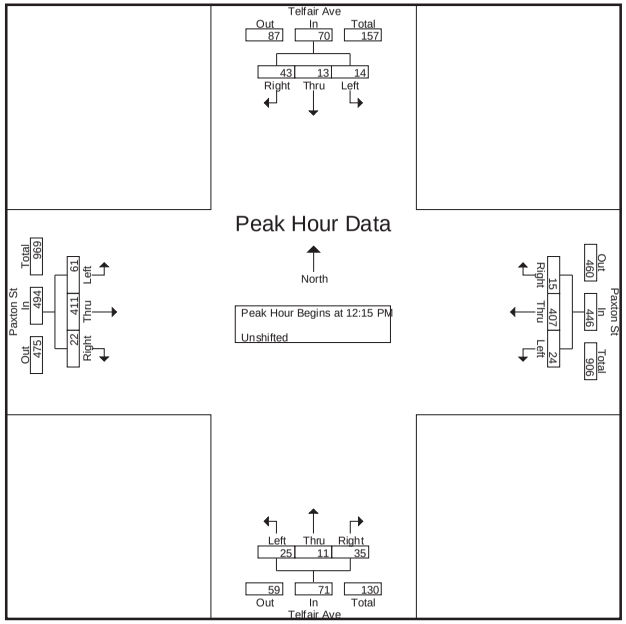
File Name : Paxton_Telfair
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**4**	3	**14**	**21**	6	110	**8**	**124**	3	2	9	14	16	96	7	119	**278**
12:30 PM	4	3	9	16	**7**	**116**	0	123	5	1	5	11	16	97	**8**	121	271
12:45 PM	2	**5**	12	19	6	77	5	88	**10**	3	**11**	**24**	7	**119**	6	**132**	263
01:00 PM	4	2	8	14	5	104	2	111	7	**5**	10	22	**22**	99	1	122	269
Total Volume	14	13	43	70	24	407	15	446	25	11	35	71	61	411	22	494	1081
% App. Total	20	18.6	61.4		5.4	91.3	3.4		35.2	15.5	49.3		12.3	83.2	4.5		
PHF	.875	.650	.768	.833	.857	.877	.469	.899	.625	.550	.795	.740	.693	.863	.688	.936	.972



CITY TRAFFIC COUNTERS
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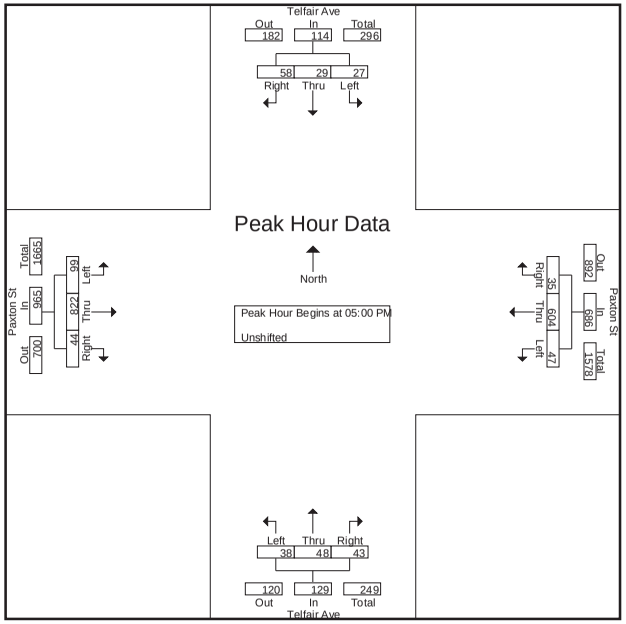
File Name : Paxton_Telfair
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**8**	4	13	25	12	159	8	179	8	14	**13**	35	15	195	9	219	458
05:15 PM	7	4	12	23	**13**	130	7	150	9	**15**	10	34	24	**220**	**13**	**257**	464
05:30 PM	7	**14**	15	**36**	12	151	**13**	176	8	8	7	23	**35**	197	12	244	479
05:45 PM	5	7	**18**	30	10	**164**	7	**181**	**13**	11	13	**37**	25	210	10	245	**493**
Total Volume	27	29	58	114	47	604	35	686	38	48	43	129	99	822	44	965	1894
% App. Total	23.7	25.4	50.9		6.9	88	5.1		29.5	37.2	33.3		10.3	85.2	4.6		
PHF	.844	.518	.806	.792	.904	.921	.673	.948	.731	.800	.827	.872	.707	.934	.846	.939	.960



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : Paxton_Telfair_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Bank 2

	Telfair Ave Southbound			Paxton St Westbound			Telfair Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	2	0	0	0	0	0	4	0	6
04:30 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	6	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	2	0	1	0	0	0	2	0	5
05:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
Total	0	0	0	0	4	1	1	0	0	1	2	0	9
Grand Total	0	0	0	0	19	1	1	0	0	1	11	0	33
Apprch %	0	0	0	0	95	5	100	0	0	8.3	91.7	0	
Total %	0	0	0	0	57.6	3	3	0	0	3	33.3	0	

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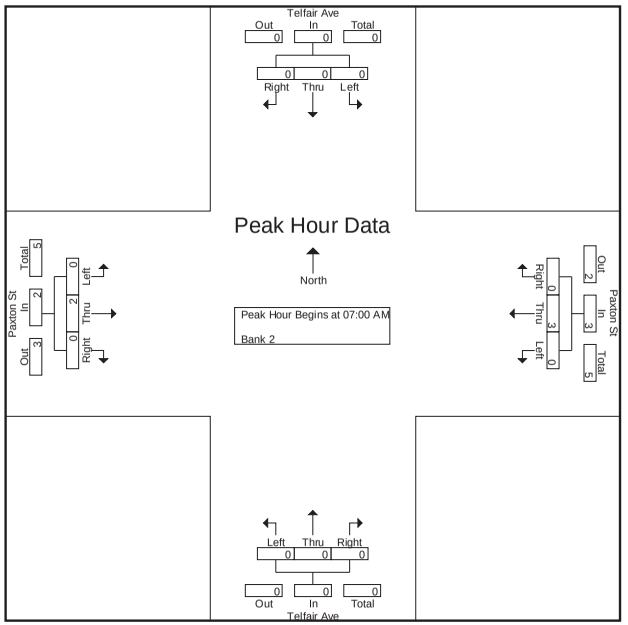
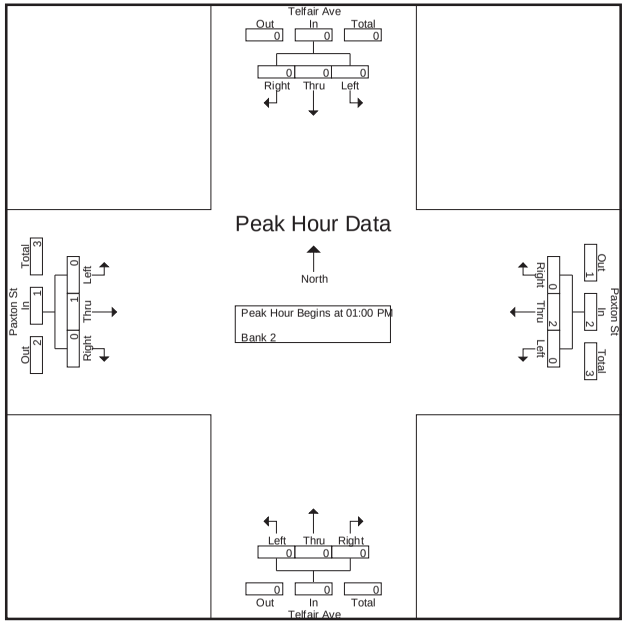
File Name : Paxton_Telfair_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.625



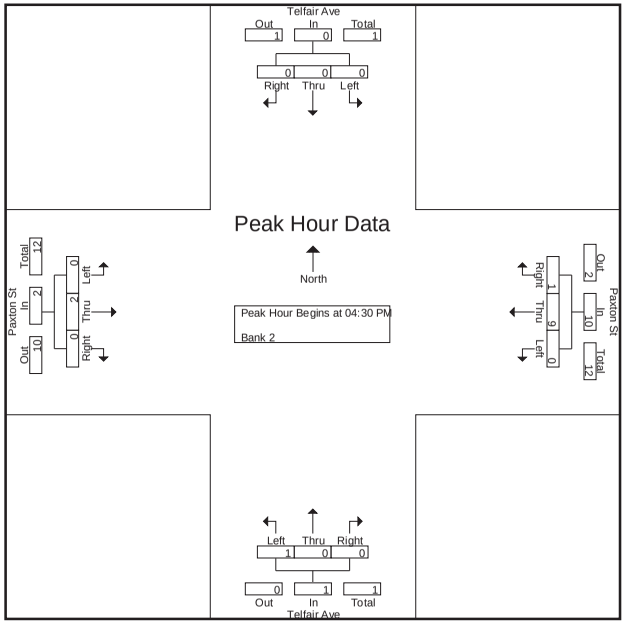
File Name : Paxton_Telfair_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750



File Name : Paxton_Telfair_Motorcycles
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	2	0	2	**1**	0	0	**1**	0	**2**	0	**2**	**5**
Total Volume	0	0	0	0	0	9	1	10	1	0	0	1	0	2	0	2	13
% App. Total	0	0	0		0	90	10		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.563	.250	.625	.250	.000	.000	.250	.000	.250	.000	.250	.650



CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : Paxton_Telfair_Buses
Site Code : 00000000
Start Date : 3/26/2015

Groups Printed- Bank 1

	Telfair Ave Southbound			Paxton St Westbound			Telfair Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	5	0	0	0	0	0	3	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	12	0	13
09:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	11	0	11
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	0	3	0	6
01:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	4	0	0	0	0	0	1	0	5
01:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	9	0	0	0	0	0	1	0	10
03:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:15 PM	0	0	0	0	1	0	0	0	0	0	8	0	9
03:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
03:45 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
Total	0	0	0	0	4	0	0	0	0	0	16	0	20
04:00 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	2	0	0	0	0	0	13	0	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
05:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	1	0	0	0	0	0	16	0	17
Grand Total	0	0	0	0	25	0	0	0	0	0	75	0	100
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	25	0	0	0	0	0	75	0	

CITY TRAFFIC COUNTERS
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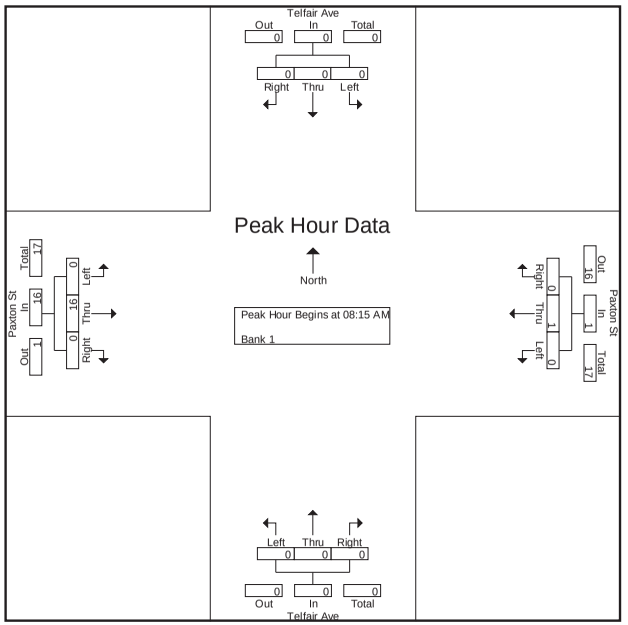
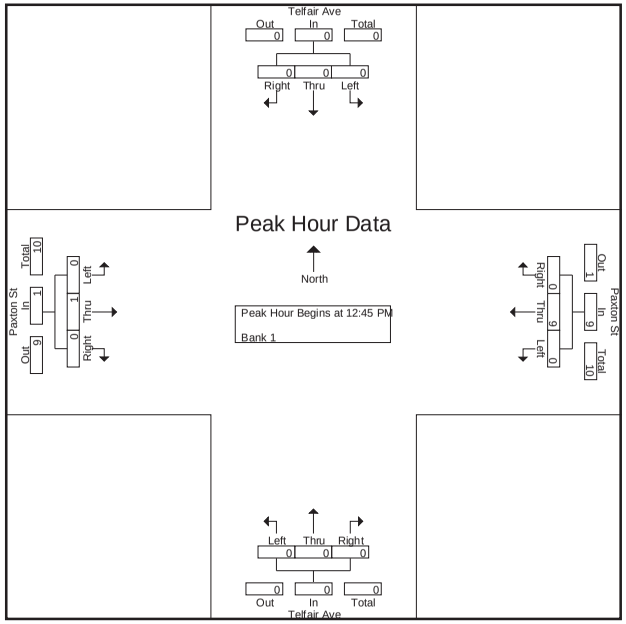
File Name : Paxton_Telfair_Buses
Site Code : 00000000
Start Date : 3/26/2015

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	**5**
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
08:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	16	0	16	17
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.800	.000	.800	.850



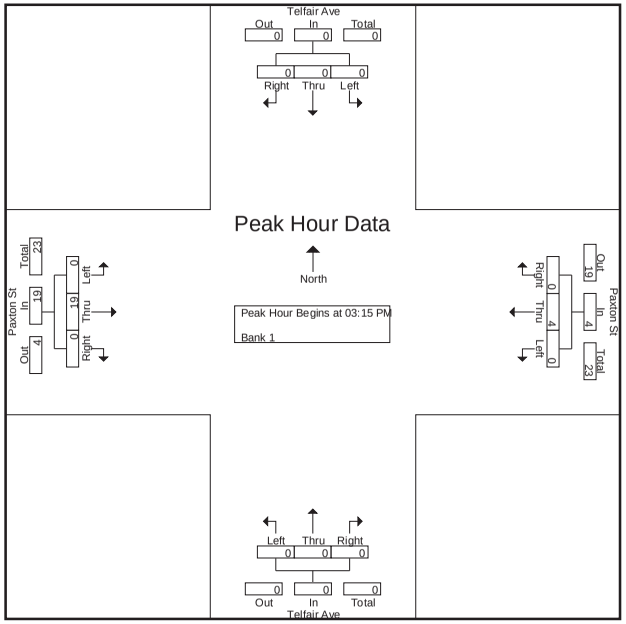
File Name : Paxton_Telfair_Buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**1**	0	**1**	**5**
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	1	0	1	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.500



File Name : Paxton_Telfair_Buses
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**8**	0	**8**	**9**
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	19	0	19	23
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.594	.000	.594	.639



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : paxton_telfair_2axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Unshifted

	Telfair Ave Southbound			Paxton St Westbound			Telfair Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	2	9	1	0	0	1	2	5	0	20
07:15 AM	0	0	1	1	5	0	0	0	0	0	3	1	11
07:30 AM	0	0	0	2	3	0	0	0	0	0	7	0	12
07:45 AM	0	0	0	0	3	0	0	0	0	0	4	0	7
Total	0	0	1	5	20	1	0	0	1	2	19	1	50
08:00 AM	0	0	0	1	5	0	0	0	0	0	5	0	11
08:15 AM	0	0	1	1	6	1	0	0	0	2	6	2	19
08:30 AM	1	0	0	0	4	1	0	0	0	2	5	1	14
08:45 AM	0	0	0	0	4	0	0	1	1	1	6	1	14
Total	1	0	1	2	19	2	0	1	1	5	22	4	58
09:00 AM	0	0	0	0	6	0	0	0	1	0	8	1	16
09:15 AM	0	0	1	0	5	0	0	0	0	0	6	0	12
09:30 AM	0	0	0	1	4	0	0	0	2	0	2	0	9
09:45 AM	0	0	0	1	3	0	0	0	0	0	1	0	5
Total	0	0	1	2	18	0	0	0	3	0	17	1	42
12:00 PM	0	1	0	2	6	0	0	0	0	0	6	0	15
12:15 PM	0	0	0	4	2	0	0	0	0	0	4	0	10
12:30 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
12:45 PM	0	0	0	0	5	0	0	0	0	0	2	0	7
Total	0	1	0	6	17	0	0	0	0	0	14	0	38
01:00 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
01:15 PM	0	0	1	1	2	1	0	0	0	2	1	0	8
01:30 PM	0	0	1	0	9	1	0	0	1	0	6	0	18
01:45 PM	1	0	1	0	6	0	0	1	0	1	5	0	15
Total	1	0	3	1	19	2	0	1	1	3	15	0	46
03:00 PM	0	0	1	0	6	0	0	0	0	1	6	1	15
03:15 PM	0	0	1	0	2	0	0	0	0	1	10	1	15
03:30 PM	1	0	0	0	2	1	0	0	0	2	3	0	9
03:45 PM	0	0	0	0	5	1	0	0	0	1	3	0	10
Total	1	0	2	0	15	2	0	0	0	5	22	2	49
04:00 PM	0	0	0	1	3	0	0	0	1	0	4	0	9
04:15 PM	0	0	1	1	5	0	0	0	1	0	3	0	11
04:30 PM	0	0	0	0	1	0	0	0	0	0	8	0	9
04:45 PM	0	0	0	0	2	1	0	0	0	1	4	0	8
Total	0	0	1	2	11	1	0	0	2	1	19	0	37
05:00 PM	0	0	1	0	1	1	0	0	0	1	3	0	7
05:15 PM	0	0	0	1	1	0	0	0	0	1	2	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	7
05:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	1	1	4	1	0	0	0	2	13	0	22
Grand Total	3	1	10	19	123	9	0	2	8	18	141	8	342
Apprch %	21.4	7.1	71.4	12.6	81.5	6	0	20	80	10.8	84.4	4.8	
Total %	0.9	0.3	2.9	5.6	36	2.6	0	0.6	2.3	5.3	41.2	2.3	

CITY TRAFFIC COUNTERS
626.991.7522
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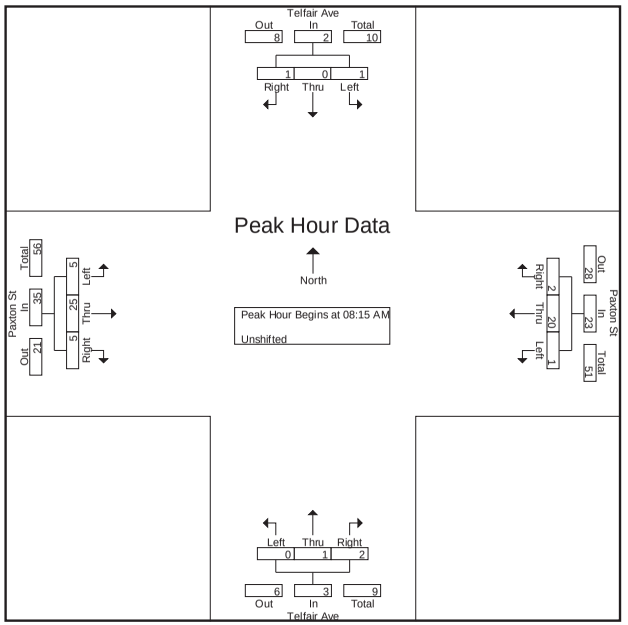
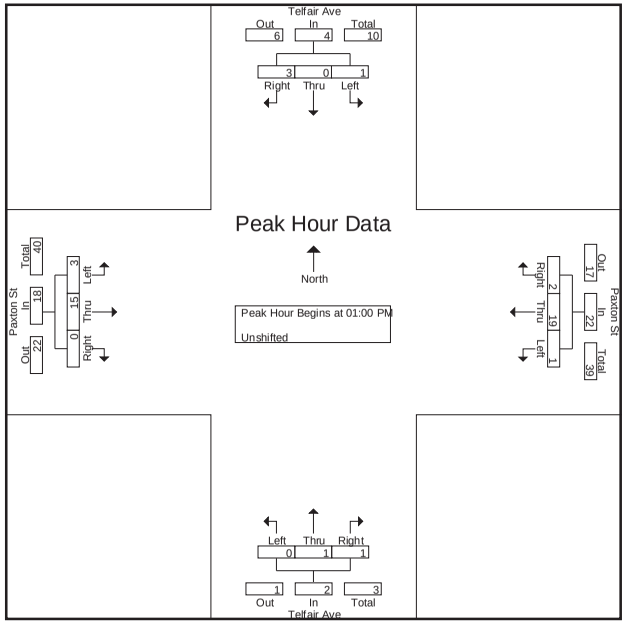
File Name : paxton_telfair_2axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	**1**	**1**	**1**	**6**	**1**	**8**	0	0	0	0	**2**	6	**2**	**10**	**19**
08:30 AM	**1**	0	0	1	0	4	1	5	0	0	0	0	2	5	1	8	14
08:45 AM	0	0	0	0	0	4	0	4	0	**1**	**1**	**2**	1	6	1	8	14
09:00 AM	0	0	0	0	0	6	0	6	0	0	1	1	0	**8**	1	9	16
Total Volume	1	0	1	2	1	20	2	23	0	1	2	3	5	25	5	35	63
% App. Total	50	0	50		4.3	87	8.7		0	33.3	66.7		14.3	71.4	14.3		
PHF	.250	.000	.250	.500	.250	.833	.500	.719	.000	.250	.500	.375	.625	.781	.625	.875	.829



File Name : paxton_telfair_2axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
01:15 PM	0	0	**1**	1	**1**	2	**1**	4	0	0	0	0	**2**	1	0	3	8
01:30 PM	0	0	1	1	0	**9**	1	**10**	0	0	**1**	**1**	0	**6**	0	**6**	**18**
01:45 PM	**1**	0	1	**2**	0	6	0	6	0	**1**	0	1	1	5	0	6	15
Total Volume	1	0	3	4	1	19	2	22	0	1	1	2	3	15	0	18	46
% App. Total	25	0	75		4.5	86.4	9.1		0	50	50		16.7	83.3	0		
PHF	.250	.000	.750	.500	.250	.528	.500	.550	.000	.250	.250	.500	.375	.625	.000	.750	.639



CITY TRAFFIC COUNTERS
626.991.7522
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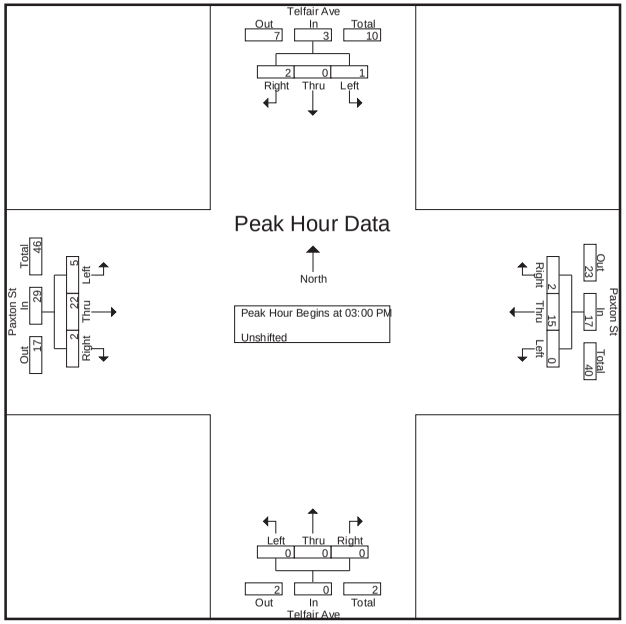
File Name : paxton_telfair_2axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**1**	**1**	0	**6**	0	**6**	0	0	0	0	1	6	**1**	8	**15**
03:15 PM	0	0	1	1	0	2	0	2	0	0	0	0	1	**10**	1	**12**	15
03:30 PM	**1**	0	0	1	0	2	**1**	3	0	0	0	0	**2**	3	0	5	9
03:45 PM	0	0	0	0	0	5	1	6	0	0	0	0	1	3	0	4	10
Total Volume	1	0	2	3	0	15	2	17	0	0	0	0	5	22	2	29	49
% App. Total	33.3	0	66.7		0	88.2	11.8		0	0	0		17.2	75.9	6.9		
PHF	.250	.000	.500	.750	.000	.625	.500	.708	.000	.000	.000	.000	.625	.550	.500	.604	.817



CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : Paxton_Telfair_3axle
Site Code : 00000000
Start Date : 3/26/2015

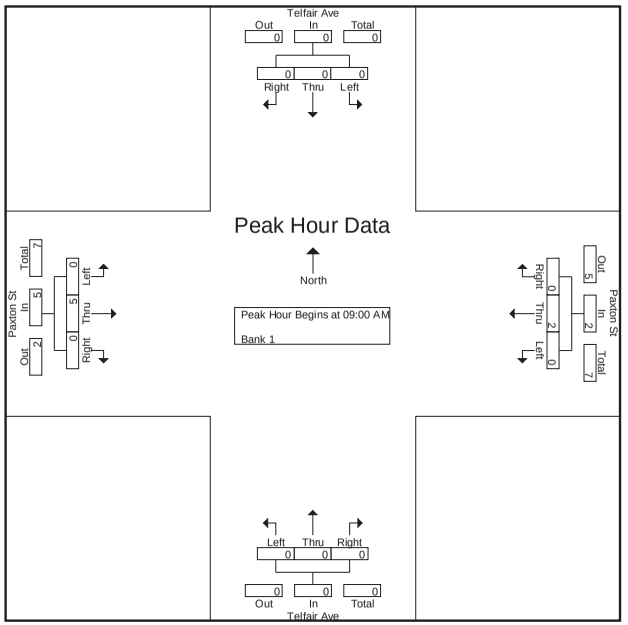
Groups Printed- Bank 1

	Telfair Ave Southbound			Paxton St Westbound			Telfair Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	1	0	2	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	1	0	1	0	2	0	0	0	0	0	1	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	3	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:45 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	0	2	0	0	0	0	0	5	0	7
12:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	2	0	4
01:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	1	2	0	0	0	0	5	0	8
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
03:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	1	1	0	5
04:00 PM	0	0	1	0	0	0	0	0	0	0	4	0	5
04:15 PM	0	0	0	2	2	0	0	0	0	0	2	0	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	1	2	2	0	0	0	0	0	7	0	12
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
05:30 PM	0	0	0	0	1	0	0	0	0	1	1	0	3
Total	0	0	0	0	1	0	0	0	0	3	1	0	5
Grand Total	1	0	2	2	14	2	0	0	0	4	25	0	50
Apprch %	33.3	0	66.7	11.1	77.8	11.1	0	0	0	13.8	86.2	0	
Total %	2	0	4	4	28	4	0	0	0	8	50	0	

CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

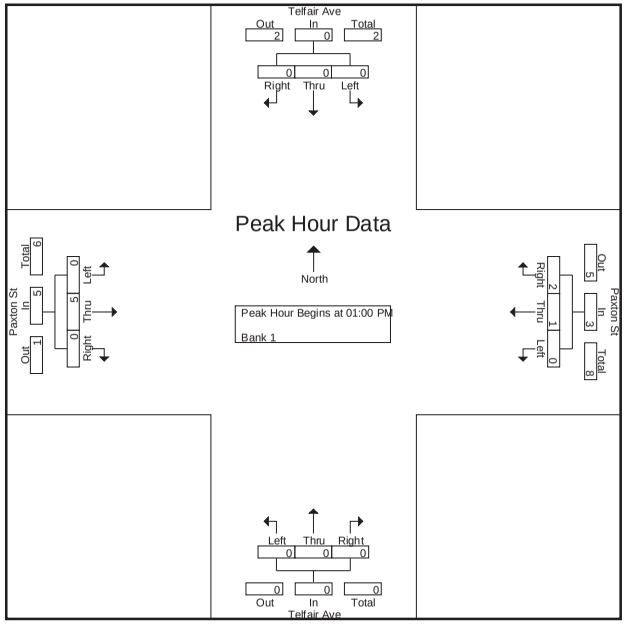
File Name : Paxton_Telfair_3axle
Site Code : 00000000
Start Date : 3/26/2015

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
09:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	**4**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.438



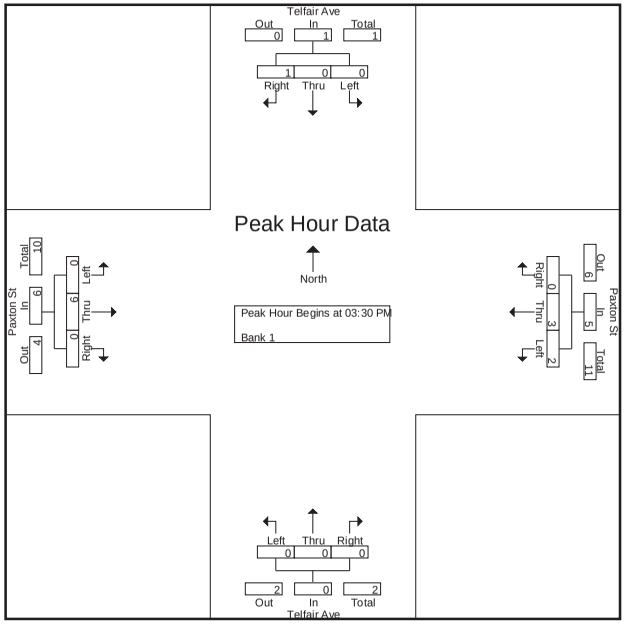
File Name : Paxton_Telfair_3axle
Site Code : 00000000
Start Date : 3/26/2015

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**1**	**2**	**3**	0	0	0	0	0	0	0	0	**3**
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	1	2	3	0	0	0	0	0	5	0	5	8
% App. Total	0	0	0		0	33.3	66.7		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.417	.000	.417	.667



File Name : Paxton_Telfair_3axle
Site Code : 00000000
Start Date : 3/26/2015

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**4**	0	**4**	5
04:15 PM	0	0	0	0	**2**	**2**	0	**4**	0	0	0	0	0	2	0	2	**6**
Total Volume	0	0	1	1	2	3	0	5	0	0	0	0	0	6	0	6	12
% App. Total	0	0	100		40	60	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.375	.000	.313	.000	.000	.000	.000	.000	.375	.000	.375	.500



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : Paxton_Telfair_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

Groups Printed- Bank 2

	Telfair Ave Southbound			Paxton St Westbound			Telfair Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
Grand Total	0	0	0	0	6	0	1	0	1	0	2	0	10
Apprch %	0	0	0	0	100	0	50	0	50	0	100	0	
Total %	0	0	0	0	60	0	10	0	10	0	20	0	

CITY TRAFFIC COUNTERS
626.991.7522
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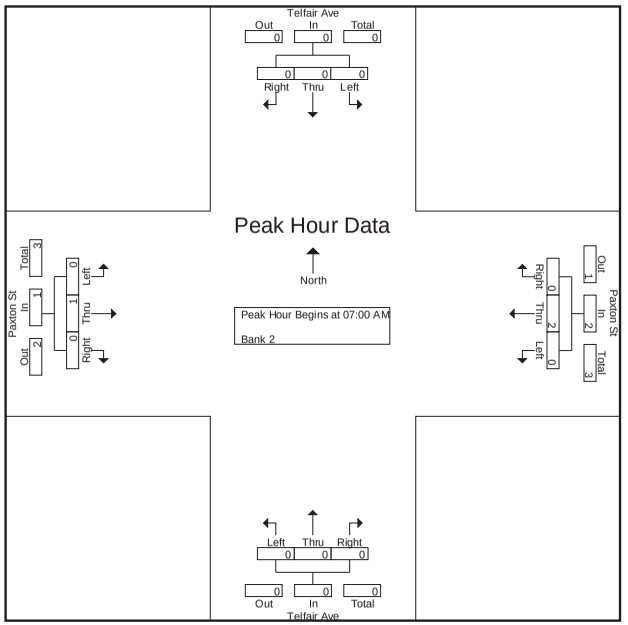
File Name : Paxton_Telfair_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750



CITY TRAFFIC COUNTERS
626.991.7522
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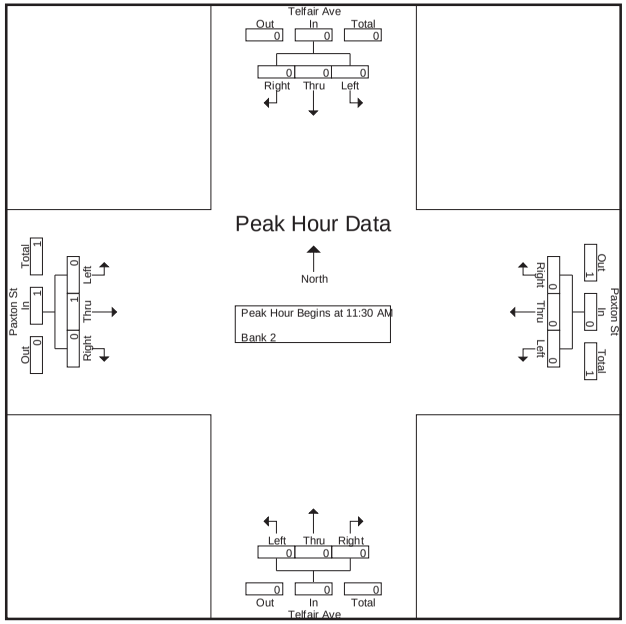
File Name : Paxton_Telfair_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 3

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250



CITY TRAFFIC COUNTERS
626.991.7522
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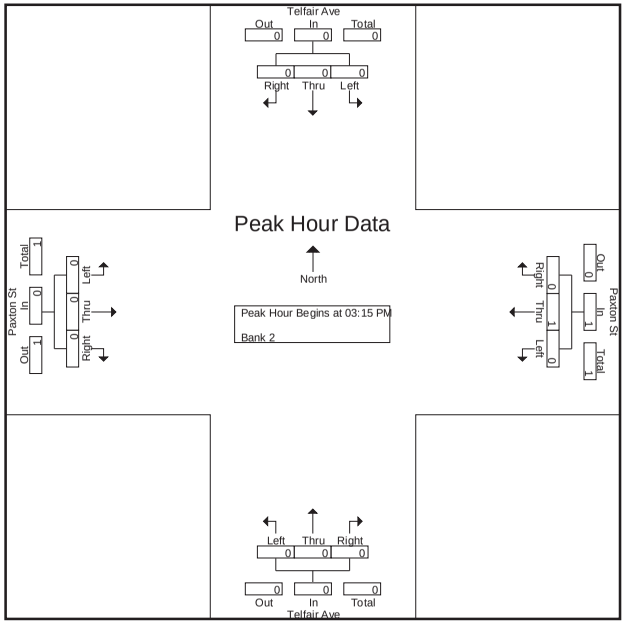
File Name : Paxton_Telfair_4axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : paxton_telfair_5axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 1

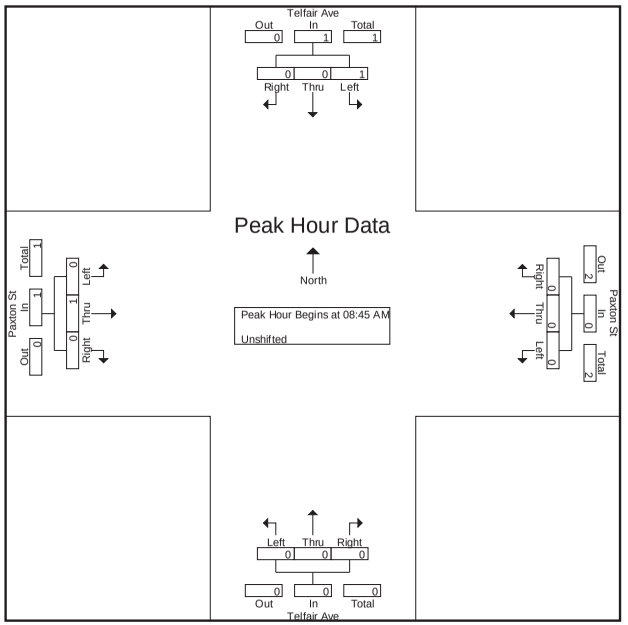
Groups Printed- Unshifted

	Telfair Ave Southbound			Paxton St Westbound			Telfair Ave Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
Total	1	0	0	0	0	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
Grand Total	1	0	0	0	2	1	0	0	0	0	4	0	8
Apprch %	100	0	0	0	66.7	33.3	0	0	0	0	100	0	
Total %	12.5	0	0	0	25	12.5	0	0	0	0	50	0	

CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : paxton_telfair_5axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 2

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250



File Name : paxton_telfair_5axle
Site Code : 00000000
Start Date : 3/26/2015
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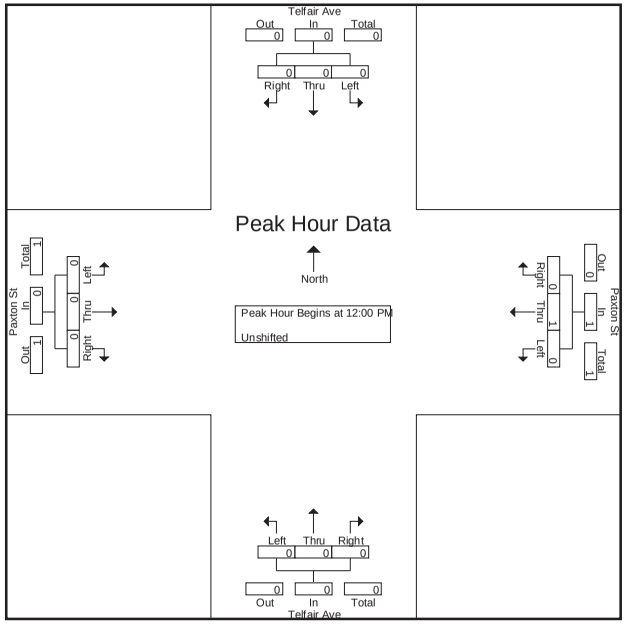
	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



CITY TRAFFIC COUNTERS
626.991.7522
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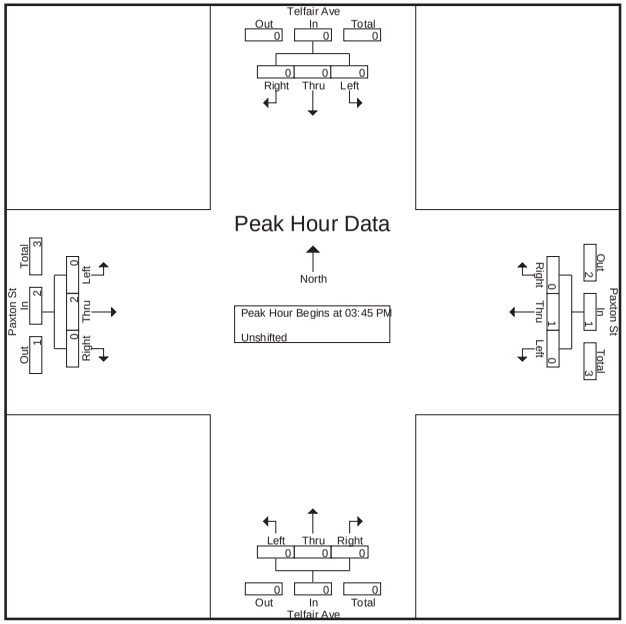
File Name : paxton_telfair_5axle
Site Code : 00000000
Start Date : 3/26/2015
Page No : 4

	Telfair Ave Southbound				Paxton St Westbound				Telfair Ave Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.375



File Name : Paxton_SanFernando
Site Code : 00000000
Start Date : 3/25/2015
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Groups Printed- Unshifted

	San Fernando Rd Southbound			Paxton St Westbound			San Fernando Rd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	28	114	30	22	103	62	6	99	87	23	96	2	672
07:15 AM	31	139	31	30	111	77	7	133	74	15	180	4	832
07:30 AM	38	171	60	29	138	77	5	127	85	18	171	1	920
07:45 AM	44	174	69	32	129	81	6	194	95	19	206	1	1050
Total	141	598	190	113	481	297	24	553	341	75	653	8	3474
08:00 AM	39	144	71	31	104	62	9	141	100	17	161	0	879
08:15 AM	30	145	37	16	98	69	4	137	81	18	126	0	761
08:30 AM	33	111	33	15	94	71	1	129	63	16	85	1	652
08:45 AM	21	91	30	11	69	60	4	130	79	23	97	2	617
Total	123	491	171	73	365	262	18	537	323	74	469	3	2909
09:00 AM	22	88	31	22	63	71	2	124	80	20	50	1	574
09:15 AM	30	103	28	27	68	52	3	133	80	14	85	1	624
09:30 AM	37	104	28	20	70	73	4	152	81	18	113	0	700
09:45 AM	41	96	24	23	70	56	2	175	87	14	76	1	665
Total	130	391	111	92	271	252	11	584	328	66	324	3	2563
12:00 PM	32	96	19	28	73	81	6	144	107	12	113	11	722
12:15 PM	44	117	19	45	110	80	4	158	76	11	71	20	755
12:30 PM	49	133	34	37	97	100	8	171	79	23	72	24	827
12:45 PM	31	103	21	29	56	57	6	175	62	19	82	27	668
Total	156	449	93	139	336	318	24	648	324	65	338	82	2972
01:00 PM	39	99	16	45	95	105	9	169	51	22	76	27	753
01:15 PM	32	98	11	36	79	83	7	153	44	17	65	24	649
01:30 PM	34	122	20	44	84	73	6	152	52	16	77	25	705
01:45 PM	37	108	16	34	103	90	4	159	66	15	84	27	743
Total	142	427	63	159	361	351	26	633	213	70	302	103	2850
03:00 PM	45	114	16	32	108	87	5	180	88	26	94	23	818
03:15 PM	25	140	17	31	93	95	7	177	81	26	121	18	831
03:30 PM	30	142	24	26	129	90	3	163	79	26	112	30	854
03:45 PM	44	194	37	26	125	74	5	156	91	26	115	30	923
Total	144	590	94	115	455	346	20	676	339	104	442	101	3426
04:00 PM	25	180	17	20	126	71	6	144	67	20	119	25	820
04:15 PM	13	155	17	25	94	76	3	170	64	26	122	30	795
04:30 PM	21	187	43	42	140	77	2	177	78	26	113	27	933
04:45 PM	31	172	32	38	160	85	8	154	73	19	127	27	926
Total	90	694	109	125	520	309	19	645	282	91	481	109	3474
05:00 PM	31	178	33	30	104	83	11	152	60	20	146	51	899
05:15 PM	30	140	26	36	129	70	1	164	61	22	174	38	891
05:30 PM	44	161	34	39	121	76	7	181	75	26	166	39	969
05:45 PM	33	129	26	25	124	97	7	184	54	26	184	33	922
Total	138	608	119	130	478	326	26	681	250	94	670	161	3681
Grand Total	1064	4248	950	946	3267	2461	168	4957	2400	639	3679	570	25349
Apprch %	17	67.8	15.2	14.2	49	36.9	2.2	65.9	31.9	13.1	75.3	11.7	
Total %	4.2	16.8	3.7	3.7	12.9	9.7	0.7	19.6	9.5	2.5	14.5	2.2	

CITY TRAFFIC COUNTERS
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File Name : Paxton_SanFernando
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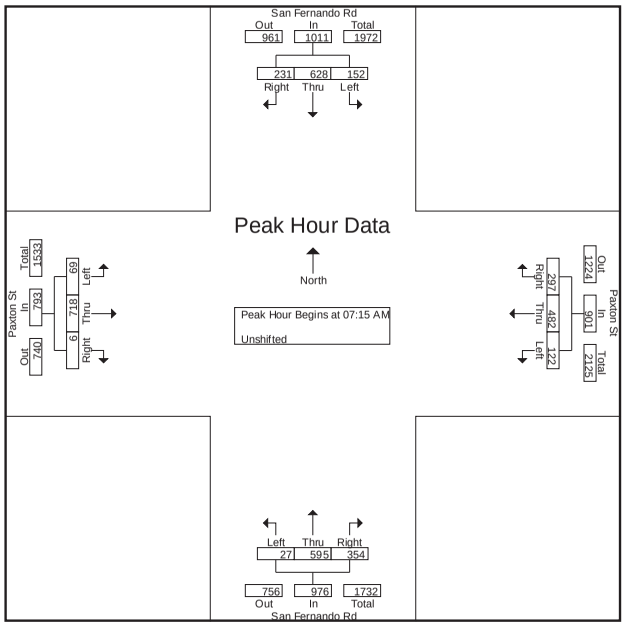
	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	31	139	31	201	30	111	77	218	7	133	74	214	15	180	**4**	199	832
07:30 AM	38	171	60	269	29	**138**	77	**244**	5	127	85	217	18	171	1	190	920
07:45 AM	**44**	**174**	69	**287**	**32**	129	**81**	242	6	**194**	95	**295**	**19**	**206**	1	**226**	**1050**
08:00 AM	39	144	**71**	254	31	104	62	197	**9**	141	**100**	250	17	161	0	178	879
Total Volume	152	628	231	1011	122	482	297	901	27	595	354	976	69	718	6	793	3681
% App. Total	15	62.1	22.8		13.5	53.5	33		2.8	61	36.3		8.7	90.5	0.8		
PHF	.864	.902	.813	.881	.953	.873	.917	.923	.750	.767	.885	.827	.908	.871	.375	.877	.876



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : Paxton_SanFernando
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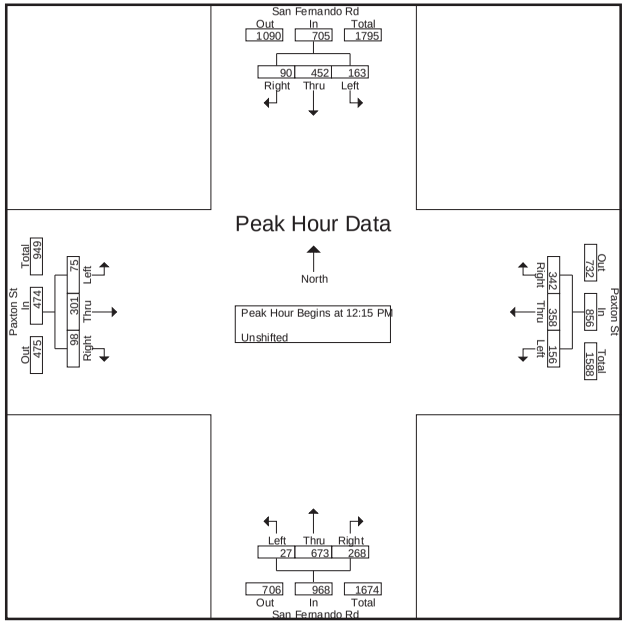
	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	44	117	19	180	**45**	**110**	80	235	4	158	76	238	11	71	20	102	755
12:30 PM	**49**	**133**	**34**	**216**	37	97	100	234	8	171	**79**	**258**	**23**	72	24	119	**827**
12:45 PM	31	103	21	155	29	56	57	142	6	**175**	62	243	19	**82**	**27**	**128**	668
01:00 PM	39	99	16	154	45	95	**105**	**245**	**9**	169	51	229	22	76	27	125	753
Total Volume	163	452	90	705	156	358	342	856	27	673	268	968	75	301	98	474	3003
% App. Total	23.1	64.1	12.8		18.2	41.8	40		2.8	69.5	27.7		15.8	63.5	20.7		
PHF	.832	.850	.662	.816	.867	.814	.814	.873	.750	.961	.848	.938	.815	.918	.907	.926	.908



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File Name : Paxton_SanFernando
Site Code : 00000000
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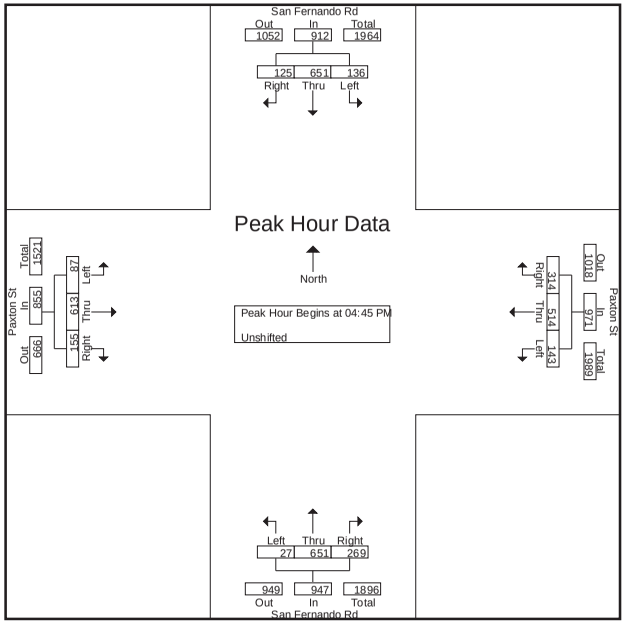
	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	31	172	32	235	38	**160**	**85**	**283**	8	154	73	235	19	127	27	173	926
05:00 PM	31	**178**	33	**242**	30	104	83	217	**11**	152	60	223	20	146	**51**	217	899
05:15 PM	30	140	26	196	36	129	70	235	1	164	61	226	22	**174**	38	**234**	891
05:30 PM	**44**	161	**34**	239	**39**	121	76	236	7	**181**	**75**	**263**	**26**	166	39	231	**969**
Total Volume	136	651	125	912	143	514	314	971	27	651	269	947	87	613	155	855	3685
% App. Total	14.9	71.4	13.7		14.7	52.9	32.3		2.9	68.7	28.4		10.2	71.7	18.1		
PHF	.773	.914	.919	.942	.917	.803	.924	.858	.614	.899	.897	.900	.837	.881	.760	.913	.951



File Name : Paxton_SanFernando_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
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Groups Printed- Bank 2

	San Fernando Rd Southbound			Paxton St Westbound			San Fernando Rd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	0	0	0	1	0	0	1	0	4
Total	1	1	1	0	0	1	0	1	1	0	1	0	7
08:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
Total	0	0	0	0	0	0	0	1	1	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	1	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	1	3	0	0	0	4
01:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
Total	0	0	0	0	1	1	0	0	0	0	0	0	2
03:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	3	0	0	0	0	5
04:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	1	0	0	0	0	0	0	3
05:00 PM	0	0	0	1	2	0	0	1	0	0	0	0	4
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	1	2	1	0	2	0	0	0	0	6
Grand Total	1	4	1	1	4	4	0	9	6	0	1	0	31
Apprch %	16.7	66.7	16.7	11.1	44.4	44.4	0	60	40	0	100	0	
Total %	3.2	12.9	3.2	3.2	12.9	12.9	0	29	19.4	0	3.2	0	

CITY TRAFFIC COUNTERS
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File Name : Paxton_SanFernando_Motorcycles
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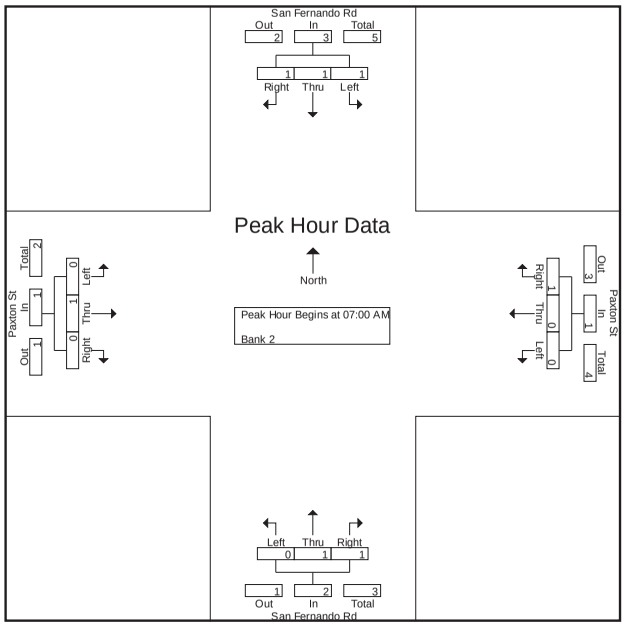
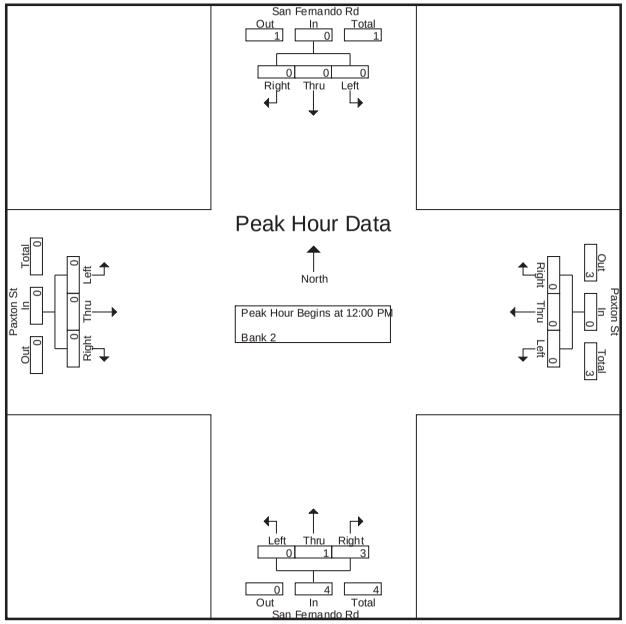
	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**1**	**1**	**2**	0	0	0	0	0	**1**	0	1	0	**1**	0	**1**	**4**
Total Volume	1	1	1	3	0	0	1	1	0	1	1	2	0	1	0	1	7
% App. Total	33.3	33.3	33.3		0	0	100		0	50	50		0	100	0		
PHF	.250	.250	.250	.375	.000	.000	.250	.250	.000	.250	.250	.500	.000	.250	.000	.250	.438



File Name : Paxton_SanFernando_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	4
% App. Total	0	0	0		0	0	0		0	25	75		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.750	1.00	.000	.000	.000	.000	1.00



File Name : Paxton_SanFernando_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
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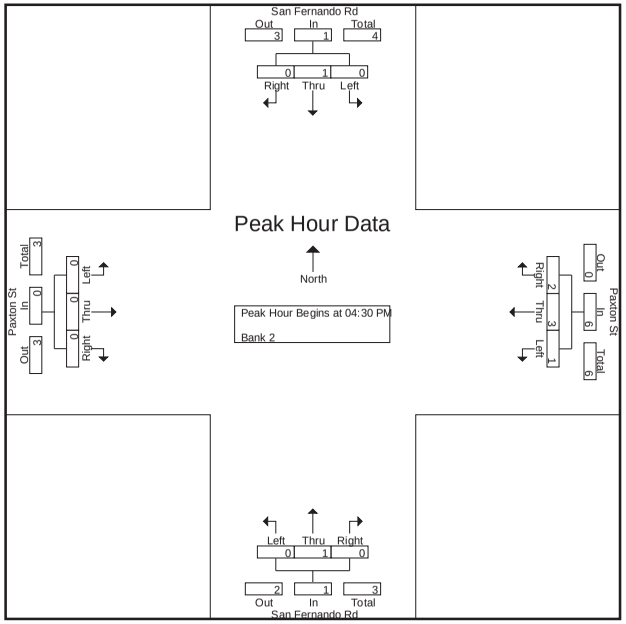
	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	**1**	**2**	0	**3**	0	**1**	0	**1**	0	0	0	0	**4**
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	1	3	2	6	0	1	0	1	0	0	0	0	8
% App. Total	0	100	0		16.7	50	33.3		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.375	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.500



File Name : Paxton_SanFernando_Buses
Site Code : 00000000
Start Date : 3/25/2015

Groups Printed- Bank 1

	San Fernando Rd Southbound			Paxton St Westbound			San Fernando Rd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	1	3	1	0	1	0	1	0	0	8
07:15 AM	0	2	1	0	1	0	0	2	0	0	1	0	7
07:30 AM	0	1	1	0	1	0	0	1	0	0	0	0	4
07:45 AM	0	2	0	0	0	0	0	2	0	0	1	0	5
Total	0	6	2	1	5	1	0	6	0	1	2	0	24
08:00 AM	0	2	0	0	1	0	0	1	0	1	0	0	5
08:15 AM	0	2	0	0	0	0	0	2	0	2	1	0	7
08:30 AM	0	1	0	0	1	0	0	4	0	2	1	0	9
08:45 AM	0	2	0	0	0	0	0	5	0	2	1	0	10
Total	0	7	0	0	2	0	0	12	0	7	3	0	31
09:00 AM	0	1	1	0	0	0	0	5	1	3	1	0	12
09:15 AM	0	1	0	0	0	0	0	7	1	1	0	0	10
09:30 AM	0	1	1	0	1	0	0	0	0	2	1	0	6
09:45 AM	0	1	1	0	0	0	0	1	0	1	0	0	4
Total	0	4	3	0	1	0	0	13	2	7	2	0	32
12:00 PM	0	1	1	0	0	0	0	0	0	1	0	0	3
12:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	3	0	0	1	0	0	0	0	0	1	1	6
Total	0	6	1	0	1	0	0	2	0	1	1	1	13
01:00 PM	0	1	0	0	0	0	0	1	0	0	0	1	3
01:15 PM	0	3	2	0	0	0	0	1	0	0	0	0	6
01:30 PM	0	4	2	0	1	0	0	2	0	0	0	0	9
01:45 PM	1	4	2	0	0	1	0	1	0	0	0	0	9
Total	1	12	6	0	1	1	0	5	0	0	0	1	27
03:00 PM	0	2	2	0	0	0	0	1	1	2	0	0	8
03:15 PM	0	3	0	0	0	0	0	2	0	3	1	1	10
03:30 PM	0	2	0	0	0	0	0	2	0	0	1	0	5
03:45 PM	0	4	1	0	0	1	0	2	0	3	0	0	11
Total	0	11	3	0	0	1	0	7	1	8	2	1	34
04:00 PM	0	2	0	0	2	1	0	2	0	3	2	0	12
04:15 PM	0	1	0	0	2	1	0	3	0	1	1	0	9
04:30 PM	0	3	0	1	1	1	0	3	0	2	0	0	11
04:45 PM	0	0	0	0	0	0	0	2	0	3	2	0	7
Total	0	6	0	1	5	3	0	10	0	9	5	0	39
05:00 PM	0	2	0	0	0	0	0	3	0	3	0	0	8
05:15 PM	0	0	0	0	0	0	0	1	0	6	0	1	8
05:30 PM	0	2	0	0	0	1	0	2	0	2	1	0	8
05:45 PM	0	1	0	0	1	0	0	4	0	1	1	0	8
Total	0	5	0	0	1	1	0	10	0	12	2	1	32
Grand Total	1	57	15	2	16	7	0	65	3	45	17	4	232
Apprch %	1.4	78.1	20.5	8	64	28	0	95.6	4.4	68.2	25.8	6.1	
Total %	0.4	24.6	6.5	0.9	6.9	3	0	28	1.3	19.4	7.3	1.7	

CITY TRAFFIC COUNTERS
626.991.7522
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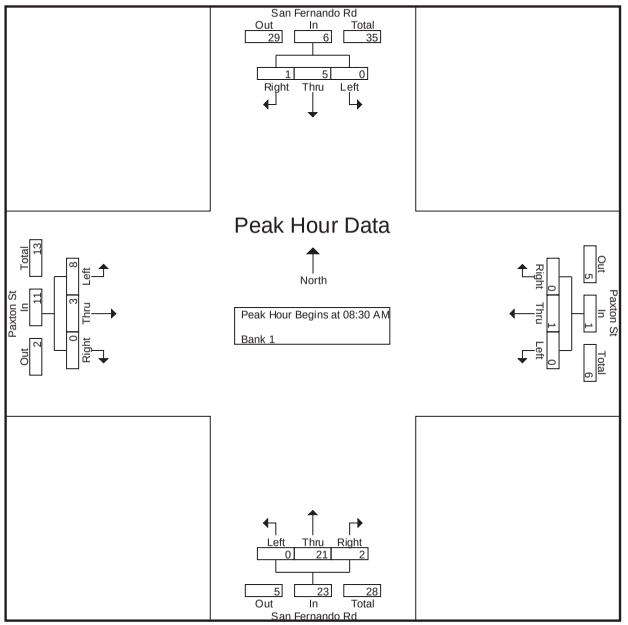
File Name : Paxton_SanFernando_Buses
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	0	1	0	**1**	0	**1**	0	4	0	4	2	**1**	0	3	9
08:45 AM	0	**2**	0	**2**	0	0	0	0	0	5	0	5	2	1	0	3	10
09:00 AM	0	1	**1**	2	0	0	0	0	0	5	**1**	6	**3**	1	0	**4**	**12**
09:15 AM	0	1	0	1	0	0	0	0	0	**7**	1	**8**	1	0	0	1	10
Total Volume	0	5	1	6	0	1	0	1	0	21	2	23	8	3	0	11	41
% App. Total	0	83.3	16.7		0	100	0		0	91.3	8.7		72.7	27.3	0		
PHF	.000	.625	.250	.750	.000	.250	.000	.250	.000	.750	.500	.719	.667	.750	.000	.688	.854



CITY TRAFFIC COUNTERS
626.991.7522
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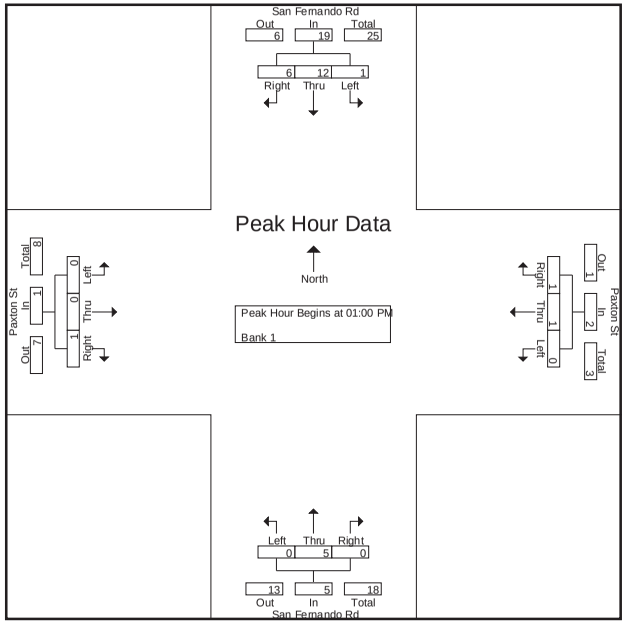
File Name : Paxton_SanFernando_Buses
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**	3
01:15 PM	0	3	**2**	5	0	0	0	0	0	1	0	1	0	0	0	0	6
01:30 PM	0	**4**	2	6	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	**9**
01:45 PM	**1**	4	2	**7**	0	0	**1**	1	0	1	0	1	0	0	0	0	9
Total Volume	1	12	6	19	0	1	1	2	0	5	0	5	0	0	1	1	27
% App. Total	5.3	63.2	31.6		0	50	50		0	100	0		0	0	100		
PHF	.250	.750	.750	.679	.000	.250	.250	.500	.000	.625	.000	.625	.000	.000	.250	.250	.750



CITY TRAFFIC COUNTERS
626.991.7522
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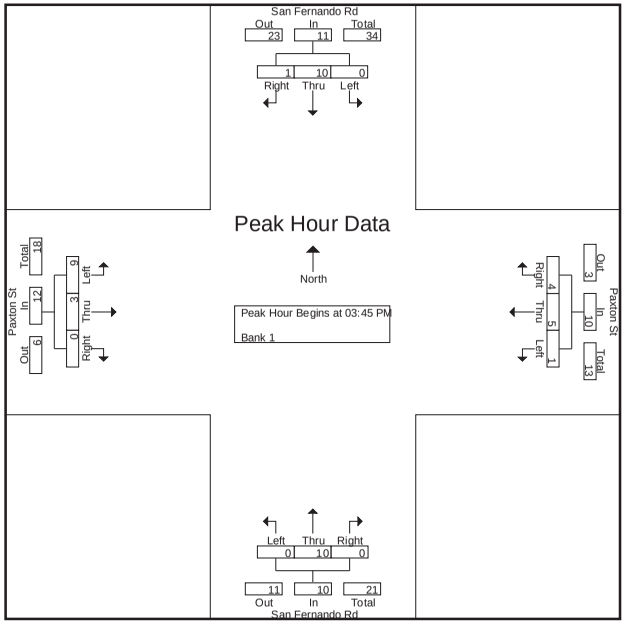
File Name : Paxton_SanFernando_Buses
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	**4**	**1**	**5**	0	0	**1**	1	0	2	0	2	**3**	0	0	3	11
04:00 PM	0	2	0	2	0	**2**	1	**3**	0	2	0	2	3	**2**	0	**5**	**12**
04:15 PM	0	1	0	1	0	2	1	3	0	**3**	0	**3**	1	1	0	2	9
04:30 PM	0	3	0	3	**1**	1	1	3	0	3	0	3	2	0	0	2	11
Total Volume	0	10	1	11	1	5	4	10	0	10	0	10	9	3	0	12	43
% App. Total	0	90.9	9.1		10	50	40		0	100	0		75	25	0		
PHF	.000	.625	.250	.550	.250	.625	1.00	.833	.000	.833	.000	.833	.750	.375	.000	.600	.896



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : paxton_sanfernando_2axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Paxton St Westbound			San Fernando Rd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	4	3	1	4	1	2	5	5	3	3	3	35
07:15 AM	0	7	3	0	4	3	0	6	3	1	3	4	34
07:30 AM	0	7	1	1	3	0	3	5	1	2	2	2	27
07:45 AM	1	5	1	0	2	4	2	3	2	1	1	2	24
Total	2	23	8	2	13	8	7	19	11	7	9	11	120
08:00 AM	1	9	2	2	1	0	0	4	1	3	3	1	27
08:15 AM	0	10	5	2	5	2	4	8	2	1	1	3	43
08:30 AM	0	6	5	3	2	2	1	6	0	2	2	4	33
08:45 AM	0	7	5	1	3	0	0	4	1	0	1	2	24
Total	1	32	17	8	11	4	5	22	4	6	7	10	127
09:00 AM	0	8	3	5	4	0	1	3	2	1	2	5	34
09:15 AM	0	15	4	5	4	1	1	5	1	1	2	1	40
09:30 AM	0	9	1	5	7	2	0	6	1	3	2	4	40
09:45 AM	0	11	3	2	4	0	1	4	3	0	1	1	30
Total	0	43	11	17	19	3	3	18	7	5	7	11	144
12:00 PM	1	7	7	1	0	0	0	7	2	0	1	5	31
12:15 PM	1	9	5	0	3	0	2	3	0	2	0	2	27
12:30 PM	1	5	4	2	4	0	1	4	3	2	1	4	31
12:45 PM	1	7	0	1	5	2	0	4	0	2	1	4	27
Total	4	28	16	4	12	2	3	18	5	6	3	15	116
01:00 PM	1	2	3	0	0	2	1	6	1	1	3	4	24
01:15 PM	1	3	4	0	1	0	3	6	1	0	2	3	24
01:30 PM	0	6	2	0	5	1	1	3	1	5	3	5	32
01:45 PM	0	6	8	1	2	1	1	6	1	3	3	5	37
Total	2	17	17	1	8	4	6	21	4	9	11	17	117
03:00 PM	0	7	4	0	1	0	1	4	4	1	2	3	27
03:15 PM	0	5	2	1	3	2	1	4	0	3	3	3	27
03:30 PM	0	7	4	1	0	0	1	6	3	0	2	3	27
03:45 PM	0	3	5	3	2	0	1	3	1	2	0	2	22
Total	0	22	15	5	6	2	4	17	8	6	7	11	103
04:00 PM	0	4	4	0	3	1	0	6	2	1	4	2	27
04:15 PM	0	7	5	0	1	0	1	4	2	1	2	2	25
04:30 PM	0	3	0	1	3	0	1	4	1	1	3	3	20
04:45 PM	0	11	2	1	3	0	0	6	1	0	4	1	29
Total	0	25	11	2	10	1	2	20	6	3	13	8	101
05:00 PM	0	5	2	2	2	0	1	1	1	1	0	1	16
05:15 PM	0	5	1	1	2	2	1	4	2	1	0	3	22
05:30 PM	0	6	3	0	0	0	0	4	1	0	0	2	16
05:45 PM	0	2	2	1	0	0	0	5	1	2	2	1	16
Total	0	18	8	4	4	2	2	14	5	4	2	7	70
Grand Total	9	208	103	43	83	26	32	149	50	46	59	90	898
Apprch %	2.8	65	32.2	28.3	54.6	17.1	13.9	64.5	21.6	23.6	30.3	46.2	
Total %	1	23.2	11.5	4.8	9.2	2.9	3.6	16.6	5.6	5.1	6.6	10	

CITY TRAFFIC COUNTERS
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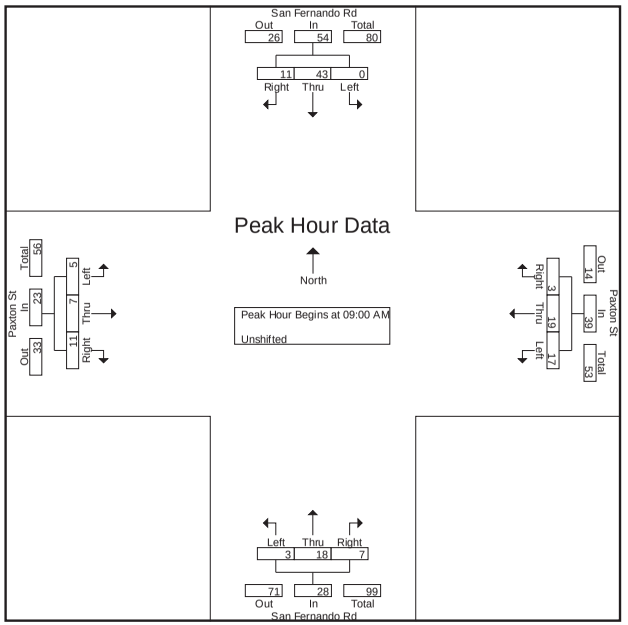
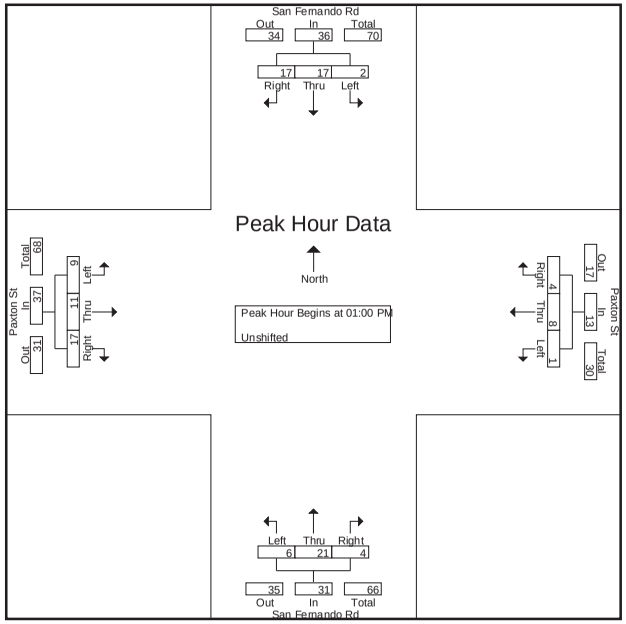
File Name : paxton_sanfernando_2axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 2

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	8	3	11	**5**	4	0	9	**1**	3	2	6	1	**2**	**5**	8	34
09:15 AM	0	**15**	**4**	**19**	5	4	1	10	1	5	1	7	1	2	1	4	**40**
09:30 AM	0	9	1	10	5	**7**	**2**	**14**	0	**6**	1	7	**3**	2	4	**9**	40
09:45 AM	0	11	3	14	2	4	0	6	1	4	**3**	**8**	0	1	1	2	30
Total Volume	0	43	11	54	17	19	3	39	3	18	7	28	5	7	11	23	144
% App. Total	0	79.6	20.4		43.6	48.7	7.7		10.7	64.3	25		21.7	30.4	47.8		
PHF	.000	.717	.688	.711	.850	.679	.375	.696	.750	.750	.583	.875	.417	.875	.550	.639	.900



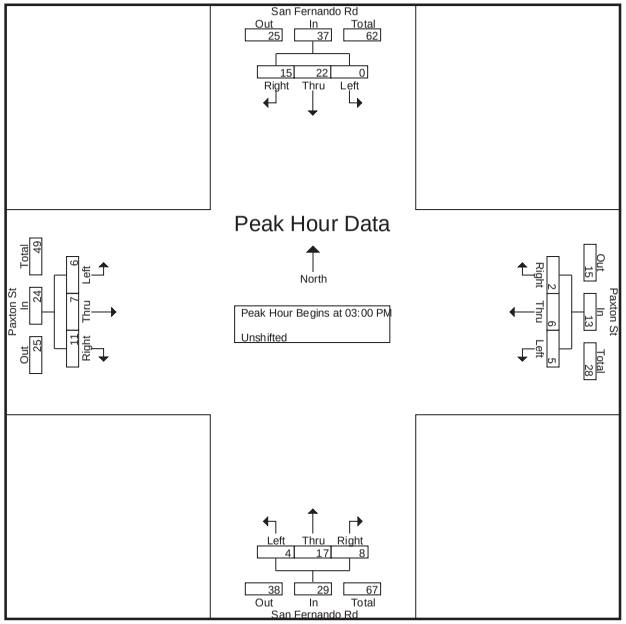
File Name : paxton_sanfernando_2axle
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**1**	2	3	6	0	0	**2**	2	1	**6**	**1**	8	1	**3**	4	8	24
01:15 PM	1	3	4	8	0	1	0	1	**3**	6	1	**10**	0	2	3	5	24
01:30 PM	0	**6**	2	8	0	**5**	1	**6**	1	3	1	5	**5**	3	**5**	**13**	32
01:45 PM	0	6	**8**	**14**	**1**	2	1	4	1	6	1	8	3	3	5	11	**37**
Total Volume	2	17	17	36	1	8	4	13	6	21	4	31	9	11	17	37	117
% App. Total	5.6	47.2	47.2		7.7	61.5	30.8		19.4	67.7	12.9		24.3	29.7	45.9		
PHF	.500	.708	.531	.643	.250	.400	.500	.542	.500	.875	1.00	.775	.450	.917	.850	.712	.791



File Name : paxton_sanfernando_2axle
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**7**	4	**11**	0	1	0	1	**1**	4	**4**	9	1	2	**3**	6	**27**
03:15 PM	0	5	2	7	1	**3**	**2**	**6**	1	4	0	5	**3**	**3**	3	**9**	27
03:30 PM	0	7	4	11	1	0	0	1	1	**6**	3	**10**	0	2	3	5	27
03:45 PM	0	3	**5**	8	**3**	2	0	5	1	3	1	5	2	0	2	4	22
Total Volume	0	22	15	37	5	6	2	13	4	17	8	29	6	7	11	24	103
% App. Total	0	59.5	40.5		38.5	46.2	15.4		13.8	58.6	27.6		25	29.2	45.8		
PHF	.000	.786	.750	.841	.417	.500	.250	.542	1.00	.708	.500	.725	.500	.583	.917	.667	.954



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : Paxton_SanFernando_3axle
Site Code : 00000000
Start Date : 3/25/2015

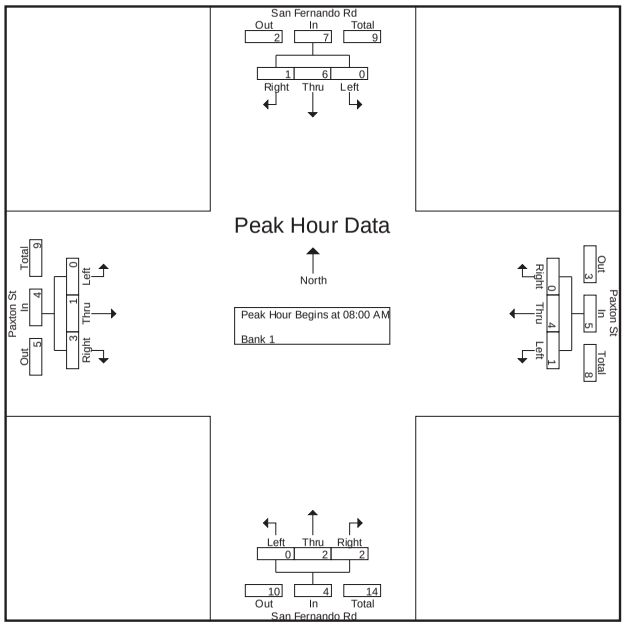
Groups Printed- Bank 1

	San Fernando Rd Southbound			Paxton St Westbound			San Fernando Rd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	1	2	5
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	2	0	2	0	1	2	2	9
08:00 AM	0	2	1	0	1	0	0	1	1	0	1	1	8
08:15 AM	0	1	0	0	2	0	0	0	0	0	0	1	4
08:30 AM	0	2	0	1	0	0	0	0	0	0	0	1	4
08:45 AM	0	1	0	0	1	0	0	1	1	0	0	0	4
Total	0	6	1	1	4	0	0	2	2	0	1	3	20
09:00 AM	0	1	0	0	0	1	0	0	0	2	2	0	6
09:15 AM	0	2	1	0	0	0	0	0	0	0	1	1	5
09:30 AM	0	1	1	0	0	0	0	1	0	0	1	1	5
09:45 AM	0	0	0	0	1	0	0	0	1	0	0	1	3
Total	0	4	2	0	1	1	0	1	1	2	4	3	19
12:00 PM	0	1	2	0	0	0	0	1	1	0	0	1	6
12:15 PM	0	3	2	0	0	0	1	2	1	0	0	0	9
12:30 PM	0	2	0	1	1	0	0	2	0	0	0	2	8
12:45 PM	0	1	1	1	0	0	1	1	0	1	0	1	7
Total	0	7	5	2	1	0	2	6	2	1	0	4	30
01:00 PM	0	3	1	0	0	2	1	2	1	1	0	2	13
01:15 PM	0	0	1	1	1	0	0	1	0	1	1	0	6
01:30 PM	0	0	1	0	2	0	0	0	0	0	1	2	6
01:45 PM	0	1	2	0	0	0	0	2	1	1	0	0	7
Total	0	4	5	1	3	2	1	5	2	3	2	4	32
03:00 PM	0	0	2	0	0	0	2	0	0	0	0	2	6
03:15 PM	0	3	0	0	0	0	0	2	1	1	0	0	7
03:30 PM	0	0	1	0	0	0	1	1	0	1	0	0	4
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	3	3	0	1	0	3	3	1	2	0	2	18
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	0	0	1	2	0	0	0	0	4
04:30 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	1	3
Total	0	3	1	0	2	0	1	3	0	0	0	1	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	1	0	1	0	0	3
Total	0	1	0	0	0	0	1	1	0	1	0	1	5
Grand Total	0	28	17	4	12	5	8	23	8	10	9	20	144
Apprch %	0	62.2	37.8	19	57.1	23.8	20.5	59	20.5	25.6	23.1	51.3	
Total %	0	19.4	11.8	2.8	8.3	3.5	5.6	16	5.6	6.9	6.2	13.9	

CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

File Name : Paxton_SanFernando_3axle
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**2**	**1**	**3**	0	1	0	1	0	**1**	**1**	**2**	0	**1**	**1**	**2**	**8**
08:15 AM	0	1	0	1	0	**2**	0	**2**	0	0	0	0	0	0	1	1	4
08:30 AM	0	2	0	2	**1**	0	0	1	0	0	0	0	0	0	1	1	4
08:45 AM	0	1	0	1	0	1	0	1	0	1	1	2	0	0	0	0	4
Total Volume	0	6	1	7	1	4	0	5	0	2	2	4	0	1	3	4	20
% App. Total	0	85.7	14.3		20	80	0		0	50	50		0	25	75		
PHF	.000	.750	.250	.583	.250	.500	.000	.625	.000	.500	.500	.500	.000	.250	.750	.500	.625



CITY TRAFFIC COUNTERS
626.991.7522
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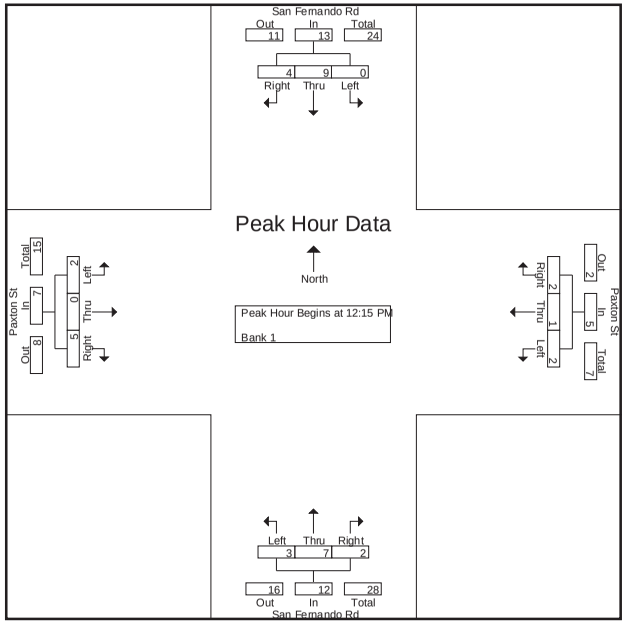
File Name : Paxton_SanFernando_3axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	**3**	**2**	**5**	0	0	0	0	**1**	**2**	**1**	**4**	0	0	0	0	9
12:30 PM	0	2	0	2	**1**	**1**	0	**2**	0	2	0	2	0	0	**2**	2	8
12:45 PM	0	1	1	2	1	0	0	1	1	1	0	2	**1**	0	1	2	7
01:00 PM	0	3	1	4	0	0	**2**	2	1	2	1	4	1	0	2	**3**	**13**
Total Volume	0	9	4	13	2	1	2	5	3	7	2	12	2	0	5	7	37
% App. Total	0	69.2	30.8		40	20	40		25	58.3	16.7		28.6	0	71.4		
PHF	.000	.750	.500	.650	.500	.250	.250	.625	.750	.875	.500	.750	.500	.000	.625	.583	.712



CITY TRAFFIC COUNTERS
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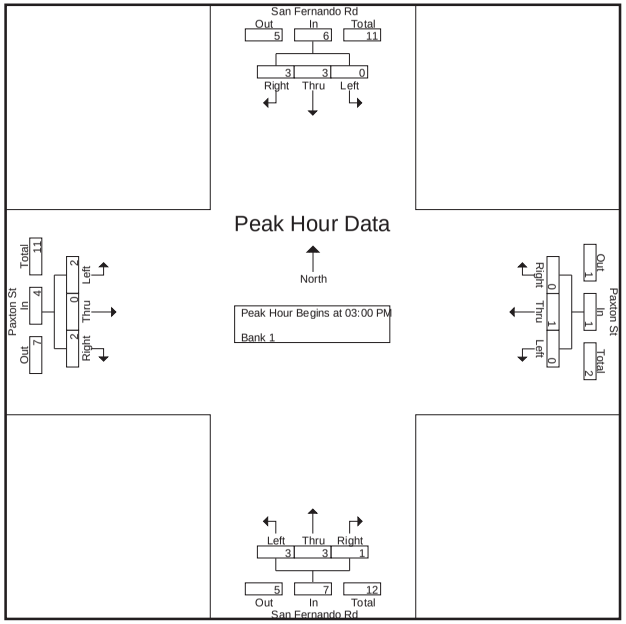
File Name : Paxton_SanFernando_3axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**2**	2	0	0	0	0	**2**	0	0	2	0	0	**2**	**2**	6
03:15 PM	0	**3**	0	**3**	0	0	0	0	0	**2**	**1**	**3**	**1**	0	0	1	**7**
03:30 PM	0	0	1	1	0	0	0	0	1	1	0	2	1	0	0	1	4
03:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	3	3	6	0	1	0	1	3	3	1	7	2	0	2	4	18
% App. Total	0	50	50		0	100	0		42.9	42.9	14.3		50	0	50		
PHF	.000	.250	.375	.500	.000	.250	.000	.250	.375	.375	.250	.583	.500	.000	.250	.500	.643



File Name : Paxton_SanFernando_4axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Bank 2

	San Fernando Rd Southbound			Paxton St Westbound			San Fernando Rd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	1	0	0	0	0	0	0	0	0	1	2
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	1	0	0	0	0	0	0	0	0	2	3
09:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	1	0	0	0	1	2
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	0	1	0	0	0	2	4
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	1	0	0	1	0	1	0	0	3
01:45 PM	0	1	2	0	0	0	1	1	0	1	0	1	7
Total	0	2	2	0	1	0	1	2	0	2	0	1	11
03:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	2
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
Total	0	0	1	0	1	0	1	0	0	0	0	1	4
04:00 PM	0	1	2	0	0	0	1	0	0	0	0	0	4
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
04:30 PM	0	0	1	0	1	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	1	3	0	2	0	3	0	0	0	0	1	10
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	2	0	1	0	0	0	0	0	4
Grand Total	0	5	8	0	6	0	6	4	0	2	0	9	40
Apprch %	0	38.5	61.5	0	100	0	60	40	0	18.2	0	81.8	
Total %	0	12.5	20	0	15	0	15	10	0	5	0	22.5	

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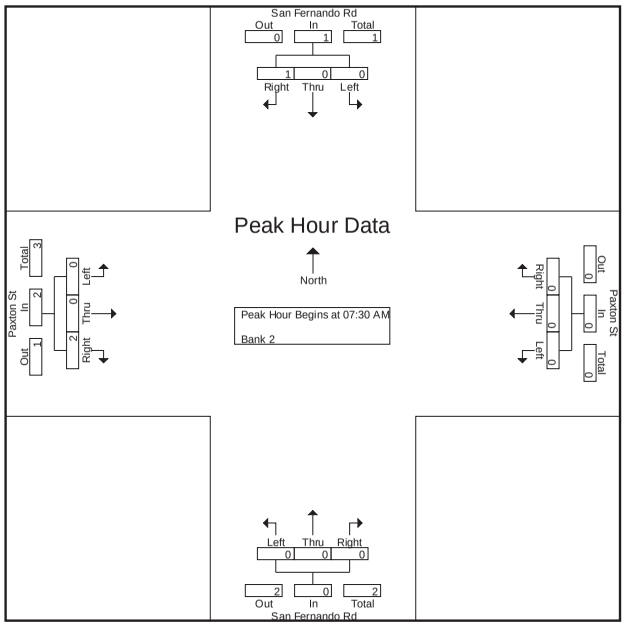
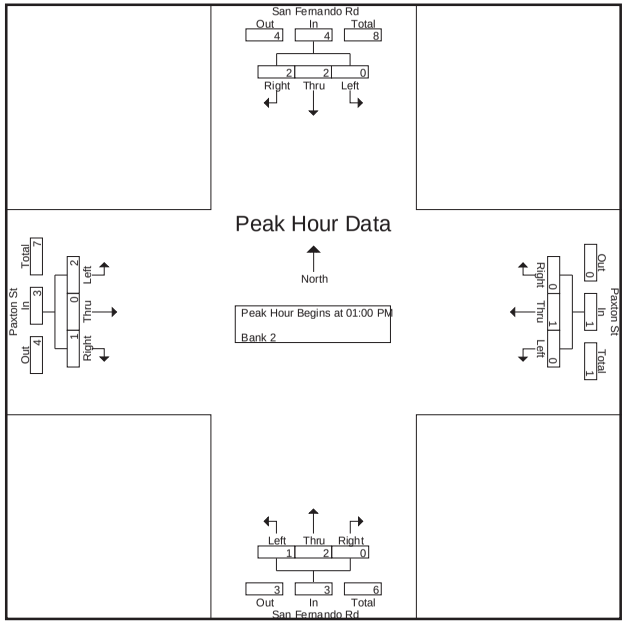
File Name : Paxton_SanFernando_4axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 2

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	1	1	**2**
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	3
% App. Total	0	0	100		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.375



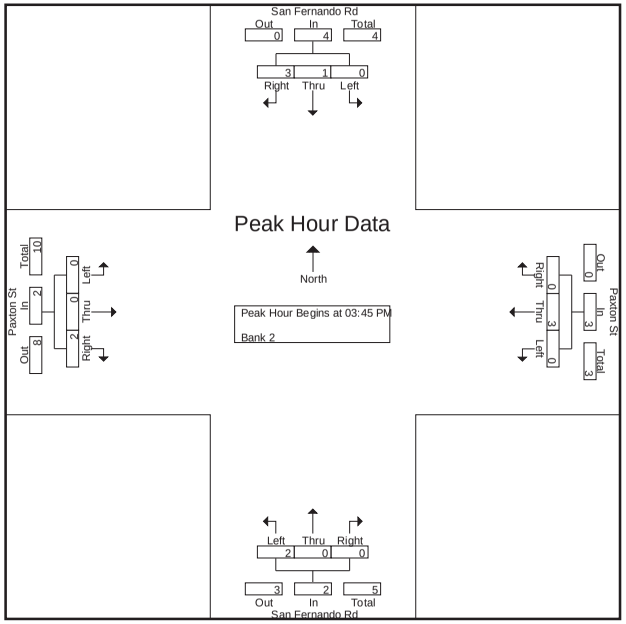
File Name : Paxton_SanFernando_4axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	**1**	0	**1**	0	**1**	0	1	**1**	0	0	1	3
01:45 PM	0	1	**2**	**3**	0	0	0	0	**1**	1	0	**2**	1	0	**1**	**2**	**7**
Total Volume	0	2	2	4	0	1	0	1	1	2	0	3	2	0	1	3	11
% App. Total	0	50	50		0	100	0		33.3	66.7	0		66.7	0	33.3		
PHF	.000	.500	.250	.333	.000	.250	.000	.250	.250	.500	.000	.375	.500	.000	.250	.375	.393



File Name : Paxton_SanFernando_4axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	**1**	**1**	2
04:00 PM	0	**1**	**2**	**3**	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**4**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	1	1	0	1	0	1	1	0	0	1	0	0	0	0	3
Total Volume	0	1	3	4	0	3	0	3	2	0	0	2	0	0	2	2	11
% App. Total	0	25	75		0	100	0		100	0	0		0	0	100		
PHF	.000	.250	.375	.333	.000	.750	.000	.750	.500	.000	.000	.500	.000	.000	.500	.500	.688



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File Name : Paxton_SanFernando_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Paxton St Westbound			San Fernando Rd Northbound			Paxton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	8
07:15 AM	0	0	0	0	0	0	1	2	0	0	1	1	5
07:30 AM	0	2	0	0	0	0	0	0	0	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	3	0	0	0	2	5
Total	0	2	0	0	0	3	1	8	0	1	1	5	21
08:00 AM	0	4	0	0	0	0	0	2	0	0	1	0	7
08:15 AM	0	1	2	0	0	0	0	1	0	1	0	0	5
08:30 AM	0	1	1	0	0	0	0	1	0	0	0	0	3
08:45 AM	0	1	1	0	0	1	0	1	0	1	0	2	7
Total	0	7	4	0	0	1	0	5	0	2	1	2	22
09:00 AM	0	0	2	0	1	1	0	3	0	0	0	0	7
09:15 AM	0	2	2	0	0	0	0	1	2	0	0	0	7
09:30 AM	0	1	1	0	0	0	0	0	0	1	0	0	3
09:45 AM	0	2	0	0	0	0	0	0	0	0	0	2	4
Total	0	5	5	0	1	1	0	4	2	1	0	2	21
12:00 PM	0	1	1	0	0	0	0	1	0	0	0	1	4
12:15 PM	0	0	1	0	0	0	0	1	0	0	1	0	3
12:30 PM	0	1	0	0	0	0	1	0	0	0	0	1	3
12:45 PM	0	1	1	0	1	0	0	1	0	0	0	2	6
Total	0	3	3	0	1	0	1	3	0	0	1	4	16
01:00 PM	0	1	5	0	0	0	0	1	1	0	0	0	8
01:15 PM	0	2	1	0	0	0	0	1	0	0	0	1	5
01:30 PM	0	1	3	0	2	0	1	1	0	0	0	0	8
01:45 PM	0	3	1	0	0	0	0	2	0	0	1	1	8
Total	0	7	10	0	2	0	1	5	1	0	1	2	29
03:00 PM	1	1	0	0	0	0	0	2	0	0	0	0	4
03:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	2
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	1	0	0	1	0	0	2	2	6
Total	1	1	0	0	1	0	0	4	1	1	2	2	13
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	2	0	0	0	1	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	1	2	0	0	0	2	0	1	0	9
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	1	0	0	1	0	0	0	1	0	0	0	3
Grand Total	2	28	22	1	8	5	3	29	7	5	7	17	134
Apprch %	3.8	53.8	42.3	7.1	57.1	35.7	7.7	74.4	17.9	17.2	24.1	58.6	
Total %	1.5	20.9	16.4	0.7	6	3.7	2.2	21.6	5.2	3.7	5.2	12.7	

CITY TRAFFIC COUNTERS
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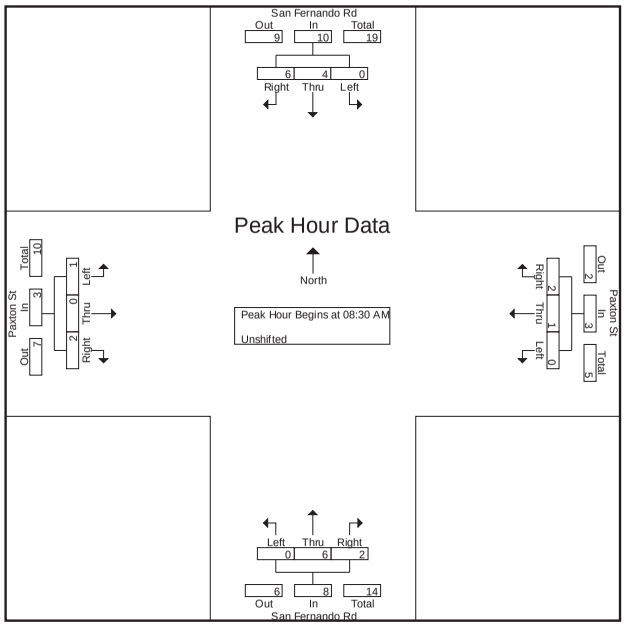
File Name : Paxton_SanFernando_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 2

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	1	1	2	0	0	**1**	1	0	1	0	1	**1**	0	**2**	**3**	**7**
09:00 AM	0	0	**2**	2	0	**1**	1	**2**	0	**3**	0	**3**	0	0	0	0	7
09:15 AM	0	**2**	2	**4**	0	0	0	0	0	1	**2**	3	0	0	0	0	7
Total Volume	0	4	6	10	0	1	2	3	0	6	2	8	1	0	2	3	24
% App. Total	0	40	60		0	33.3	66.7		0	75	25		33.3	0	66.7		
PHF	.000	.500	.750	.625	.000	.250	.500	.375	.000	.500	.250	.667	.250	.000	.250	.250	.857



CITY TRAFFIC COUNTERS
626.991.7522
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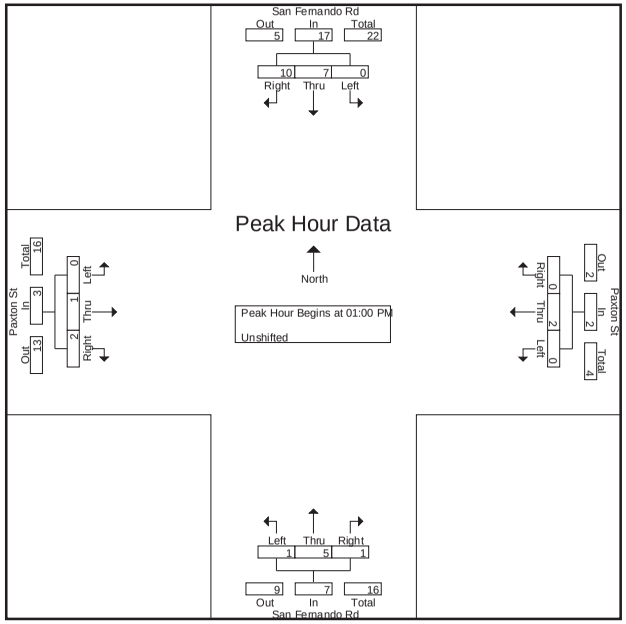
File Name : Paxton_SanFernando_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	1	**5**	**6**	0	0	0	0	0	1	**1**	**2**	0	0	0	0	**8**
01:15 PM	0	2	1	3	0	0	0	0	0	1	0	1	0	0	**1**	1	5
01:30 PM	0	1	3	4	0	**2**	0	**2**	**1**	1	0	2	0	0	0	0	8
01:45 PM	0	**3**	1	4	0	0	0	0	0	**2**	0	2	0	**1**	1	**2**	8
Total Volume	0	7	10	17	0	2	0	2	1	5	1	7	0	1	2	3	29
% App. Total	0	41.2	58.8		0	100	0		14.3	71.4	14.3		0	33.3	66.7		
PHF	.000	.583	.500	.708	.000	.250	.000	.250	.250	.625	.250	.875	.000	.250	.500	.375	.906



CITY TRAFFIC COUNTERS
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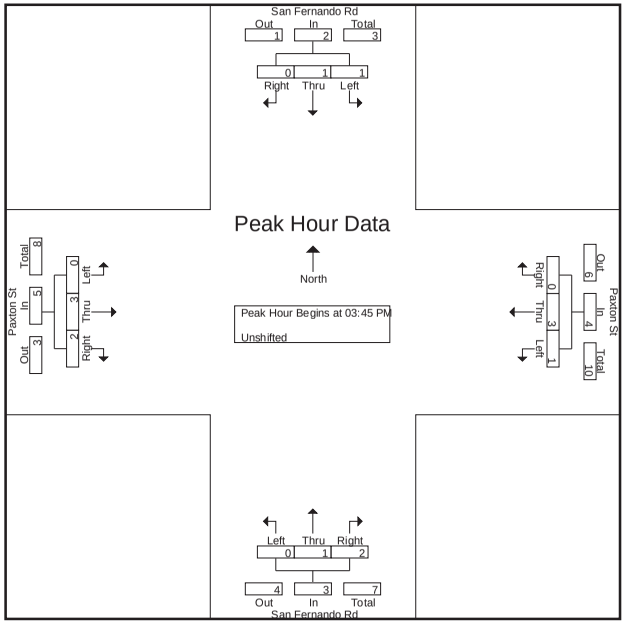
File Name : Paxton_SanFernando_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Paxton St Westbound				San Fernando Rd Northbound				Paxton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	**2**	**2**	**4**	**6**
04:00 PM	**1**	0	0	**1**	**1**	0	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	**1**	0	1	0	**2**	0	**2**	0	0	**1**	1	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
Total Volume	1	1	0	2	1	3	0	4	0	1	2	3	0	3	2	5	14
% App. Total	50	50	0		25	75	0		0	33.3	66.7		0	60	40		
PHF	.250	.250	.000	.500	.250	.375	.000	.500	.000	.250	.500	.750	.000	.375	.250	.313	.583



CITY TRAFFIC COUNTERS
626.991.7522
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INT. 20

File Name : SanFernando_118EBRamps
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			118 EB On/Off Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	98	33	0	0	0	9	79	0	96	0	65	380
07:15 AM	0	150	43	0	0	0	20	127	0	84	0	104	528
07:30 AM	0	177	55	0	0	0	19	126	0	91	0	112	580
07:45 AM	0	159	43	0	0	0	29	158	0	121	0	89	599
Total	0	584	174	0	0	0	77	490	0	392	0	370	2087
08:00 AM	0	170	41	0	0	0	15	138	0	150	0	88	602
08:15 AM	0	136	31	0	0	0	22	102	0	108	0	89	488
08:30 AM	0	117	28	0	0	0	18	114	0	98	0	69	444
08:45 AM	0	104	17	0	0	0	18	79	0	128	0	51	397
Total	0	527	117	0	0	0	73	433	0	484	0	297	1931
09:00 AM	0	100	19	0	0	0	8	107	0	94	0	39	367
09:15 AM	0	120	29	0	0	0	13	113	0	112	0	55	442
09:30 AM	0	128	25	0	0	0	12	119	0	124	0	52	460
09:45 AM	0	115	22	0	0	0	10	134	0	126	0	43	450
Total	0	463	95	0	0	0	43	473	0	456	0	189	1719
12:00 PM	0	142	27	0	0	0	13	148	0	119	0	37	486
12:15 PM	0	136	29	0	0	0	11	135	0	125	0	34	470
12:30 PM	0	135	36	0	0	0	10	135	0	123	0	38	477
12:45 PM	0	121	26	0	0	0	20	138	0	112	0	33	450
Total	0	534	118	0	0	0	54	556	0	479	0	142	1883
01:00 PM	0	140	23	0	0	0	20	135	0	106	0	32	456
01:15 PM	0	116	24	0	0	0	19	122	0	101	0	41	423
01:30 PM	0	143	31	0	0	0	14	128	0	111	0	41	468
01:45 PM	0	141	30	0	0	0	18	141	0	126	0	44	500
Total	0	540	108	0	0	0	71	526	0	444	0	158	1847
03:00 PM	0	133	33	0	0	0	12	187	0	126	0	51	542
03:15 PM	0	178	37	0	0	0	24	163	0	128	0	50	580
03:30 PM	0	167	39	0	0	0	22	150	0	102	0	59	539
03:45 PM	0	189	59	0	0	0	20	170	0	104	0	68	610
Total	0	667	168	0	0	0	78	670	0	460	0	228	2271
04:00 PM	0	186	45	0	0	0	19	143	0	99	0	52	544
04:15 PM	0	162	48	0	0	0	26	155	0	89	0	43	523
04:30 PM	0	198	53	0	0	0	31	186	0	112	0	49	629
04:45 PM	0	200	54	0	0	0	28	182	0	113	0	55	632
Total	0	746	200	0	0	0	104	666	0	413	0	199	2328
05:00 PM	0	170	64	0	0	0	29	194	0	96	0	48	601
05:15 PM	0	180	53	0	0	0	21	177	0	106	0	56	593
05:30 PM	0	174	52	0	0	0	33	180	0	110	0	53	602
05:45 PM	0	132	60	0	0	0	26	176	0	97	0	33	524
Total	0	656	229	0	0	0	109	727	0	409	0	190	2320
Grand Total	0	4717	1209	0	0	0	609	4541	0	3537	0	1773	16386
Apprch %	0	79.6	20.4	0	0	0	11.8	88.2	0	66.6	0	33.4	
Total %	0	28.8	7.4	0	0	0	3.7	27.7	0	21.6	0	10.8	

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File Name : SanFernando_118EBRamps
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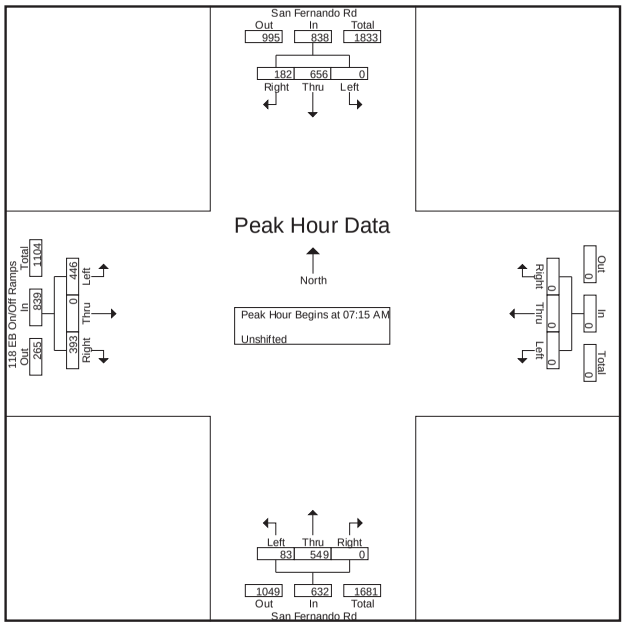
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	150	43	193	0	0	0	0	20	127	0	147	84	0	104	188	528
07:30 AM	0	**177**	**55**	**232**	0	0	0	0	19	126	0	145	91	0	**112**	203	580
07:45 AM	0	159	43	202	0	0	0	0	**29**	**158**	0	**187**	121	0	89	210	599
08:00 AM	0	170	41	211	0	0	0	0	15	138	0	153	**150**	0	88	**238**	**602**
Total Volume	0	656	182	838	0	0	0	0	83	549	0	632	446	0	393	839	2309
% App. Total	0	78.3	21.7		0	0	0		13.1	86.9	0		53.2	0	46.8		
PHF	.000	.927	.827	.903	.000	.000	.000	.000	.716	.869	.000	.845	.743	.000	.877	.881	.959



CITY TRAFFIC COUNTERS
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File Name : SanFernando_118EBRamps
Site Code : 00000000
Start Date : 3/25/2015
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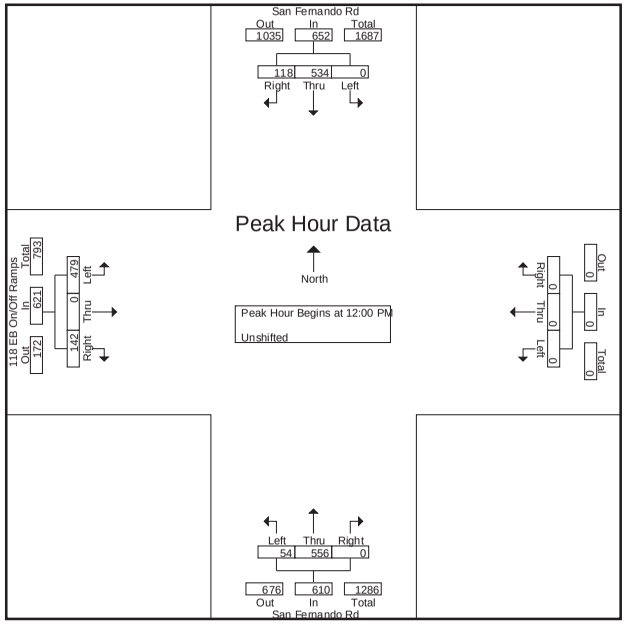
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**142**	27	169	0	0	0	0	13	**148**	0	**161**	119	0	37	156	**486**
12:15 PM	0	136	29	165	0	0	0	0	11	135	0	146	**125**	0	34	159	470
12:30 PM	0	135	**36**	**171**	0	0	0	0	10	135	0	145	123	0	**38**	**161**	477
12:45 PM	0	121	26	147	0	0	0	0	**20**	138	0	158	112	0	33	145	450
Total Volume	0	534	118	652	0	0	0	0	54	556	0	610	479	0	142	621	1883
% App. Total	0	81.9	18.1		0	0	0		8.9	91.1	0		77.1	0	22.9		
PHF	.000	.940	.819	.953	.000	.000	.000	.000	.675	.939	.000	.947	.958	.000	.934	.964	.969



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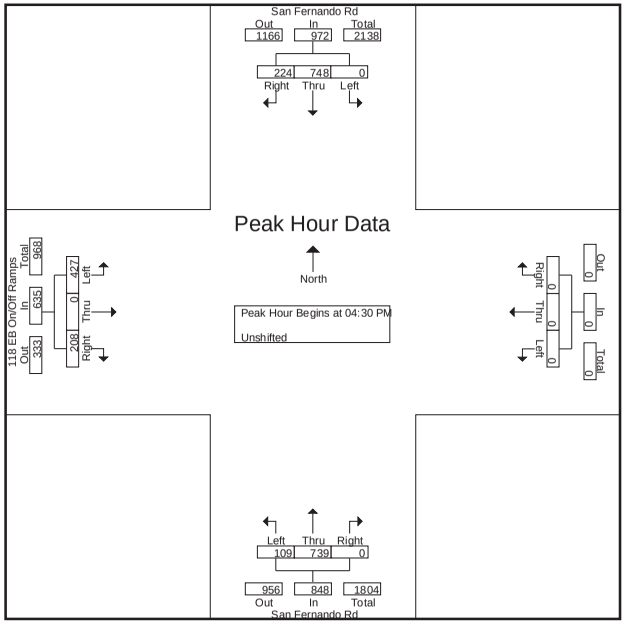
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	198	53	251	0	0	0	0	**31**	186	0	217	112	0	49	161	629
04:45 PM	0	**200**	54	**254**	0	0	0	0	28	182	0	210	**113**	0	55	**168**	**632**
05:00 PM	0	170	**64**	234	0	0	0	0	29	**194**	0	**223**	96	0	48	144	601
05:15 PM	0	180	53	233	0	0	0	0	21	177	0	198	106	0	**56**	162	593
Total Volume	0	748	224	972	0	0	0	0	109	739	0	848	427	0	208	635	2455
% App. Total	0	77	23		0	0	0		12.9	87.1	0		67.2	0	32.8		
PHF	.000	.935	.875	.957	.000	.000	.000	.000	.879	.952	.000	.951	.945	.000	.929	.945	.971



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File Name : SanFernando_118EBRamps_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015

Groups Printed- Bank 2

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			118 EB On/Off Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	0	0	0	2
08:00 AM	0	1	0	0	0	0	0	0	0	2	0	0	3
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	2	0	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	4
Total	0	0	0	0	0	0	1	1	0	3	0	2	7
01:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	0	0	0	2
03:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	3
Total	0	3	0	0	0	0	0	3	0	1	0	0	7
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	0	0	0	0	0	0	0	1	3
05:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	0	0	0	2	0	0	0	1	5
Grand Total	0	9	0	0	0	0	3	8	0	6	0	4	30
Apprch %	0	100	0	0	0	0	27.3	72.7	0	60	0	40	
Total %	0	30	0	0	0	0	10	26.7	0	20	0	13.3	

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File Name : SanFernando_118EBRamps_Motorcycles
Site Code : 00000000
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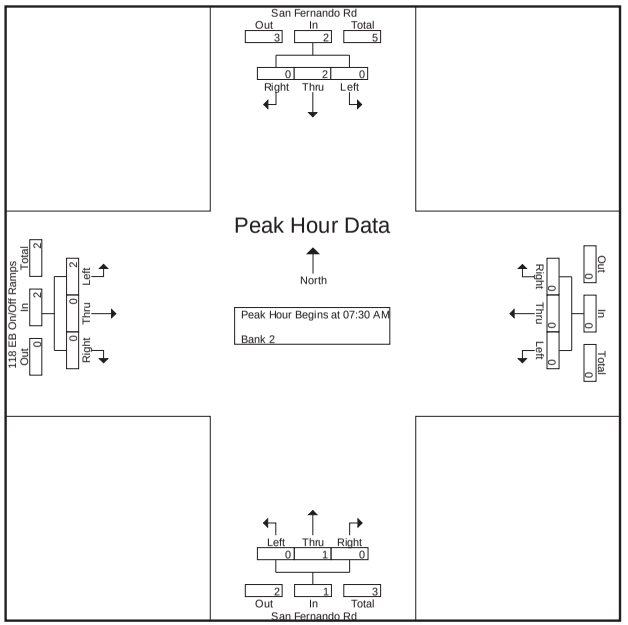
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**	0	0	**2**	**3**
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	2	0	0	2	5
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.417



File Name : SanFernando_118EBRamps_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
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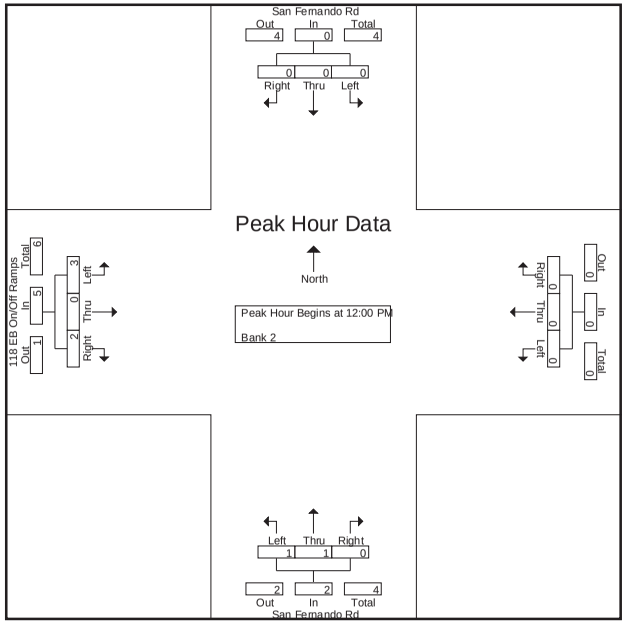
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	1	0	**2**	**3**	**4**
Total Volume	0	0	0	0	0	0	0	0	1	1	0	2	3	0	2	5	7
% App. Total	0	0	0		0	0	0		50	50	0		60	0	40		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.750	.000	.250	.417	.438



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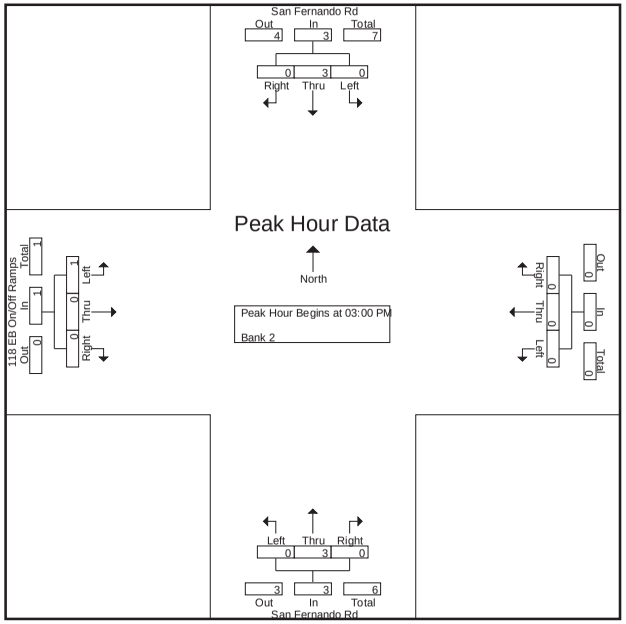
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:45 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**3**
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.583



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File Name : SanFernando_118EBRamps_Buses
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Groups Printed- Bank 1

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			118 EB On/Off Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	1	0	0	0	1	3
07:15 AM	0	2	0	0	0	0	0	2	0	0	0	1	5
07:30 AM	0	1	1	0	0	0	0	1	0	0	0	0	3
07:45 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	0	6	1	0	0	0	0	6	0	0	0	2	15
08:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:15 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
08:30 AM	0	1	0	0	0	0	1	3	0	1	0	0	6
08:45 AM	0	2	0	0	0	0	0	4	0	2	0	0	8
Total	0	7	0	0	0	0	1	10	0	3	0	0	21
09:00 AM	0	1	0	0	0	0	0	2	0	5	0	0	8
09:15 AM	0	1	0	0	0	0	0	3	0	5	0	0	9
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	4	0	0	0	0	0	6	0	10	0	0	20
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	2	0	0	0	0	0	1	0	1	0	1	5
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
12:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	4
Total	0	6	2	0	0	0	0	2	0	1	0	2	13
01:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
01:15 PM	0	2	1	0	0	0	0	1	0	0	0	0	4
01:30 PM	0	4	0	0	0	0	0	1	0	1	0	0	6
01:45 PM	0	2	2	0	0	0	0	1	0	0	0	0	5
Total	0	8	4	0	0	0	0	4	0	1	0	0	17
03:00 PM	0	2	0	0	0	0	0	1	0	1	0	0	4
03:15 PM	0	2	0	0	0	0	0	1	0	1	0	0	4
03:30 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
03:45 PM	0	4	0	0	0	0	0	1	0	1	0	0	6
Total	0	10	0	0	0	0	0	5	0	3	0	0	18
04:00 PM	0	2	0	0	0	0	0	1	0	1	0	0	4
04:15 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
04:30 PM	0	3	0	0	0	0	0	3	0	0	0	0	6
04:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	6	0	0	0	0	0	9	0	1	0	0	16
05:00 PM	0	2	0	0	0	0	0	3	0	1	0	0	6
05:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
05:30 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
05:45 PM	0	1	0	0	0	0	0	1	0	3	0	0	5
Total	0	5	1	0	0	0	0	7	0	4	0	0	17
Grand Total	0	52	8	0	0	0	1	49	0	23	0	4	137
Apprch %	0	86.7	13.3	0	0	0	2	98	0	85.2	0	14.8	
Total %	0	38	5.8	0	0	0	0.7	35.8	0	16.8	0	2.9	

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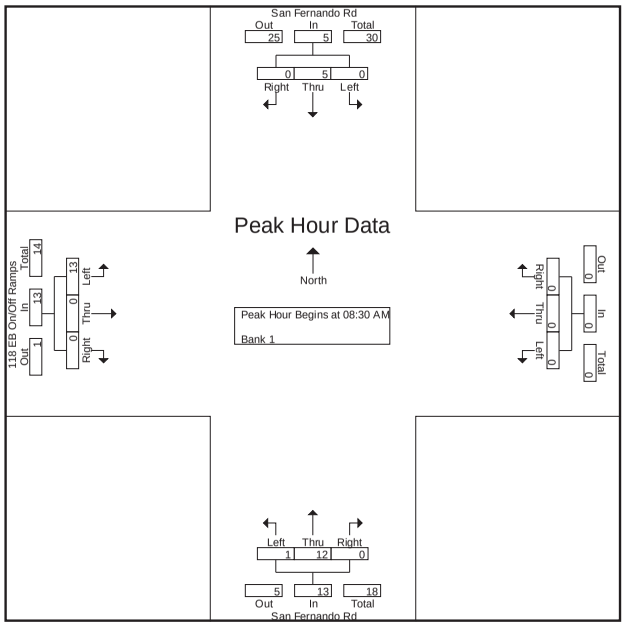
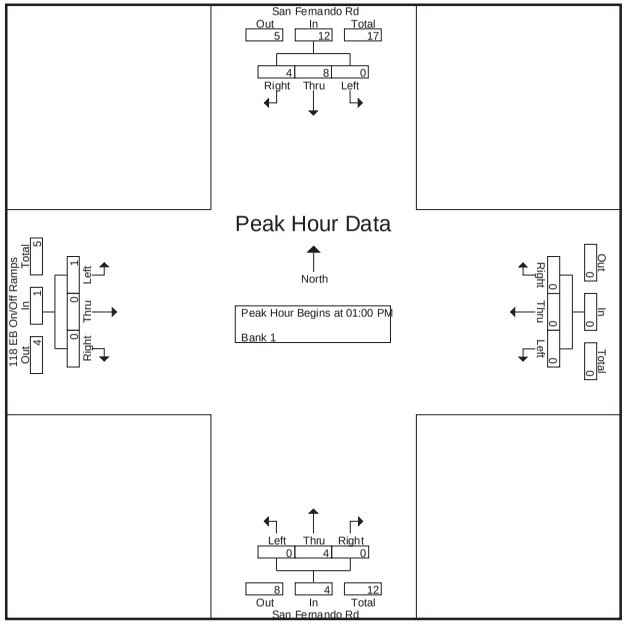
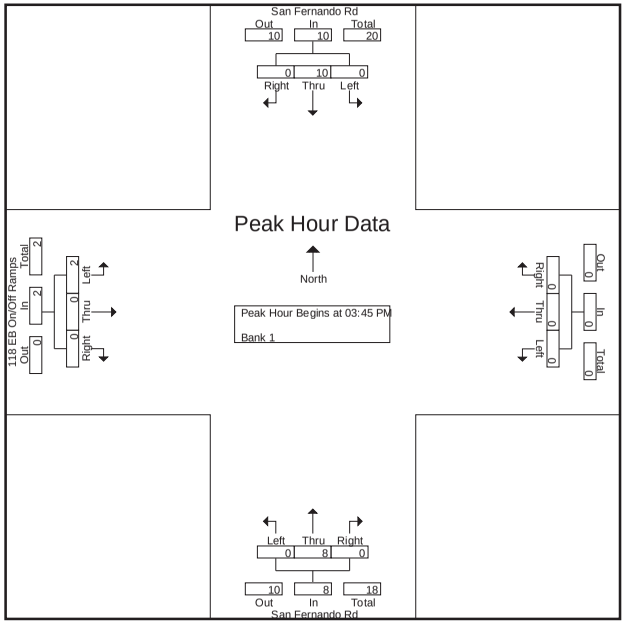
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	0	1	0	0	0	0	**1**	3	0	**4**	1	0	0	1	6
08:45 AM	0	**2**	0	**2**	0	0	0	0	0	**4**	0	4	2	0	0	2	8
09:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	**5**	0	0	**5**	8
09:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	5	0	0	5	**9**
Total Volume	0	5	0	5	0	0	0	0	1	12	0	13	13	0	0	13	31
% App. Total	0	100	0		0	0	0		7.7	92.3	0		100	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.250	.750	.000	.813	.650	.000	.000	.650	.861



	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	1	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
01:15 PM	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
01:30 PM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	**1**	0	0	**1**	**6**
01:45 PM	0	2	**2**	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	0	8	4	12	0	0	0	0	0	4	0	4	1	0	0	1	17
% App. Total	0	66.7	33.3		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.500	.750	.000	.000	.000	.000	.000	1.00	.000	1.00	.250	.000	.000	.250	.708



	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	**1**	0	0	**1**	**6**
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
04:15 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
04:30 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Total Volume	0	10	0	10	0	0	0	0	0	8	0	8	2	0	0	2	20
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.667	.000	.667	.500	.000	.000	.500	.833



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File Name : sanfernando_118ebramps_2axle
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Groups Printed- Unshifted

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			118 EB On/Off Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	7	1	0	0	0	1	3	0	5	0	2	19
07:15 AM	0	7	3	0	0	0	1	3	0	4	0	1	19
07:30 AM	0	8	1	0	0	0	1	2	0	3	0	5	20
07:45 AM	0	6	0	0	0	0	1	1	0	1	0	0	9
Total	0	28	5	0	0	0	4	9	0	13	0	8	67
08:00 AM	0	9	2	0	0	0	0	5	0	0	0	1	17
08:15 AM	0	9	1	0	0	0	1	4	0	6	0	1	22
08:30 AM	0	8	2	0	0	0	1	4	0	3	0	0	18
08:45 AM	0	6	2	0	0	0	1	3	0	1	0	2	15
Total	0	32	7	0	0	0	3	16	0	10	0	4	72
09:00 AM	0	14	3	0	0	0	1	3	0	4	0	0	25
09:15 AM	0	11	3	0	0	0	1	5	0	2	0	1	23
09:30 AM	0	14	3	0	0	0	1	5	0	3	0	1	27
09:45 AM	0	8	2	0	0	0	1	4	0	5	0	2	22
Total	0	47	11	0	0	0	4	17	0	14	0	4	97
12:00 PM	0	9	2	0	0	0	1	3	0	4	0	1	20
12:15 PM	0	9	2	0	0	0	2	5	0	4	0	0	22
12:30 PM	0	7	3	0	0	0	1	4	0	1	0	1	17
12:45 PM	0	10	1	0	0	0	1	6	0	0	0	1	19
Total	0	35	8	0	0	0	5	18	0	9	0	3	78
01:00 PM	0	3	2	0	0	0	0	5	0	1	0	2	13
01:15 PM	0	4	1	0	0	0	0	5	0	2	0	2	14
01:30 PM	0	9	2	0	0	0	2	3	0	3	0	0	19
01:45 PM	0	7	3	0	0	0	1	6	0	2	0	2	21
Total	0	23	8	0	0	0	3	19	0	8	0	6	67
03:00 PM	0	6	1	0	0	0	0	6	0	6	0	2	21
03:15 PM	0	7	2	0	0	0	0	3	0	5	0	2	19
03:30 PM	0	8	2	0	0	0	3	4	0	9	0	2	28
03:45 PM	0	3	4	0	0	0	2	4	0	2	0	1	16
Total	0	24	9	0	0	0	5	17	0	22	0	7	84
04:00 PM	0	3	2	0	0	0	1	5	0	6	0	1	18
04:15 PM	0	9	0	0	0	0	2	4	0	6	0	1	22
04:30 PM	0	5	1	0	0	0	1	4	0	2	0	2	15
04:45 PM	0	10	1	0	0	0	1	5	0	4	0	1	22
Total	0	27	4	0	0	0	5	18	0	18	0	5	77
05:00 PM	0	6	2	0	0	0	0	3	0	1	0	2	14
05:15 PM	0	5	3	0	0	0	0	4	0	6	0	2	20
05:30 PM	0	6	1	0	0	0	0	6	0	2	0	0	15
05:45 PM	0	2	2	0	0	0	1	8	0	1	0	2	16
Total	0	19	8	0	0	0	1	21	0	10	0	6	65
Grand Total	0	235	60	0	0	0	30	135	0	104	0	43	607
Apprch %	0	79.7	20.3	0	0	0	18.2	81.8	0	70.7	0	29.3	
Total %	0	38.7	9.9	0	0	0	4.9	22.2	0	17.1	0	7.1	

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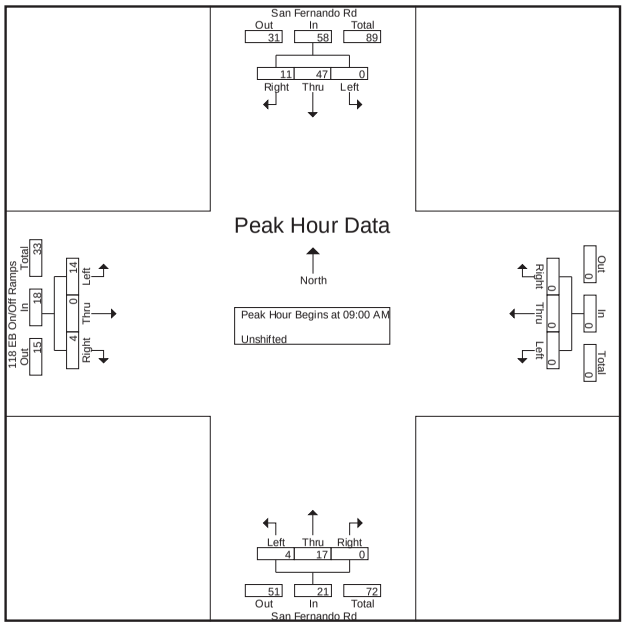
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	**14**	**3**	**17**	0	0	0	0	**1**	3	0	4	4	0	0	4	25
09:15 AM	0	11	3	14	0	0	0	0	1	**5**	0	**6**	2	0	1	3	23
09:30 AM	0	14	3	17	0	0	0	0	1	5	0	6	3	0	1	4	**27**
09:45 AM	0	8	2	10	0	0	0	0	1	4	0	5	**5**	0	**2**	**7**	22
Total Volume	0	47	11	58	0	0	0	0	4	17	0	21	14	0	4	18	97
% App. Total	0	81	19		0	0	0		19	81	0		77.8	0	22.2		
PHF	.000	.839	.917	.853	.000	.000	.000	.000	1.00	.850	.000	.875	.700	.000	.500	.643	.898



File Name : sanfernando_118ebramps_2axle
Site Code : 00000000
Start Date : 3/25/2015
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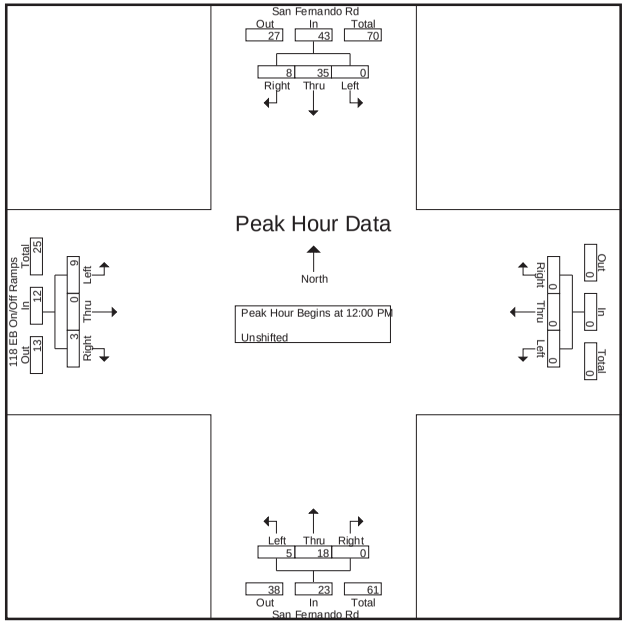
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	9	2	**11**	0	0	0	0	1	3	0	4	**4**	0	**1**	**5**	20
12:15 PM	0	9	2	11	0	0	0	0	**2**	5	0	**7**	4	0	0	4	**22**
12:30 PM	0	7	**3**	10	0	0	0	0	1	4	0	5	1	0	1	2	17
12:45 PM	0	**10**	1	11	0	0	0	0	1	**6**	0	7	0	0	1	1	19
Total Volume	0	35	8	43	0	0	0	0	5	18	0	23	9	0	3	12	78
% App. Total	0	81.4	18.6		0	0	0		21.7	78.3	0		75	0	25		
PHF	.000	.875	.667	.977	.000	.000	.000	.000	.625	.750	.000	.821	.563	.000	.750	.600	.886



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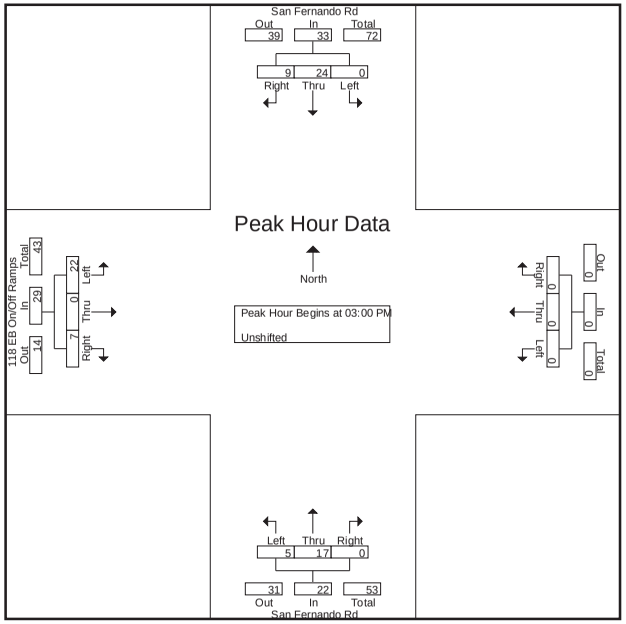
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	6	1	7	0	0	0	0	0	**6**	0	6	6	0	**2**	8	21
03:15 PM	0	7	2	9	0	0	0	0	0	3	0	3	5	0	2	7	19
03:30 PM	0	**8**	2	**10**	0	0	0	0	**3**	4	0	**7**	**9**	0	2	**11**	**28**
03:45 PM	0	3	**4**	7	0	0	0	0	2	4	0	6	2	0	1	3	16
Total Volume	0	24	9	33	0	0	0	0	5	17	0	22	22	0	7	29	84
% App. Total	0	72.7	27.3		0	0	0		22.7	77.3	0		75.9	0	24.1		
PHF	.000	.750	.563	.825	.000	.000	.000	.000	.417	.708	.000	.786	.611	.000	.875	.659	.750



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Groups Printed- Bank 1

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			118 EB On/Off Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	0	0	0	0	2	4
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	2	3
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	1	0	0	0	0	1	0	1	0	7	12
08:00 AM	0	1	2	0	0	0	0	1	0	1	0	1	6
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	3	0	0	0	0	1	0	0	0	1	5
08:45 AM	0	0	1	0	0	0	0	0	0	2	0	2	5
Total	0	3	6	0	0	0	0	2	0	3	0	4	18
09:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
09:15 AM	0	0	3	0	0	0	0	0	0	0	0	1	4
09:30 AM	0	0	2	0	0	0	0	2	0	2	0	0	6
09:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
Total	0	1	6	0	0	0	0	2	0	3	0	2	14
12:00 PM	0	0	2	0	0	0	0	2	0	2	0	1	7
12:15 PM	0	1	2	0	0	0	0	1	0	3	0	0	7
12:30 PM	0	2	2	0	0	0	0	1	0	1	0	0	6
12:45 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	0	5	6	0	0	0	0	6	0	6	0	1	24
01:00 PM	0	2	3	0	0	0	0	2	0	2	0	1	10
01:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
01:30 PM	0	1	1	0	0	0	0	0	0	1	0	0	3
01:45 PM	0	0	1	0	0	0	1	2	0	1	0	0	5
Total	0	3	5	0	0	0	1	4	0	5	0	1	19
03:00 PM	0	0	2	0	0	0	0	0	0	2	0	0	4
03:15 PM	0	1	2	0	0	0	0	0	0	3	0	1	7
03:30 PM	0	1	0	0	0	0	1	0	0	2	0	0	4
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	2	4	0	0	0	1	0	0	7	0	5	19
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
04:15 PM	0	1	0	0	0	0	0	1	0	1	0	0	3
04:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	1	0	3	0	0	7
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	2	3
05:30 PM	0	1	0	0	0	0	1	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	1	0	0	0	0	1	1	0	1	0	4	8
Grand Total	0	20	28	0	0	0	3	17	0	29	0	24	121
Apprch %	0	41.7	58.3	0	0	0	15	85	0	54.7	0	45.3	
Total %	0	16.5	23.1	0	0	0	2.5	14	0	24	0	19.8	

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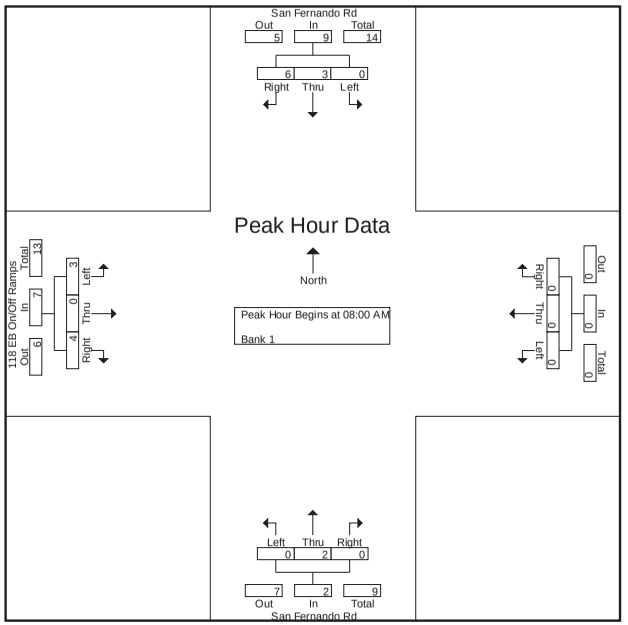
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	2	**3**	0	0	0	0	0	**1**	0	**1**	1	0	1	2	**6**
08:15 AM	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	**3**	3	0	0	0	0	0	1	0	1	0	0	1	1	5
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	**2**	**4**	5
Total Volume	0	3	6	9	0	0	0	0	0	2	0	2	3	0	4	7	18
% App. Total	0	33.3	66.7		0	0	0		0	100	0		42.9	0	57.1		
PHF	.000	.375	.500	.750	.000	.000	.000	.000	.000	.500	.000	.500	.375	.000	.500	.438	.750



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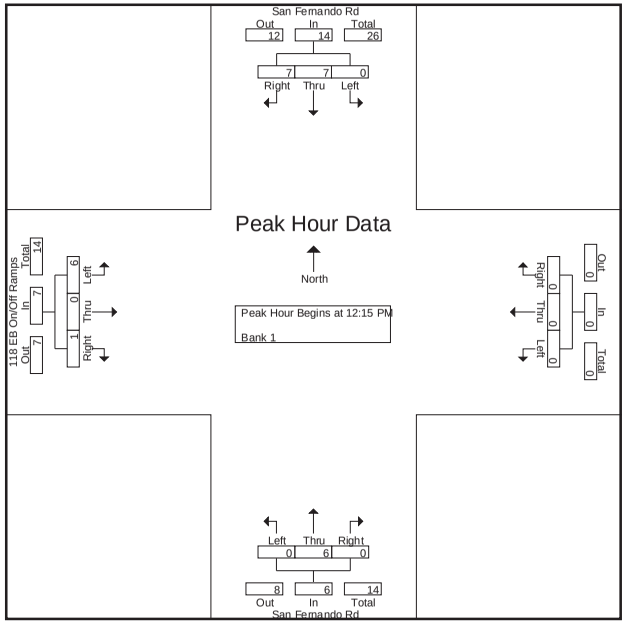
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	1	2	3	0	0	0	0	0	1	0	1	**3**	0	0	**3**	7
12:30 PM	0	**2**	2	4	0	0	0	0	0	1	0	1	1	0	0	1	6
12:45 PM	0	2	0	2	0	0	0	0	0	**2**	0	**2**	0	0	0	0	4
01:00 PM	0	2	**3**	**5**	0	0	0	0	0	2	0	2	2	0	**1**	3	**10**
Total Volume	0	7	7	14	0	0	0	0	0	6	0	6	6	0	1	7	27
% App. Total	0	50	50		0	0	0		0	100	0		85.7	0	14.3		
PHF	.000	.875	.583	.700	.000	.000	.000	.000	.000	.750	.000	.750	.500	.000	.250	.583	.675



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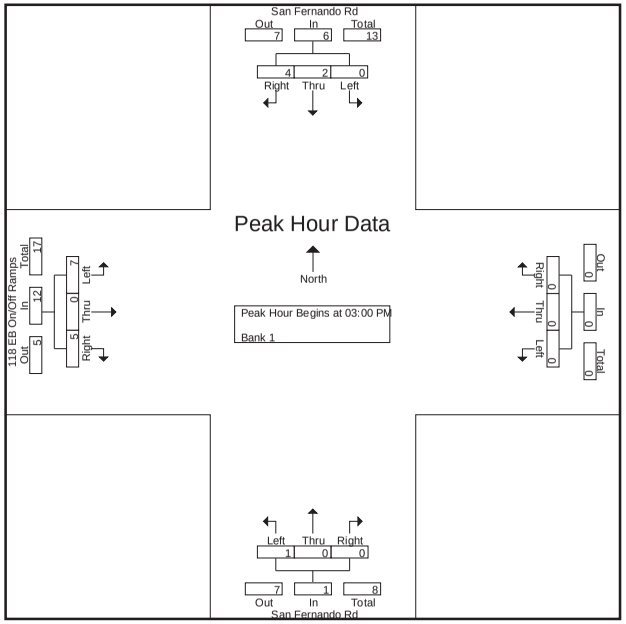
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**2**	2	0	0	0	0	0	0	0	0	2	0	0	2	4
03:15 PM	0	**1**	2	**3**	0	0	0	0	0	0	0	0	**3**	0	1	**4**	**7**
03:30 PM	0	1	0	1	0	0	0	0	**1**	0	0	**1**	2	0	0	2	4
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	4	4
Total Volume	0	2	4	6	0	0	0	0	1	0	0	1	7	0	5	12	19
% App. Total	0	33.3	66.7		0	0	0		100	0	0		58.3	0	41.7		
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.250	.000	.000	.250	.583	.000	.313	.750	.679



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Groups Printed- Bank 2

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			118 EB On/Off Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	3	4
08:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	1	0	0	3
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	1	0	0	0	0	2
12:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	0	0	1	0	0	4
01:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
01:45 PM	0	1	1	0	0	0	0	1	0	1	0	0	4
Total	0	2	1	0	0	0	0	3	0	1	0	0	7
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	1	0	0	0	0	2
04:00 PM	0	0	1	0	0	0	0	1	0	1	0	0	3
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	2	0	0	0	0	2	0	2	0	0	6
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	0	8	6	0	0	0	0	7	0	5	0	3	29
Apprch %	0	57.1	42.9	0	0	0	0	100	0	62.5	0	37.5	
Total %	0	27.6	20.7	0	0	0	0	24.1	0	17.2	0	10.3	

CITY TRAFFIC COUNTERS
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File Name : SanFernando_118EBRamps_4axle
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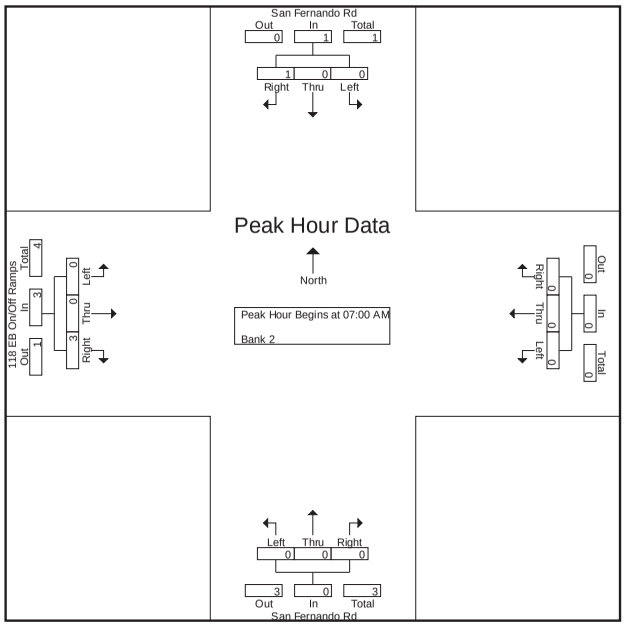
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3	4
% App. Total	0	0	100		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.375	.500



CITY TRAFFIC COUNTERS

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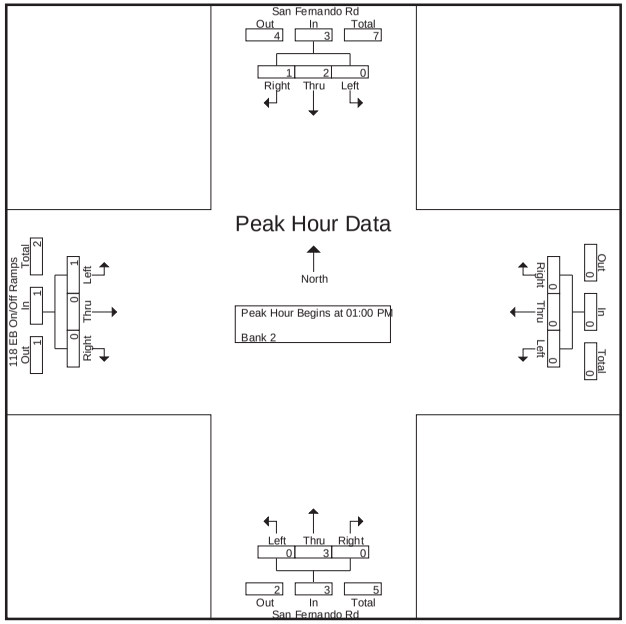
File Name : SanFernando_118EBRamps_4axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	**1**	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
01:45 PM	0	1	**1**	**2**	0	0	0	0	0	1	0	1	**1**	0	0	**1**	**4**
Total Volume	0	2	1	3	0	0	0	0	0	3	0	3	1	0	0	1	7
% App. Total	0	66.7	33.3		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.438



CITY TRAFFIC COUNTERS

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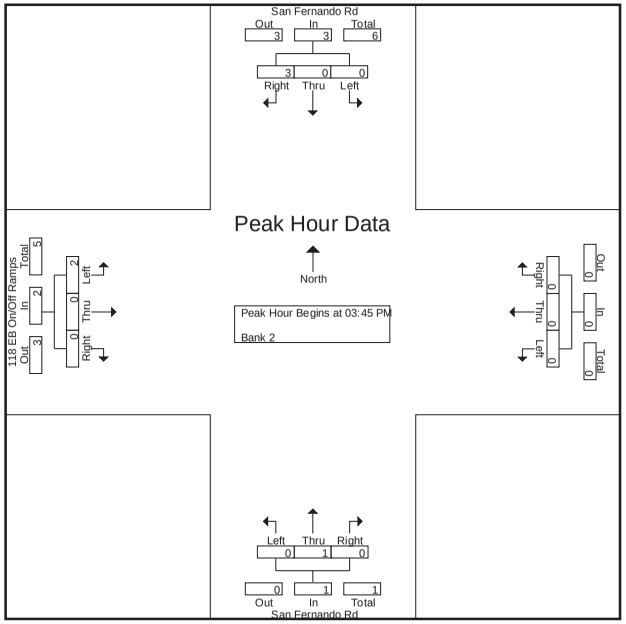
File Name : SanFernando_118EBRamps_4axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	1	1	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	**3**
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	3	3	0	0	0	0	0	1	0	1	2	0	0	2	6
% App. Total	0	0	100		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.500



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Groups Printed- Unshifted

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			118 EB On/Off Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
07:15 AM	1	1	1	0	0	0	1	0	0	0	0	4	8
07:30 AM	0	1	1	0	0	0	0	0	0	0	0	1	3
07:45 AM	0	2	1	0	0	0	1	0	0	1	0	2	7
Total	1	4	3	0	0	0	2	1	0	1	0	8	20
08:00 AM	0	4	0	0	0	0	0	0	0	0	0	1	5
08:15 AM	0	1	2	0	0	0	0	1	0	1	0	3	8
08:30 AM	0	0	1	0	0	0	0	2	0	1	0	1	5
08:45 AM	0	1	1	0	0	0	1	0	0	1	0	0	4
Total	0	6	4	0	0	0	1	3	0	3	0	5	22
09:00 AM	0	1	1	0	0	0	0	2	0	1	0	1	6
09:15 AM	0	1	1	0	0	0	0	1	0	2	0	1	6
09:30 AM	0	1	1	0	0	0	0	0	0	0	0	2	4
09:45 AM	0	1	0	0	0	0	0	0	0	0	0	2	3
Total	0	4	3	0	0	0	0	3	0	3	0	6	19
12:00 PM	0	1	1	0	0	0	0	1	0	1	0	0	4
12:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
12:30 PM	0	1	1	0	0	0	0	0	0	0	0	1	3
12:45 PM	0	0	2	0	0	0	1	0	0	1	0	1	5
Total	0	3	4	0	0	0	1	1	0	3	0	2	14
01:00 PM	0	0	1	0	0	0	0	1	0	1	0	1	4
01:15 PM	0	1	2	0	0	0	0	1	0	1	0	0	5
01:30 PM	0	1	1	0	0	0	0	0	0	1	0	0	3
01:45 PM	0	0	2	0	0	0	1	1	0	1	0	0	5
Total	0	2	6	0	0	0	1	3	0	4	0	1	17
03:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	3
03:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
03:45 PM	0	1	0	0	0	0	0	1	0	1	0	1	4
Total	0	1	0	0	0	0	1	3	0	2	0	6	13
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
Total	0	2	1	0	0	0	0	2	0	0	0	0	5
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	3
Total	0	1	0	0	0	0	1	0	0	1	0	1	4
Grand Total	1	23	21	0	0	0	7	16	0	17	0	29	114
Apprch %	2.2	51.1	46.7	0	0	0	30.4	69.6	0	37	0	63	
Total %	0.9	20.2	18.4	0	0	0	6.1	14	0	14.9	0	25.4	

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File Name : SanFernando_118EBRamps_5axle
Site Code : 00000000
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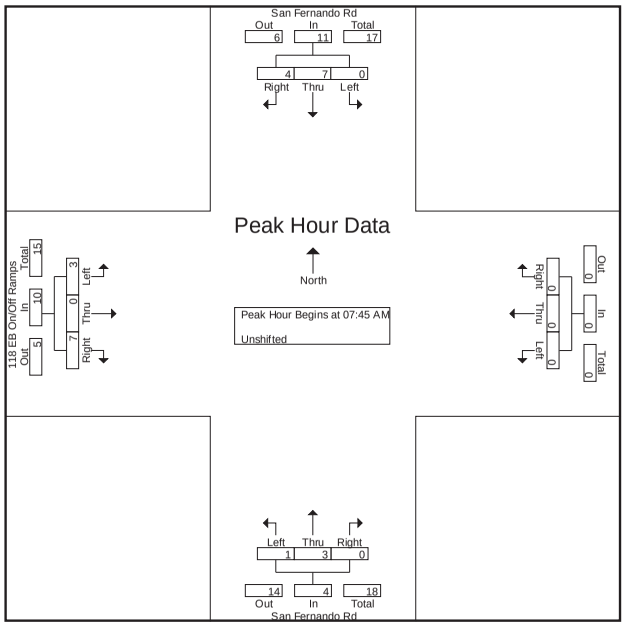
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	1	3	0	0	0	0	**1**	0	0	1	**1**	0	2	3	7
08:00 AM	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	1	1	5
08:15 AM	0	1	**2**	3	0	0	0	0	0	1	0	1	1	0	**3**	**4**	**8**
08:30 AM	0	0	1	1	0	0	0	0	0	**2**	0	**2**	1	0	1	2	5
Total Volume	0	7	4	11	0	0	0	0	1	3	0	4	3	0	7	10	25
% App. Total	0	63.6	36.4		0	0	0		25	75	0		30	0	70		
PHF	.000	.438	.500	.688	.000	.000	.000	.000	.250	.375	.000	.500	.750	.000	.583	.625	.781



CITY TRAFFIC COUNTERS

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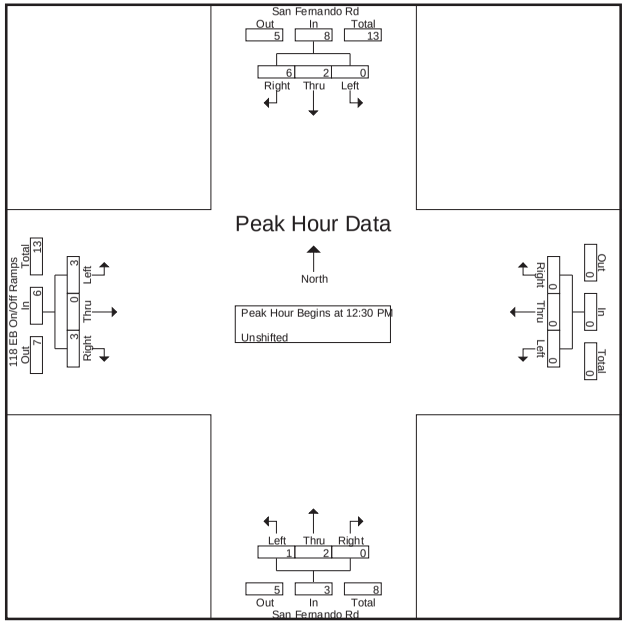
File Name : SanFernando_118EBRamps_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	**1**	1	2	0	0	0	0	0	0	0	0	0	0	**1**	1	3
12:45 PM	0	0	**2**	2	0	0	0	0	**1**	0	0	**1**	**1**	0	1	**2**	**5**
01:00 PM	0	0	1	1	0	0	0	0	0	**1**	0	1	1	0	1	2	4
01:15 PM	0	1	2	**3**	0	0	0	0	0	1	0	1	1	0	0	1	5
Total Volume	0	2	6	8	0	0	0	0	1	2	0	3	3	0	3	6	17
% App. Total	0	25	75		0	0	0		33.3	66.7	0		50	0	50		
PHF	.000	.500	.750	.667	.000	.000	.000	.000	.250	.500	.000	.750	.750	.000	.750	.750	.850



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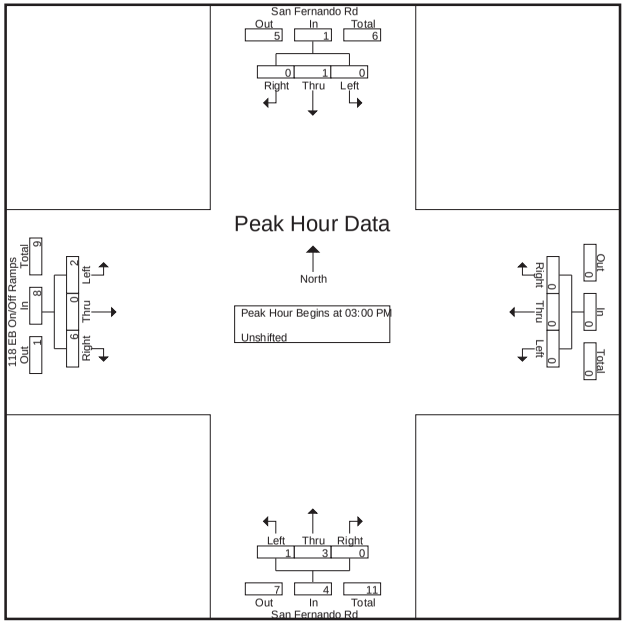
File Name : SanFernando_118EBRamps_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				118 EB On/Off Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	**1**	0	2	**3**	**4**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	3	3
03:30 PM	0	0	0	0	0	0	0	0	**1**	1	0	**2**	0	0	0	0	2
03:45 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	1	0	1	2	4
Total Volume	0	1	0	1	0	0	0	0	1	3	0	4	2	0	6	8	13
% App. Total	0	100	0		0	0	0		25	75	0		25	0	75		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.750	.000	.500	.500	.000	.500	.667	.813



CITY TRAFFIC COUNTERS
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INT. 21

File Name : SanFernando_VanNuys
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Van Nuys Blvd Westbound			San Fernando Rd Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	11	159	12	22	177	14	1	71	17	21	126	8	639
07:15 AM	34	222	22	51	235	18	7	119	31	27	208	8	982
07:30 AM	29	221	10	54	150	19	6	115	47	29	213	10	903
07:45 AM	50	193	10	58	187	32	4	99	37	22	217	11	920
Total	124	795	54	185	749	83	18	404	132	99	764	37	3444
08:00 AM	33	195	15	34	164	18	8	92	10	25	167	10	771
08:15 AM	15	185	18	31	158	18	4	85	21	20	160	12	727
08:30 AM	23	128	26	22	162	14	5	73	17	20	139	13	642
08:45 AM	18	141	26	21	132	7	14	58	6	30	189	20	662
Total	89	649	85	108	616	57	31	308	54	95	655	55	2802
09:00 AM	6	119	17	22	144	21	9	62	7	32	176	11	626
09:15 AM	17	96	34	17	114	9	3	68	21	17	111	18	525
09:30 AM	39	79	23	15	104	6	16	68	4	30	141	23	548
09:45 AM	21	95	31	12	119	14	12	61	15	32	136	24	572
Total	83	389	105	66	481	50	40	259	47	111	564	76	2271
12:00 PM	21	90	24	9	159	27	9	74	23	30	176	19	661
12:15 PM	28	84	37	14	126	26	15	91	19	37	180	24	681
12:30 PM	17	99	18	17	141	8	11	90	25	16	147	18	607
12:45 PM	14	90	28	16	130	6	15	122	13	26	134	19	613
Total	80	363	107	56	556	67	50	377	80	109	637	80	2562
01:00 PM	26	134	15	18	124	8	14	85	7	21	132	20	604
01:15 PM	20	105	23	15	103	15	26	80	14	18	160	21	600
01:30 PM	19	111	36	17	135	35	11	81	21	41	123	24	654
01:45 PM	22	103	35	12	113	16	19	90	10	29	128	20	597
Total	87	453	109	62	475	74	70	336	52	109	543	85	2455
03:00 PM	20	119	41	15	227	47	10	94	23	28	217	10	851
03:15 PM	46	121	42	27	182	25	14	129	24	23	181	17	831
03:30 PM	30	126	32	28	205	15	24	129	19	43	161	19	831
03:45 PM	22	127	52	32	208	21	18	131	21	24	175	24	855
Total	118	493	167	102	822	108	66	483	87	118	734	70	3368
04:00 PM	44	118	33	28	207	35	23	134	28	18	230	26	924
04:15 PM	26	117	28	25	178	22	12	139	17	12	146	28	750
04:30 PM	22	138	32	16	236	19	18	153	15	19	230	28	926
04:45 PM	29	138	35	18	143	14	20	141	20	25	174	21	778
Total	121	511	128	87	764	90	73	567	80	74	780	103	3378
05:00 PM	25	112	39	30	171	27	17	123	28	36	197	30	835
05:15 PM	32	121	38	22	187	7	10	159	30	18	227	28	879
05:30 PM	17	110	29	21	142	10	4	139	27	18	213	17	747
05:45 PM	19	112	28	27	146	9	5	129	19	21	173	19	707
Total	93	455	134	100	646	53	36	550	104	93	810	94	3168
Grand Total	795	4108	889	766	5109	582	384	3284	636	808	5487	600	23448
Apprch %	13.7	70.9	15.3	11.9	79.1	9	8.9	76.3	14.8	11.7	79.6	8.7	
Total %	3.4	17.5	3.8	3.3	21.8	2.5	1.6	14	2.7	3.4	23.4	2.6	

CITY TRAFFIC COUNTERS
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File Name : SanFernando_VanNuys
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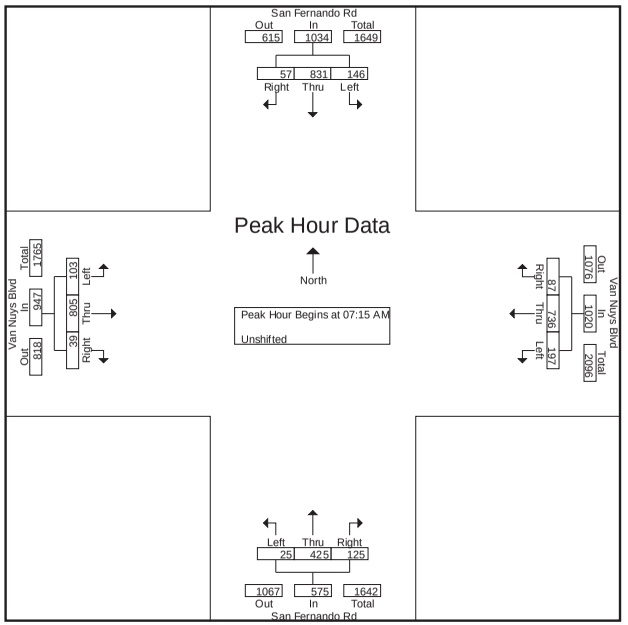
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	34	**222**	**22**	**278**	51	**235**	18	**304**	7	**119**	31	157	27	208	8	243	**982**
07:30 AM	29	221	10	260	54	150	19	223	6	115	**47**	**168**	**29**	213	10	**252**	903
07:45 AM	**50**	193	10	253	**58**	187	**32**	277	4	99	37	140	22	**217**	**11**	250	920
08:00 AM	33	195	15	243	34	164	18	216	**8**	92	10	110	25	167	10	202	771
Total Volume	146	831	57	1034	197	736	87	1020	25	425	125	575	103	805	39	947	3576
% App. Total	14.1	80.4	5.5		19.3	72.2	8.5		4.3	73.9	21.7		10.9	85	4.1		
PHF	.730	.936	.648	.930	.849	.783	.680	.839	.781	.893	.665	.856	.888	.927	.886	.939	.910



File Name : SanFernando_VanNuys
Site Code : 00000000
Start Date : 3/25/2015
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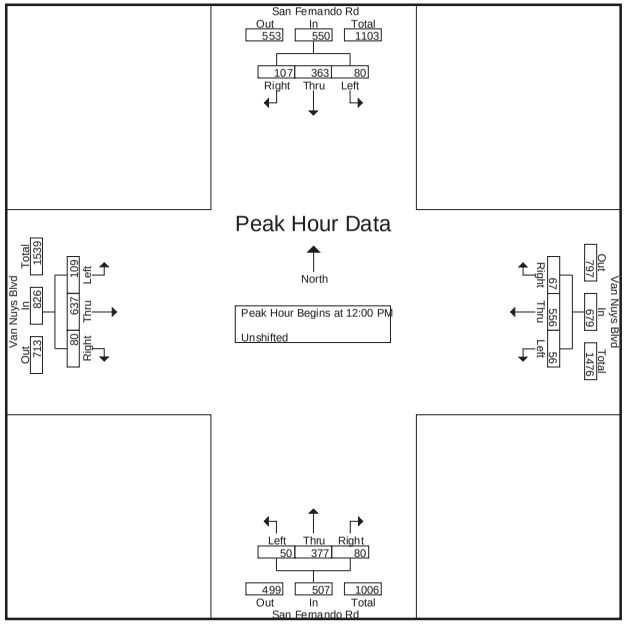
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	21	90	24	135	9	**159**	**27**	**195**	9	74	23	106	30	176	19	225	661
12:15 PM	**28**	84	**37**	**149**	14	126	26	166	**15**	91	19	125	**37**	**180**	**24**	**241**	**681**
12:30 PM	17	**99**	18	134	**17**	141	8	166	11	90	**25**	126	16	147	18	181	607
12:45 PM	14	90	28	132	16	130	6	152	15	**122**	13	**150**	26	134	19	179	613
Total Volume	80	363	107	550	56	556	67	679	50	377	80	507	109	637	80	826	2562
% App. Total	14.5	66	19.5		8.2	81.9	9.9		9.9	74.4	15.8		13.2	77.1	9.7		
PHF	.714	.917	.723	.923	.824	.874	.620	.871	.833	.773	.800	.845	.736	.885	.833	.857	.941



File Name : SanFernando_VanNuys
Site Code : 00000000
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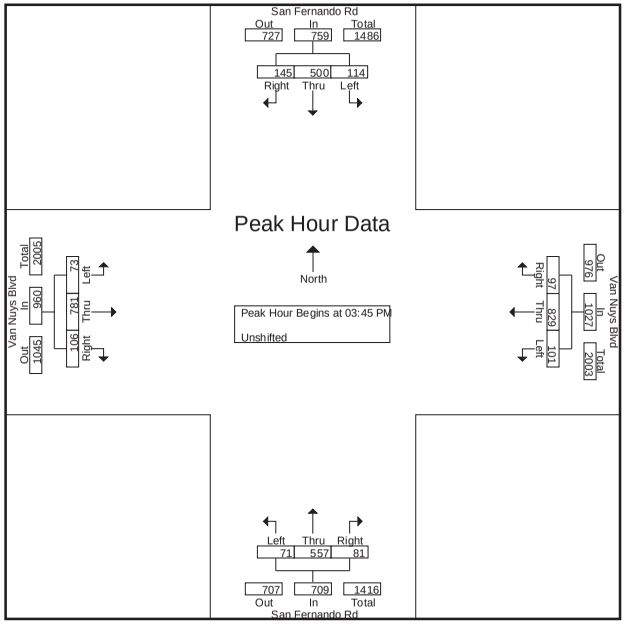
Page No : 4

	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	22	127	**52**	**201**	**32**	208	21	261	18	131	21	170	**24**	175	24	223	855
04:00 PM	**44**	118	33	195	28	207	**35**	270	**23**	134	**28**	185	18	**230**	26	274	924
04:15 PM	26	117	28	171	25	178	22	225	12	139	17	168	12	146	**28**	186	750
04:30 PM	22	**138**	32	192	16	**236**	19	**271**	18	**153**	15	**186**	19	230	28	**277**	**926**
Total Volume	114	500	145	759	101	829	97	1027	71	557	81	709	73	781	106	960	3455
% App. Total	15	65.9	19.1		9.8	80.7	9.4		10	78.6	11.4		7.6	81.4	11		
PHF	.648	.906	.697	.944	.789	.878	.693	.947	.772	.910	.723	.953	.760	.849	.946	.866	.933



File Name : SanFernando_VanNuys_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
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Groups Printed- Bank 2

	San Fernando Rd Southbound			Van Nuys Blvd Westbound			San Fernando Rd Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	0	2	0	0	0	0	4
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	1	1	0	0	0	0	0	1	3
Total	0	0	0	0	1	1	0	0	0	0	0	1	3
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	1	0	0	0	0	0	2	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	3	0	0	0	0	4
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	3	0	0	0	0	0	0	1	0	0	0	4
Total	0	5	0	0	0	0	0	0	1	0	1	0	7
05:00 PM	0	2	0	0	0	0	0	0	1	0	1	0	4
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	2	0	0	0	1	0	2	0	5
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	2	0	0	4	0	0	0	2	0	3	0	11
Grand Total	0	10	0	0	6	2	0	8	3	0	4	1	34
Apprch %	0	100	0	0	75	25	0	72.7	27.3	0	80	20	
Total %	0	29.4	0	0	17.6	5.9	0	23.5	8.8	0	11.8	2.9	

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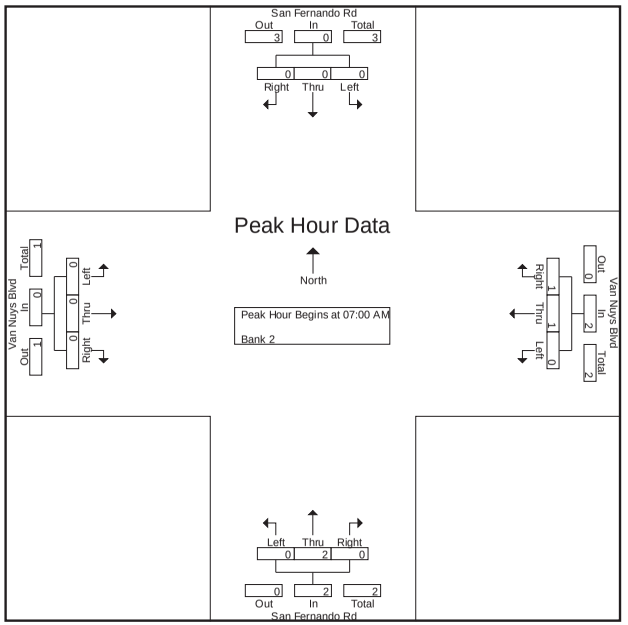
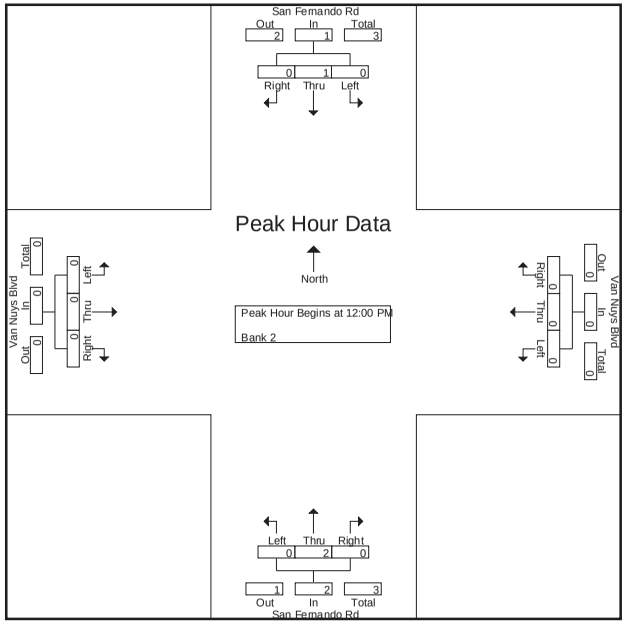
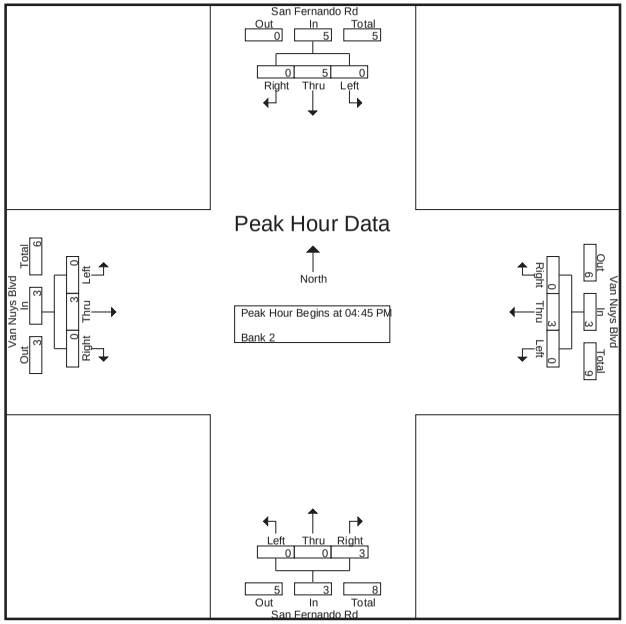
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	2	0	2	0	2	0	0	0	0	4
% App. Total	0	0	0		0	50	50		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.500	.000	.500	.000	.000	.000	.000	1.00



	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	**2**
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.375



	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**3**	0	**3**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	4
05:00 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	1	0	1	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	1	1	0	**2**	0	**2**	**5**
Total Volume	0	5	0	5	0	3	0	3	0	0	3	3	0	3	0	3	14
% App. Total	0	100	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.417	.000	.417	.000	.375	.000	.375	.000	.000	.750	.750	.000	.375	.000	.375	.700



CITY TRAFFIC COUNTERS
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File Name : SanFernando_VanNuys_Buses
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Groups Printed- Bank 1

	San Fernando Rd Southbound			Van Nuys Blvd Westbound			San Fernando Rd Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	2	0	0	7	0	0	1	0	0	5	0	16
07:15 AM	0	3	0	0	2	0	0	2	0	0	1	0	8
07:30 AM	0	1	0	0	4	0	0	1	0	0	4	0	10
07:45 AM	0	2	0	0	0	0	0	2	0	0	2	0	6
Total	1	8	0	0	13	0	0	6	0	0	12	0	40
08:00 AM	0	2	0	0	3	0	0	1	0	0	4	1	11
08:15 AM	0	1	0	0	2	1	0	2	0	0	4	0	10
08:30 AM	0	2	0	0	0	0	0	3	0	1	4	0	10
08:45 AM	0	2	0	0	1	0	0	2	0	2	1	0	8
Total	0	7	0	0	6	1	0	8	0	3	13	1	39
09:00 AM	0	1	0	0	2	0	0	2	0	0	4	0	9
09:15 AM	0	1	0	0	0	0	0	2	0	1	3	0	7
09:30 AM	0	1	0	0	2	0	0	0	0	0	1	0	4
09:45 AM	0	1	0	0	1	0	0	1	0	0	2	0	5
Total	0	4	0	0	5	0	0	5	0	1	10	0	25
12:00 PM	0	1	0	0	2	0	0	0	0	0	2	0	5
12:15 PM	0	3	0	0	0	0	0	2	0	0	2	0	7
12:30 PM	0	0	0	1	3	0	0	0	0	0	2	0	6
12:45 PM	0	2	0	0	1	0	0	0	0	0	1	0	4
Total	0	6	0	1	6	0	0	2	0	0	7	0	22
01:00 PM	0	0	0	0	1	0	0	1	0	0	4	0	6
01:15 PM	0	1	1	0	1	0	0	1	0	0	0	0	4
01:30 PM	0	2	2	0	2	0	0	1	0	0	1	0	8
01:45 PM	0	2	0	0	0	0	0	1	0	0	1	0	4
Total	0	5	3	0	4	0	0	4	0	0	6	0	22
03:00 PM	0	1	1	0	5	0	0	1	0	0	1	0	9
03:15 PM	0	2	0	0	3	0	1	1	0	0	5	0	12
03:30 PM	0	2	0	0	3	0	1	2	1	0	4	0	13
03:45 PM	1	3	0	0	1	0	0	0	0	1	2	0	8
Total	1	8	1	0	12	0	2	4	1	1	12	0	42
04:00 PM	0	2	0	0	2	0	0	0	0	1	3	0	8
04:15 PM	0	1	0	0	3	0	0	3	0	0	7	0	14
04:30 PM	0	2	0	0	2	1	0	1	0	2	1	0	9
04:45 PM	0	0	0	0	4	0	0	1	0	1	2	0	8
Total	0	5	0	0	11	1	0	5	0	4	13	0	39
05:00 PM	0	2	0	0	1	0	0	3	0	0	1	0	7
05:15 PM	0	0	0	0	2	0	0	1	0	0	4	0	7
05:30 PM	0	1	0	0	2	0	0	2	0	0	1	0	6
05:45 PM	0	1	0	0	1	1	0	1	0	0	2	0	6
Total	0	4	0	0	6	1	0	7	0	0	8	0	26
Grand Total	2	47	4	1	63	3	2	41	1	9	81	1	255
Apprch %	3.8	88.7	7.5	1.5	94	4.5	4.5	93.2	2.3	9.9	89	1.1	
Total %	0.8	18.4	1.6	0.4	24.7	1.2	0.8	16.1	0.4	3.5	31.8	0.4	

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File Name : SanFernando_VanNuys_Buses
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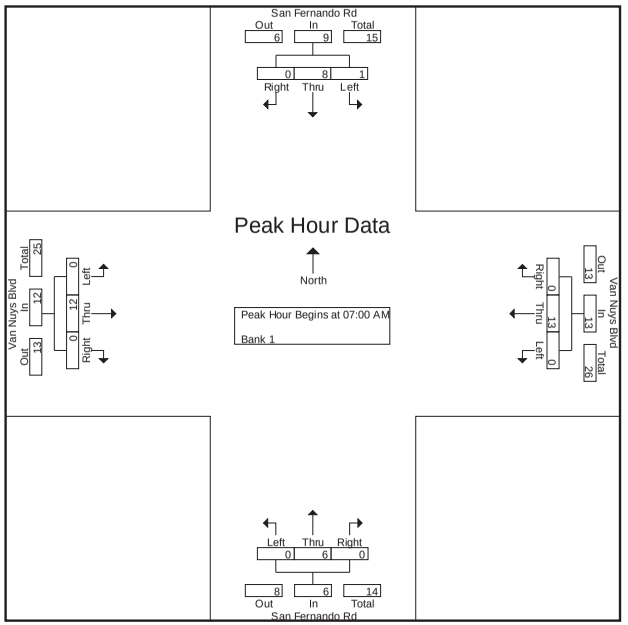
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	2	0	**3**	0	**7**	0	**7**	0	1	0	1	0	**5**	0	**5**	**16**
07:15 AM	0	**3**	0	3	0	2	0	2	0	**2**	0	**2**	0	1	0	1	8
07:30 AM	0	1	0	1	0	4	0	4	0	1	0	1	0	4	0	4	10
07:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	2	0	2	6
Total Volume	1	8	0	9	0	13	0	13	0	6	0	6	0	12	0	12	40
% App. Total	11.1	88.9	0		0	100	0		0	100	0		0	100	0		
PHF	.250	.667	.000	.750	.000	.464	.000	.464	.000	.750	.000	.750	.000	.600	.000	.600	.625



File Name : SanFernando_VanNuys_Buses
Site Code : 00000000
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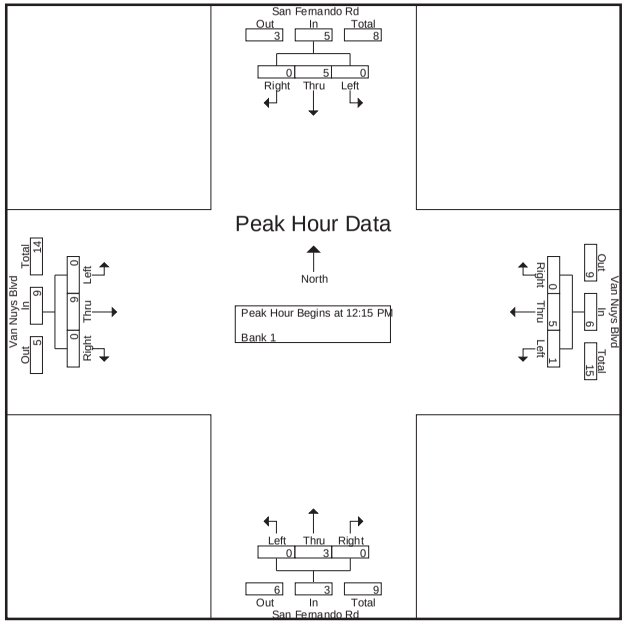
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	0	2	0	2	**7**
12:30 PM	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	0	2	0	2	6
12:45 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
01:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	**4**	0	**4**	6
Total Volume	0	5	0	5	1	5	0	6	0	3	0	3	0	9	0	9	23
% App. Total	0	100	0		16.7	83.3	0		0	100	0		0	100	0		
PHF	.000	.417	.000	.417	.250	.417	.000	.375	.000	.375	.000	.375	.000	.563	.000	.563	.821



File Name : SanFernando_VanNuys_Buses
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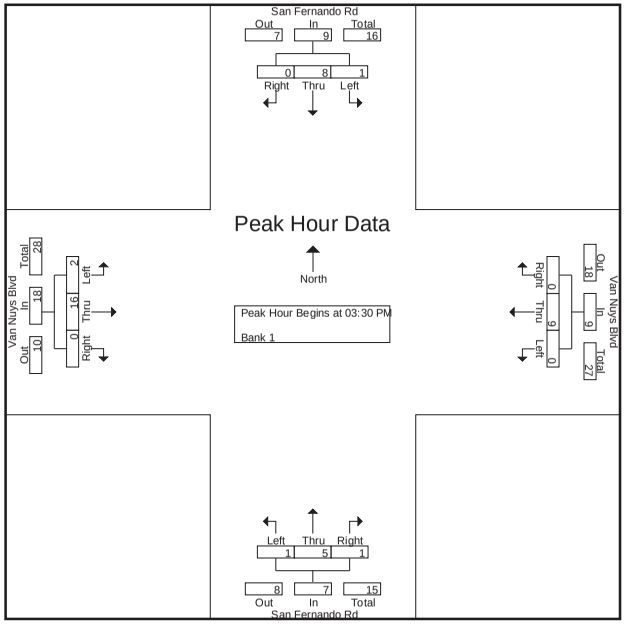
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	2	0	2	0	**3**	0	**3**	**1**	2	**1**	**4**	0	4	0	4	13
03:45 PM	**1**	**3**	0	**4**	0	1	0	1	0	0	0	0	**1**	2	0	3	8
04:00 PM	0	2	0	2	0	2	0	2	0	0	0	0	1	3	0	4	8
04:15 PM	0	1	0	1	0	3	0	3	0	**3**	0	3	0	**7**	0	**7**	**14**
Total Volume	1	8	0	9	0	9	0	9	1	5	1	7	2	16	0	18	43
% App. Total	11.1	88.9	0		0	100	0		14.3	71.4	14.3		11.1	88.9	0		
PHF	.250	.667	.000	.563	.000	.750	.000	.750	.250	.417	.250	.438	.500	.571	.000	.643	.768



CITY TRAFFIC COUNTERS

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Groups Printed- Unshifted

	San Fernando Rd Southbound			Van Nuys Blvd Westbound			San Fernando Rd Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	8	1	2	5	0	0	3	2	1	3	1	26
07:15 AM	1	6	1	0	0	2	0	2	0	0	5	1	18
07:30 AM	1	10	1	0	5	0	0	4	2	0	3	0	26
07:45 AM	1	5	0	2	6	0	1	1	0	1	5	0	22
Total	3	29	3	4	16	2	1	10	4	2	16	2	92
08:00 AM	1	8	1	0	6	1	0	3	1	0	3	0	24
08:15 AM	1	7	2	1	3	4	1	1	1	0	2	1	24
08:30 AM	1	6	0	2	0	3	1	6	1	0	3	0	23
08:45 AM	1	5	1	3	0	1	1	4	2	0	0	1	19
Total	4	26	4	6	9	9	3	14	5	0	8	2	90
09:00 AM	4	8	0	3	4	1	2	2	1	0	1	1	27
09:15 AM	2	7	2	2	5	2	0	6	4	0	2	1	33
09:30 AM	7	6	1	1	2	2	1	6	1	0	2	1	30
09:45 AM	0	9	1	0	5	1	5	3	1	1	2	0	28
Total	13	30	4	6	16	6	8	17	7	1	7	3	118
12:00 PM	1	6	1	0	3	2	0	1	1	1	2	2	20
12:15 PM	2	7	1	2	2	1	0	10	0	1	1	1	28
12:30 PM	1	6	0	0	2	0	1	5	0	0	4	1	20
12:45 PM	3	4	2	1	5	2	1	8	0	0	1	1	28
Total	7	23	4	3	12	5	2	24	1	2	8	5	96
01:00 PM	1	4	2	2	4	0	1	3	1	3	3	2	26
01:15 PM	1	6	0	0	3	1	0	1	1	2	2	1	18
01:30 PM	1	6	1	0	1	0	1	5	1	1	4	4	25
01:45 PM	2	8	1	0	2	0	0	7	0	0	3	0	23
Total	5	24	4	2	10	1	2	16	3	6	12	7	92
03:00 PM	2	5	1	0	4	1	0	3	1	1	2	0	20
03:15 PM	1	7	0	1	1	0	1	2	0	1	1	1	16
03:30 PM	0	8	1	1	4	1	2	8	1	0	3	1	30
03:45 PM	1	3	0	1	6	0	0	6	1	1	2	0	21
Total	4	23	2	3	15	2	3	19	3	3	8	2	87
04:00 PM	1	2	1	0	4	2	3	5	1	0	4	1	24
04:15 PM	1	5	2	2	3	1	1	5	2	0	2	0	24
04:30 PM	1	4	2	2	2	1	0	4	0	1	3	0	20
04:45 PM	3	5	2	1	1	1	2	5	1	0	2	1	24
Total	6	16	7	5	10	5	6	19	4	1	11	2	92
05:00 PM	1	7	3	0	2	1	0	0	1	1	2	1	19
05:15 PM	1	4	1	2	4	1	1	2	1	2	2	2	23
05:30 PM	0	5	0	0	2	1	1	4	1	1	4	0	19
05:45 PM	1	2	1	1	4	2	0	6	2	1	3	1	24
Total	3	18	5	3	12	5	2	12	5	5	11	4	85
Grand Total	45	189	33	32	100	35	27	131	32	20	81	27	752
Apprch %	16.9	70.8	12.4	19.2	59.9	21	14.2	68.9	16.8	15.6	63.3	21.1	
Total %	6	25.1	4.4	4.3	13.3	4.7	3.6	17.4	4.3	2.7	10.8	3.6	

CITY TRAFFIC COUNTERS

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File Name : SanFernando_VanNuys_2axle
Site Code : 00000000
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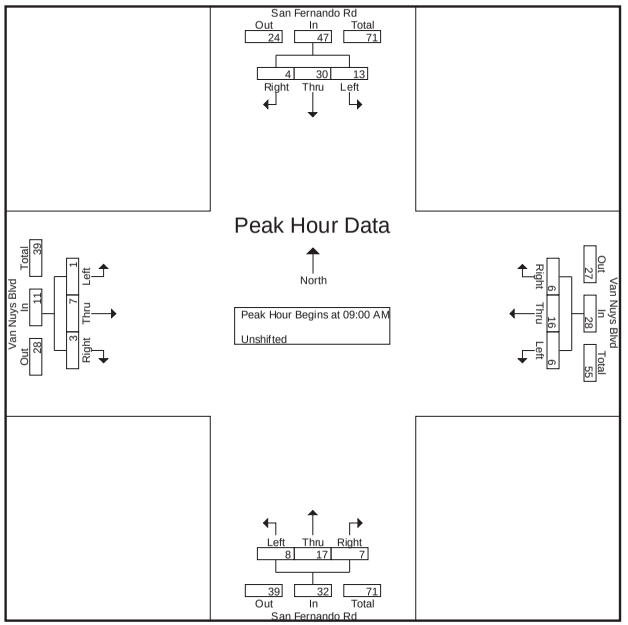
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	4	8	0	12	**3**	4	1	8	2	2	1	5	0	1	**1**	2	27
09:15 AM	2	7	**2**	11	2	**5**	**2**	**9**	0	**6**	**4**	**10**	0	**2**	1	**3**	**33**
09:30 AM	**7**	6	1	**14**	1	2	2	5	1	6	1	8	0	2	1	3	30
09:45 AM	0	**9**	1	10	0	5	1	6	**5**	3	1	9	**1**	2	0	3	28
Total Volume	13	30	4	47	6	16	6	28	8	17	7	32	1	7	3	11	118
% App. Total	27.7	63.8	8.5		21.4	57.1	21.4		25	53.1	21.9		9.1	63.6	27.3		
PHF	.464	.833	.500	.839	.500	.800	.750	.778	.400	.708	.438	.800	.250	.875	.750	.917	.894



CITY TRAFFIC COUNTERS
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File Name : SanFernando_VanNuys_2axle
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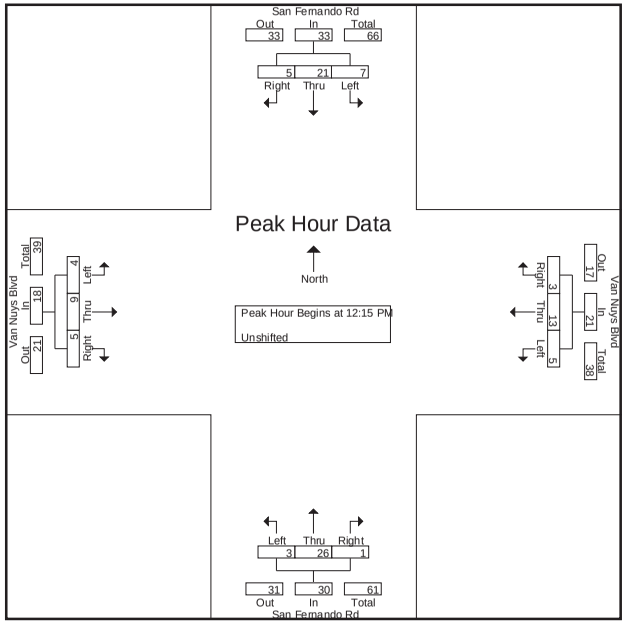
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	2	**7**	1	**10**	**2**	2	1	5	0	**10**	0	**10**	1	1	1	3	**28**
12:30 PM	1	6	0	7	0	2	0	2	**1**	5	0	6	0	**4**	1	5	20
12:45 PM	**3**	4	**2**	9	1	**5**	**2**	**8**	1	8	0	9	0	1	1	2	28
01:00 PM	1	4	2	7	2	4	0	6	1	3	**1**	5	**3**	3	**2**	**8**	26
Total Volume	7	21	5	33	5	13	3	21	3	26	1	30	4	9	5	18	102
% App. Total	21.2	63.6	15.2		23.8	61.9	14.3		10	86.7	3.3		22.2	50	27.8		
PHF	.583	.750	.625	.825	.625	.650	.375	.656	.750	.650	.250	.750	.333	.563	.625	.563	.911



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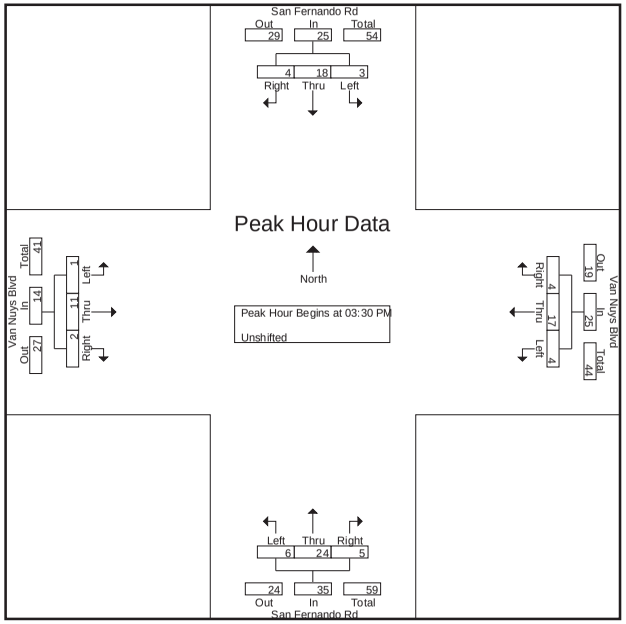
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	**8**	1	**9**	1	4	1	6	2	**8**	1	**11**	0	3	**1**	4	**30**
03:45 PM	**1**	3	0	4	1	**6**	0	**7**	0	6	1	7	**1**	2	0	3	21
04:00 PM	1	2	1	4	0	4	**2**	6	**3**	5	1	9	0	**4**	1	**5**	24
04:15 PM	1	5	**2**	8	**2**	3	1	6	1	5	**2**	8	0	2	0	2	24
Total Volume	3	18	4	25	4	17	4	25	6	24	5	35	1	11	2	14	99
% App. Total	12	72	16		16	68	16		17.1	68.6	14.3		7.1	78.6	14.3		
PHF	.750	.563	.500	.694	.500	.708	.500	.893	.500	.750	.625	.795	.250	.688	.500	.700	.825



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Groups Printed- Bank 1

	San Fernando Rd Southbound			Van Nuys Blvd Westbound			San Fernando Rd Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	1	0	1	0	0	0	0	0	1	2	8
07:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
07:30 AM	0	2	0	0	1	0	0	1	0	0	0	0	4
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	8	1	0	3	0	0	1	0	0	1	2	16
08:00 AM	0	2	0	0	1	0	0	0	0	1	1	0	5
08:15 AM	0	1	1	0	0	0	0	0	0	0	2	0	4
08:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
08:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
Total	0	5	2	0	1	0	0	0	0	2	3	0	13
09:00 AM	0	2	0	0	0	0	0	0	1	0	3	0	6
09:15 AM	0	1	0	0	0	0	0	0	0	1	2	1	5
09:30 AM	0	1	0	0	1	0	0	1	1	1	0	0	5
09:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	4	0	0	1	0	0	1	2	3	5	1	17
12:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	3
12:15 PM	0	0	1	0	1	1	0	1	0	0	0	0	4
12:30 PM	0	1	1	0	2	0	0	1	0	0	0	0	5
12:45 PM	0	0	2	0	1	0	1	3	0	0	1	0	8
Total	0	2	4	0	4	1	1	5	0	2	1	0	20
01:00 PM	0	2	1	0	0	0	0	2	0	0	1	0	6
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	0	1	0	0	0	0	0	0	0	0	1	1	3
01:45 PM	0	0	0	0	0	1	0	2	0	0	0	0	3
Total	0	3	1	0	0	1	0	4	0	0	3	1	13
03:15 PM	2	1	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	0	0	1	0	0	1	0	0	0	0	2	0	4
03:45 PM	2	2	0	2	0	0	0	0	0	0	0	0	6
Total	4	3	1	2	0	1	0	0	0	0	2	0	13
04:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	1	0	0	3
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	0	1	0	0	0	0	1	0	3
05:45 PM	1	1	0	0	0	0	0	1	0	0	1	0	4
Total	2	4	0	0	0	1	0	1	0	0	2	0	10
Grand Total	6	31	9	2	9	4	1	12	2	8	17	4	105
Apprch %	13	67.4	19.6	13.3	60	26.7	6.7	80	13.3	27.6	58.6	13.8	
Total %	5.7	29.5	8.6	1.9	8.6	3.8	1	11.4	1.9	7.6	16.2	3.8	

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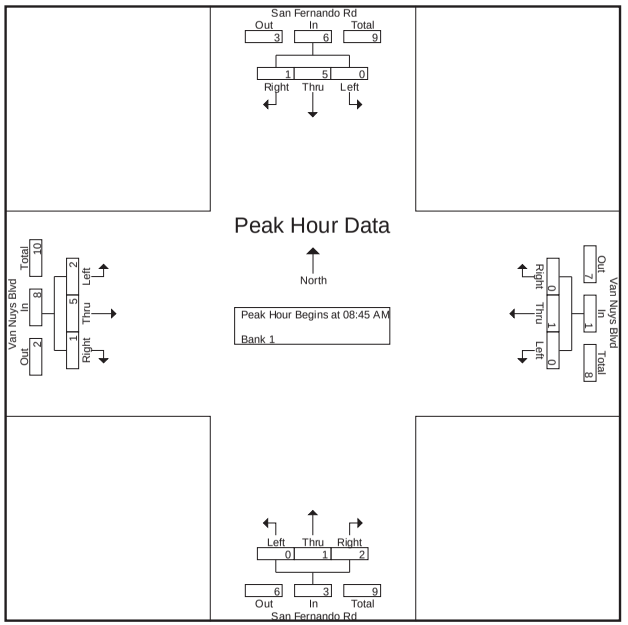
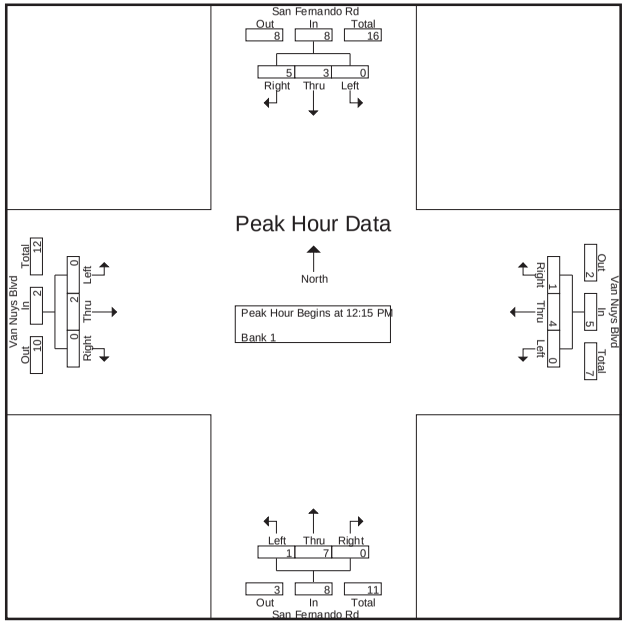
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	1	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	**2**	0	2	0	0	0	0	0	0	**1**	1	0	**3**	0	3	**6**
09:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	**1**	2	**1**	**4**	5
09:30 AM	0	1	0	1	0	**1**	0	**1**	0	**1**	1	**2**	1	0	0	1	5
Total Volume	0	5	1	6	0	1	0	1	0	1	2	3	2	5	1	8	18
% App. Total	0	83.3	16.7		0	100	0		0	33.3	66.7		25	62.5	12.5		
PHF	.000	.625	.250	.750	.000	.250	.000	.250	.000	.250	.500	.375	.500	.417	.250	.500	.750



File Name : SanFernando_VanNuys_3axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	1	1	0	1	**1**	**2**	0	1	0	1	0	0	0	0	4
12:30 PM	0	1	1	2	0	**2**	0	2	0	1	0	1	0	0	0	0	5
12:45 PM	0	0	**2**	2	0	1	0	1	**1**	**3**	0	**4**	0	**1**	0	**1**	**8**
01:00 PM	0	**2**	1	**3**	0	0	0	0	0	2	0	2	0	1	0	1	6
Total Volume	0	3	5	8	0	4	1	5	1	7	0	8	0	2	0	2	23
% App. Total	0	37.5	62.5		0	80	20		12.5	87.5	0		0	100	0		
PHF	.000	.375	.625	.667	.000	.500	.250	.625	.250	.583	.000	.500	.000	.500	.000	.500	.719



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File Name : SanFernando_VanNuys_3axle
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Start Date : 3/25/2015
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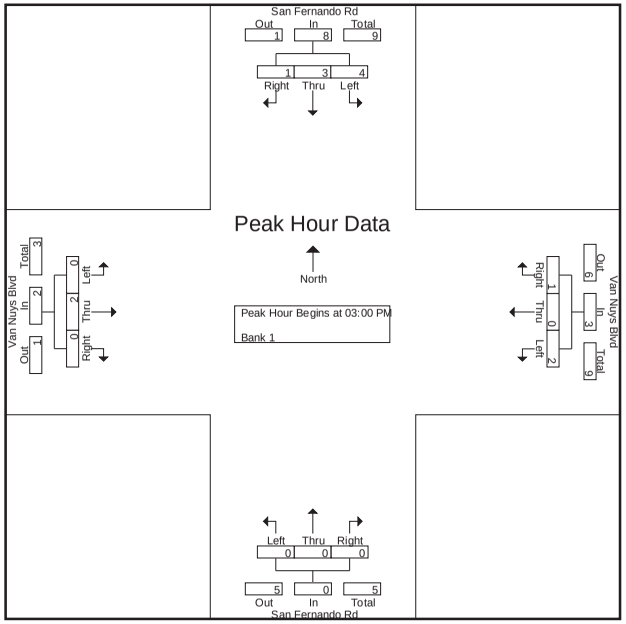
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	**2**	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	0	0	**1**	1	0	0	**1**	1	0	0	0	0	0	**2**	0	**2**	4
03:45 PM	2	**2**	0	**4**	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**6**
Total Volume	4	3	1	8	2	0	1	3	0	0	0	0	0	2	0	2	13
% App. Total	50	37.5	12.5		66.7	0	33.3		0	0	0		0	100	0		
PHF	.500	.375	.250	.500	.250	.000	.250	.375	.000	.000	.000	.000	.000	.250	.000	.250	.542



File Name : SanFernando_VanNuys_4axle
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Groups Printed- Bank 2

	San Fernando Rd Southbound			Van Nuys Blvd Westbound			San Fernando Rd Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	1	3
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
08:30 AM	0	0	0	1	0	0	0	0	0	1	0	0	2
08:45 AM	0	0	1	0	1	0	0	0	0	0	1	0	3
Total	0	1	1	2	2	0	0	0	0	1	1	2	10
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	1	0	0	0	0	2
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	1	3
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	2	1	0	1	0	0	0	2	0	0	1	7
01:15 PM	0	1	0	0	1	0	0	1	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	1	0	0	3	0	0	0	0	6
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
03:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
03:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
Total	0	0	0	1	1	0	0	2	0	0	0	1	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	1
Grand Total	1	7	2	3	7	1	0	6	2	1	1	5	36
Apprch %	10	70	20	27.3	63.6	9.1	0	75	25	14.3	14.3	71.4	
Total %	2.8	19.4	5.6	8.3	19.4	2.8	0	16.7	5.6	2.8	2.8	13.9	

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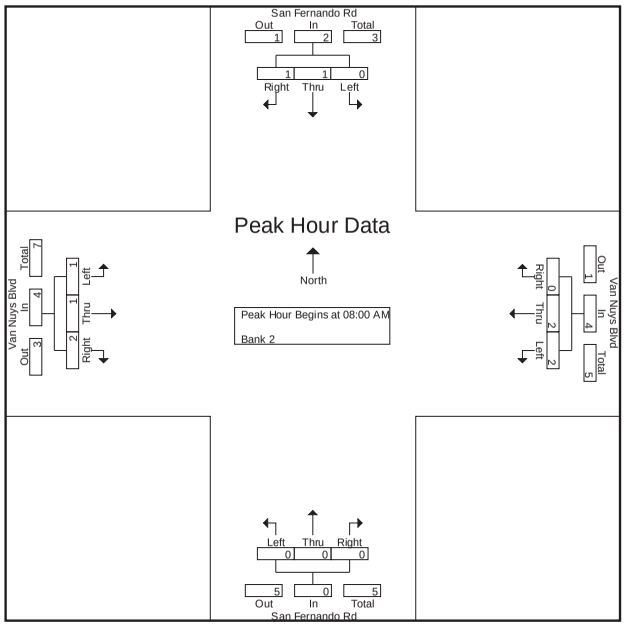
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	**1**	**1**	**3**
08:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	1	1	2
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	**1**	0	0	1	2
08:45 AM	0	0	**1**	1	0	1	0	1	0	0	0	0	0	**1**	0	1	3
Total Volume	0	1	1	2	2	2	0	4	0	0	0	0	1	1	2	4	10
% App. Total	0	50	50		50	50	0		0	0	0		25	25	50		
PHF	.000	.250	.250	.500	.500	.500	.000	.500	.000	.000	.000	.000	.250	.250	.500	1.00	.833



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File Name : SanFernando_VanNuys_4axle
Site Code : 00000000
Start Date : 3/25/2015
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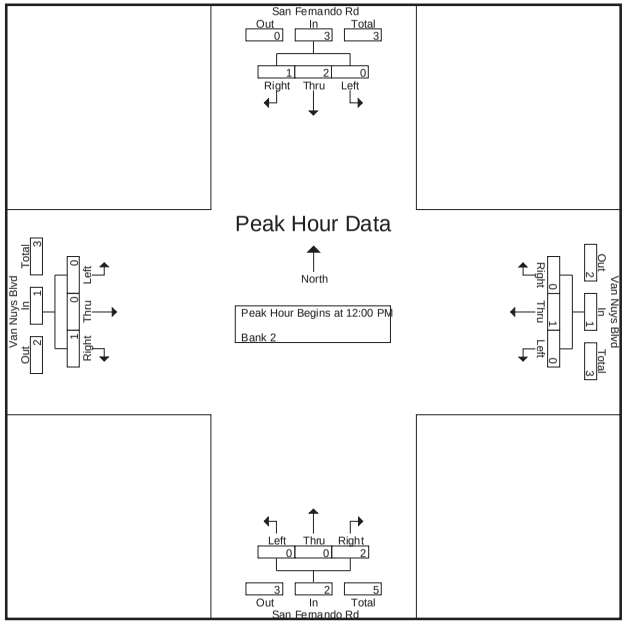
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**3**
12:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	2	1	3	0	1	0	1	0	0	2	2	0	0	1	1	7
% App. Total	0	66.7	33.3		0	100	0		0	0	100		0	0	100		
PHF	.000	.500	.250	.375	.000	.250	.000	.250	.000	.000	.500	.500	.000	.000	.250	.250	.583



CITY TRAFFIC COUNTERS
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File Name : SanFernando_VanNuys_4axle
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Start Date : 3/25/2015
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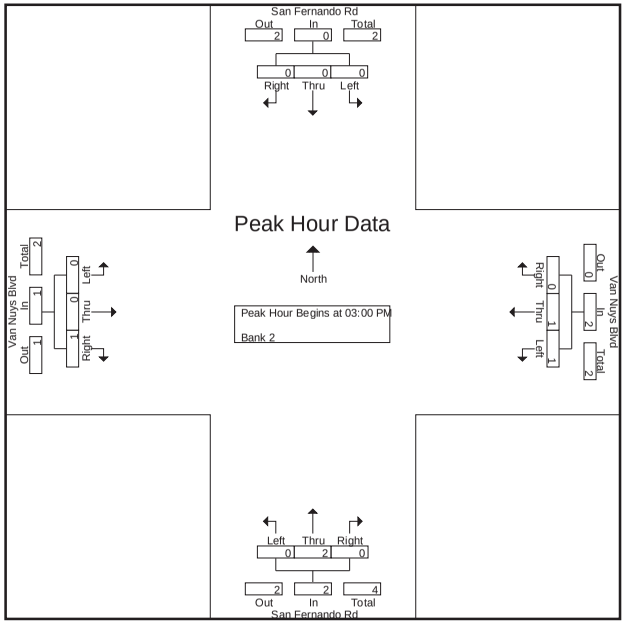
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	**2**
03:45 PM	0	0	0	0	**1**	0	0	1	0	1	0	1	0	0	0	0	2
Total Volume	0	0	0	0	1	1	0	2	0	2	0	2	0	0	1	1	5
% App. Total	0	0	0		50	50	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.000	.500	.000	.000	.250	.250	.625



File Name : SanFernando_VanNuys_5axle
Site Code : 00000000
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Groups Printed- Unshifted

	San Fernando Rd Southbound			Van Nuys Blvd Westbound			San Fernando Rd Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	0	0	0	0	1	0	0	1	0	5
07:15 AM	2	2	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	1	2	0	1	1	1	0	0	0	0	0	0	6
07:45 AM	0	2	0	0	0	1	0	0	0	0	1	0	4
Total	3	9	0	1	1	2	0	1	0	0	2	0	19
08:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	6
08:15 AM	0	2	0	0	0	0	0	1	0	0	1	0	4
08:30 AM	0	1	0	0	0	2	0	1	1	0	0	0	5
08:45 AM	0	0	1	0	0	1	0	1	0	0	1	0	4
Total	0	7	2	0	1	3	0	3	1	0	2	0	19
09:00 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
09:15 AM	0	2	0	1	0	0	1	1	0	0	0	0	5
09:30 AM	1	2	0	0	1	0	0	0	0	0	1	0	5
09:45 AM	0	3	0	0	0	1	1	0	0	0	0	0	5
Total	1	9	0	1	2	2	2	1	0	0	1	0	19
12:00 PM	0	1	0	0	0	0	0	1	1	0	2	0	5
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	3	0	0	1	1	0	1	1	0	2	0	9
01:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
01:30 PM	0	2	0	0	1	0	0	1	0	0	0	0	4
01:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	4
Total	1	3	0	1	1	2	0	3	0	0	1	0	12
03:00 PM	0	2	0	0	0	0	0	0	0	0	1	0	3
03:15 PM	3	0	0	0	0	0	0	0	1	1	0	0	5
03:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
03:45 PM	0	2	0	0	1	0	0	2	0	0	1	0	6
Total	3	4	0	0	1	0	0	3	2	1	2	0	16
04:00 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
04:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	2	1	0	0	0	0	0	0	3
Total	1	1	1	0	2	1	0	1	0	0	1	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	1	0	2
Grand Total	9	37	3	3	9	11	2	13	4	1	12	0	104
Apprch %	18.4	75.5	6.1	13	39.1	47.8	10.5	68.4	21.1	7.7	92.3	0	
Total %	8.7	35.6	2.9	2.9	8.7	10.6	1.9	12.5	3.8	1	11.5	0	

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File Name : SanFernando_VanNuys_5axle
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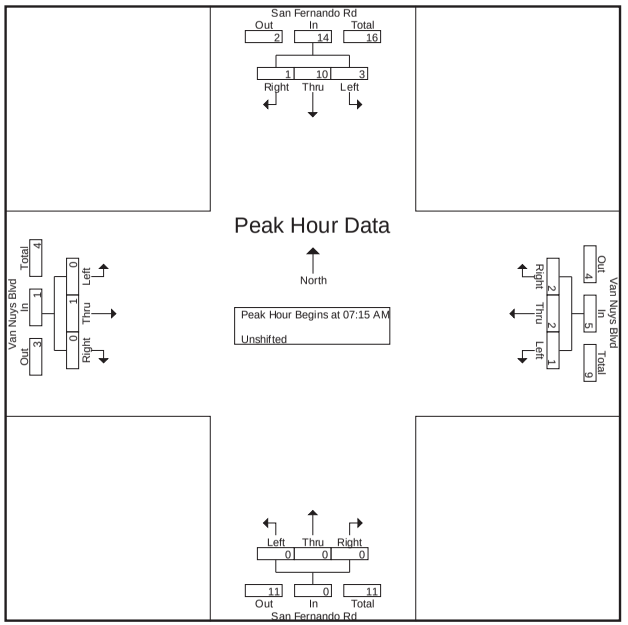
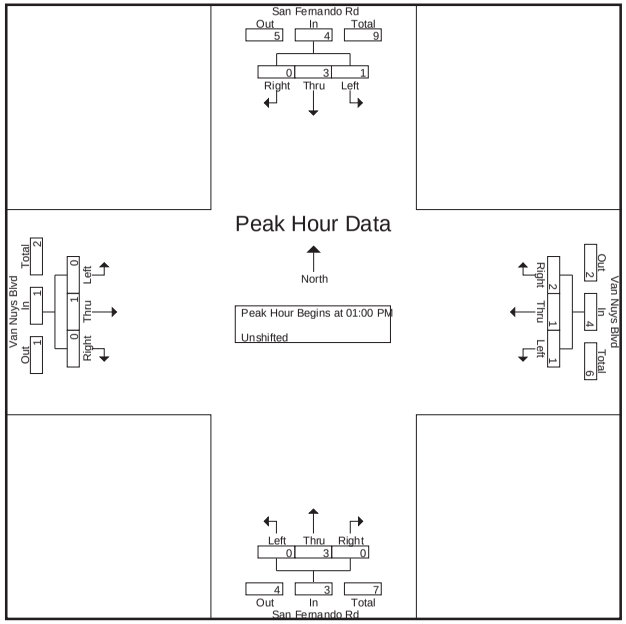
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	1	2	0	3	**1**	**1**	**1**	**3**	0	0	0	0	0	0	0	0	**6**
07:45 AM	0	2	0	2	0	0	1	1	0	0	0	0	0	**1**	0	**1**	4
08:00 AM	0	**4**	**1**	**5**	0	1	0	1	0	0	0	0	0	0	0	0	6
Total Volume	3	10	1	14	1	2	2	5	0	0	0	0	0	1	0	1	20
% App. Total	21.4	71.4	7.1		20	40	40		0	0	0		0	100	0		
PHF	.375	.625	.250	.700	.250	.500	.500	.417	.000	.000	.000	.000	.000	.250	.000	.250	.833



File Name : SanFernando_VanNuys_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
01:15 PM	0	0	0	0	0	0	**1**	1	0	**1**	0	**1**	0	0	0	0	2
01:30 PM	0	**2**	0	**2**	0	**1**	0	1	0	1	0	1	0	0	0	0	**4**
01:45 PM	**1**	0	0	1	**1**	0	1	**2**	0	1	0	1	0	0	0	0	4
Total Volume	1	3	0	4	1	1	2	4	0	3	0	3	0	1	0	1	12
% App. Total	25	75	0		25	25	50		0	100	0		0	100	0		
PHF	.250	.375	.000	.500	.250	.250	.500	.500	.000	.750	.000	.750	.000	.250	.000	.250	.750



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File Name : SanFernando_VanNuys_5axle
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Start Date : 3/25/2015
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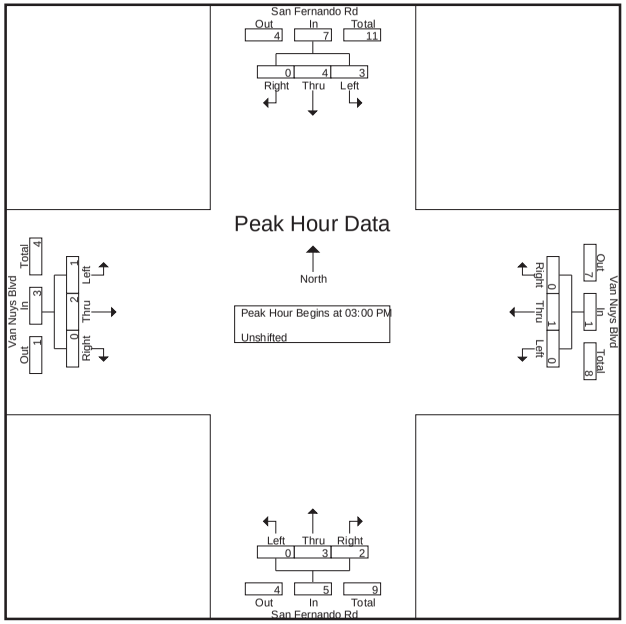
	San Fernando Rd Southbound				Van Nuys Blvd Westbound				San Fernando Rd Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**2**	0	2	0	0	0	0	0	0	0	0	0	**1**	0	**1**	3
03:15 PM	**3**	0	0	**3**	0	0	0	0	0	0	**1**	1	**1**	0	0	1	5
03:30 PM	0	0	0	0	0	0	0	0	0	1	1	**2**	0	0	0	0	2
03:45 PM	0	2	0	2	0	**1**	0	**1**	0	**2**	0	2	0	1	0	1	**6**
Total Volume	3	4	0	7	0	1	0	1	0	3	2	5	1	2	0	3	16
% App. Total	42.9	57.1	0		0	100	0		0	60	40		33.3	66.7	0		
PHF	.250	.500	.000	.583	.000	.250	.000	.250	.000	.375	.500	.625	.250	.500	.000	.750	.667



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INT. 22

File Name : SanFernando_Pierce
Site Code : 00000000
Start Date : 3/25/2015
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Groups Printed- Unshifted

	San Fernando Rd Southbound			Pierce St Westbound			San Fernando Rd Northbound			Pierce St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	3	170	13	50	22	2	4	90	22	22	17	6	421
07:15 AM	4	282	12	60	15	9	5	108	25	25	29	10	584
07:30 AM	0	291	19	59	29	10	4	120	51	9	41	8	641
07:45 AM	12	232	31	37	54	15	12	109	54	21	46	9	632
Total	19	975	75	206	120	36	25	427	152	77	133	33	2278
08:00 AM	2	207	20	37	37	12	10	74	38	15	19	9	480
08:15 AM	4	184	17	40	18	6	7	70	8	4	10	6	374
08:30 AM	7	171	18	20	12	4	5	89	16	4	7	7	360
08:45 AM	4	114	14	23	10	3	8	51	12	7	6	5	257
Total	17	676	69	120	77	25	30	284	74	30	42	27	1471
09:00 AM	5	105	27	20	9	1	7	63	13	13	9	6	278
09:15 AM	2	106	13	18	11	4	3	65	11	10	3	5	251
09:30 AM	11	106	17	19	12	1	3	95	17	10	9	15	315
09:45 AM	3	87	16	24	16	3	7	68	17	9	12	5	267
Total	21	404	73	81	48	9	20	291	58	42	33	31	1111
12:00 PM	4	106	17	12	11	7	9	111	22	5	13	7	324
12:15 PM	5	105	21	21	19	8	5	91	27	12	11	6	331
12:30 PM	6	119	17	17	20	9	6	94	19	15	19	3	344
12:45 PM	2	104	12	28	10	7	7	77	22	9	6	5	289
Total	17	434	67	78	60	31	27	373	90	41	49	21	1288
01:00 PM	5	131	23	28	12	2	4	105	26	18	11	14	379
01:15 PM	3	95	26	18	17	6	7	97	20	16	13	3	321
01:30 PM	8	118	14	16	7	8	6	104	23	8	22	2	336
01:45 PM	4	120	21	12	11	7	5	112	23	10	17	6	348
Total	20	464	84	74	47	23	22	418	92	52	63	25	1384
03:00 PM	7	118	16	47	30	14	5	93	19	12	21	11	393
03:15 PM	5	137	19	17	21	6	12	137	39	13	23	10	439
03:30 PM	7	132	22	35	37	9	14	129	29	21	20	9	464
03:45 PM	4	122	20	26	24	11	14	128	42	19	19	8	437
Total	23	509	77	125	112	40	45	487	129	65	83	38	1733
04:00 PM	7	144	20	39	29	10	14	150	42	17	34	14	520
04:15 PM	10	151	21	37	24	9	14	139	47	15	25	9	501
04:30 PM	7	132	22	35	34	18	7	156	29	13	26	8	487
04:45 PM	8	165	27	20	22	10	13	175	63	15	24	8	550
Total	32	592	90	131	109	47	48	620	181	60	109	39	2058
05:00 PM	10	134	25	46	40	6	10	164	32	13	37	10	527
05:15 PM	10	149	20	31	20	11	15	186	51	21	38	14	566
05:30 PM	5	120	26	21	25	6	7	143	48	17	32	15	465
05:45 PM	9	152	20	28	25	5	18	144	56	16	28	16	517
Total	34	555	91	126	110	28	50	637	187	67	135	55	2075
Grand Total	183	4609	626	941	683	239	267	3537	963	434	647	269	13398
Apprch %	3.4	85.1	11.6	50.5	36.7	12.8	5.6	74.2	20.2	32.1	47.9	19.9	
Total %	1.4	34.4	4.7	7	5.1	1.8	2	26.4	7.2	3.2	4.8	2	

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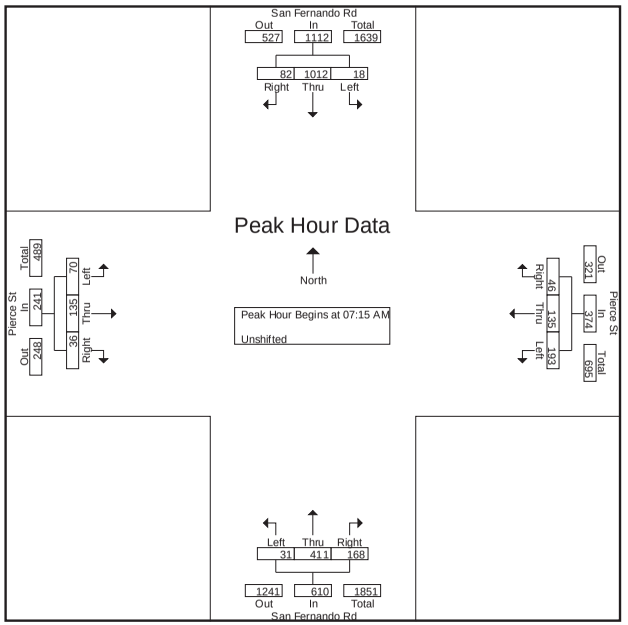
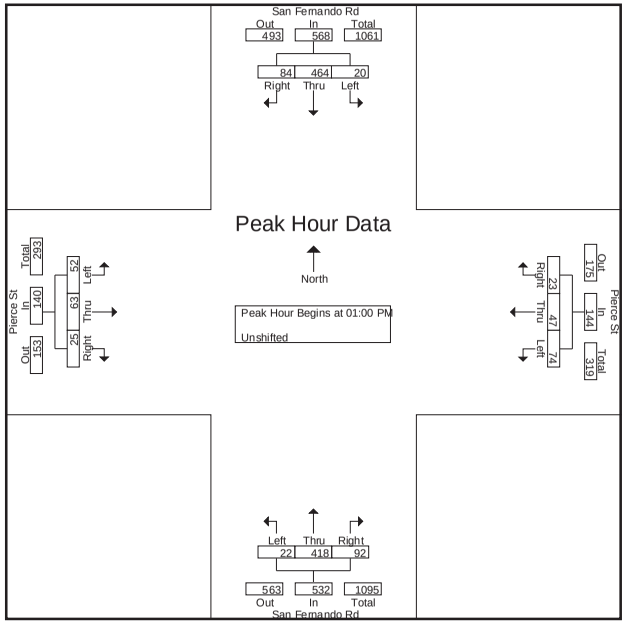
	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	282	12	298	**60**	15	9	84	5	108	25	138	**25**	29	**10**	64	584
07:30 AM	0	**291**	19	**310**	59	29	10	98	4	**120**	51	**175**	9	41	8	58	**641**
07:45 AM	**12**	232	**31**	275	37	**54**	**15**	**106**	**12**	109	**54**	175	21	**46**	9	**76**	632
08:00 AM	2	207	20	229	37	37	12	86	10	74	38	122	15	19	9	43	480
Total Volume	18	1012	82	1112	193	135	46	374	31	411	168	610	70	135	36	241	2337
% App. Total	1.6	91	7.4		51.6	36.1	12.3		5.1	67.4	27.5		29	56	14.9		
PHF	.375	.869	.661	.897	.804	.625	.767	.882	.646	.856	.778	.871	.700	.734	.900	.793	.911



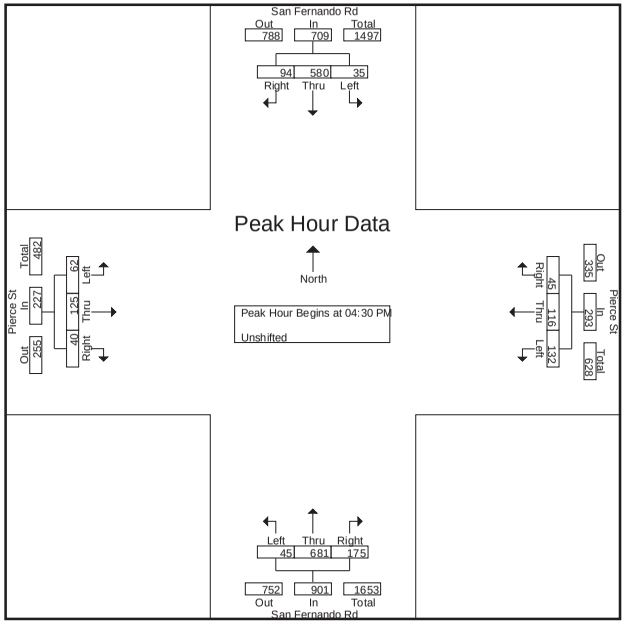
File Name : SanFernando_Pierce
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	5	**131**	23	**159**	**28**	12	2	**42**	4	105	**26**	135	**18**	11	**14**	**43**	**379**
01:15 PM	3	95	**26**	124	18	**17**	6	41	**7**	97	20	124	16	13	3	32	321
01:30 PM	**8**	118	14	140	16	7	**8**	31	6	104	23	133	8	**22**	2	32	336
01:45 PM	4	120	21	145	12	11	7	30	5	**112**	23	**140**	10	17	6	33	348
Total Volume	20	464	84	568	74	47	23	144	22	418	92	532	52	63	25	140	1384
% App. Total	3.5	81.7	14.8		51.4	32.6	16		4.1	78.6	17.3		37.1	45	17.9		
PHF	.625	.885	.808	.893	.661	.691	.719	.857	.786	.933	.885	.950	.722	.716	.446	.814	.913



File Name : SanFernando_Pierce
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	132	22	161	35	34	**18**	87	7	156	29	192	13	26	8	47	487
04:45 PM	8	**165**	**27**	**200**	20	22	10	52	13	175	**63**	251	15	24	8	47	550
05:00 PM	**10**	134	25	169	**46**	**40**	6	**92**	10	164	32	206	13	37	10	60	527
05:15 PM	10	149	20	179	31	20	11	62	**15**	**186**	51	**252**	**21**	**38**	**14**	**73**	**566**
Total Volume	35	580	94	709	132	116	45	293	45	681	175	901	62	125	40	227	2130
% App. Total	4.9	81.8	13.3		45.1	39.6	15.4		5	75.6	19.4		27.3	55.1	17.6		
PHF	.875	.879	.870	.886	.717	.725	.625	.796	.750	.915	.694	.894	.738	.822	.714	.777	.941



File Name : SanFernando_Pierce_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
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Groups Printed- Bank 2

	San Fernando Rd Southbound			Pierce St Westbound			San Fernando Rd Northbound			Pierce St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	1	0	0	1	0	0	2	0	0	0	0	4
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	1	0	0	0	0	0	0	0	1	0	0	2
03:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	3	0	0	0	0	5
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
Total	0	7	0	0	0	0	0	1	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	2	0	0	0	0	4
Grand Total	1	14	0	1	1	0	0	10	0	1	0	0	28
Apprch %	6.7	93.3	0	50	50	0	0	100	0	100	0	0	
Total %	3.6	50	0	3.6	3.6	0	0	35.7	0	3.6	0	0	

CITY TRAFFIC COUNTERS
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File Name : SanFernando_Pierce_Motorcycles
Site Code : 00000000
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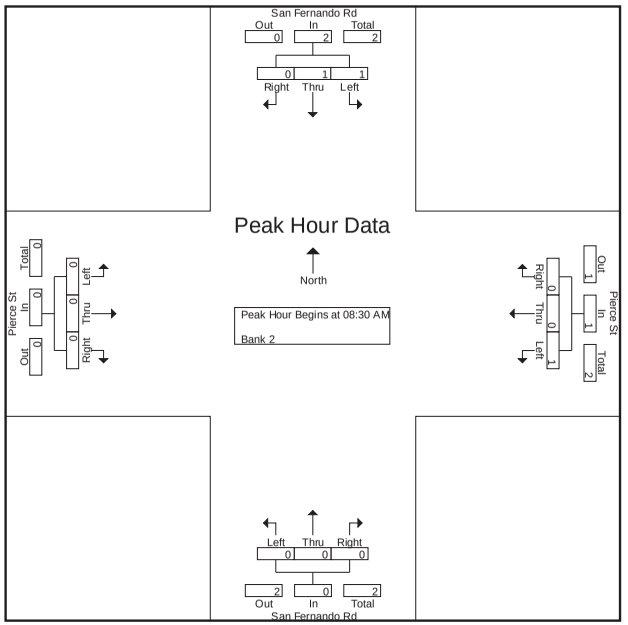
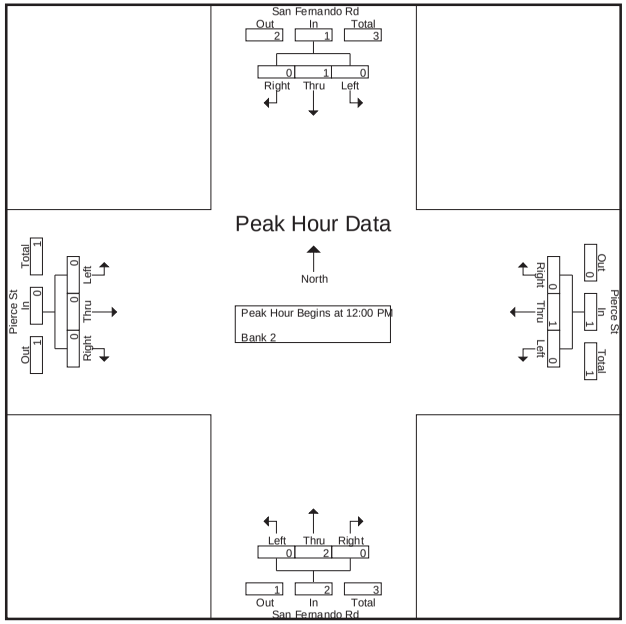
	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
% App. Total	50	50	0		100	0	0		0	0	0		0	0	0		
PHF	.250	.250	.000	.500	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.750



File Name : SanFernando_Pierce_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
12:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
12:45 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	**2**
Total Volume	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
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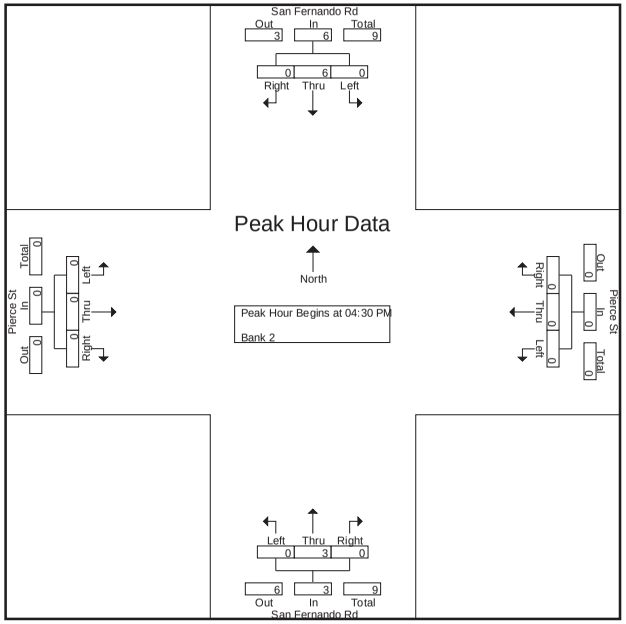
File Name : SanFernando_Pierce_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.563



File Name : SanFernando_Pierce_Buses
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Bank 1

	San Fernando Rd Southbound			Pierce St Westbound			San Fernando Rd Northbound			Pierce St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	1	2	0	0	0	5
07:15 AM	0	3	0	0	1	0	0	2	0	0	1	0	7
07:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
07:45 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	0	8	0	0	1	0	0	6	2	0	1	0	18
08:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
08:15 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
08:30 AM	0	2	0	0	0	0	0	3	0	0	0	0	5
08:45 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	0	8	0	0	0	0	0	8	0	0	0	0	16
09:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
09:15 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	4	0	0	0	0	0	5	0	0	0	0	9
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	0	0	0	2	0	0	0	0	8
01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
01:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	4	0	0	0	0	0	4	0	0	0	0	8
03:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
03:30 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
03:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	8	0	0	0	0	0	4	0	0	0	0	12
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
04:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	5	0	0	0	0	0	5	0	0	0	0	10
05:00 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
05:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	4	0	0	0	0	0	7	0	0	0	0	11
Grand Total	0	47	0	0	1	0	0	41	2	0	1	0	92
Apprch %	0	100	0	0	100	0	0	95.3	4.7	0	100	0	
Total %	0	51.1	0	0	1.1	0	0	44.6	2.2	0	1.1	0	

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File Name : SanFernando_Pierce_Buses
Site Code : 00000000
Start Date : 3/25/2015
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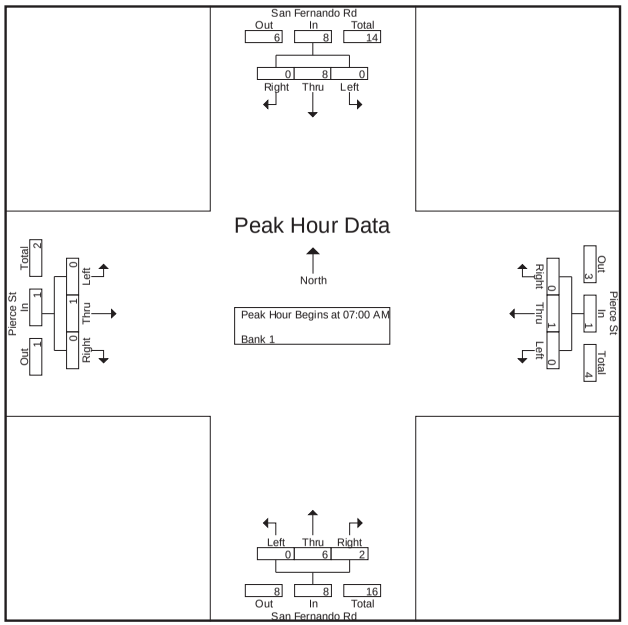
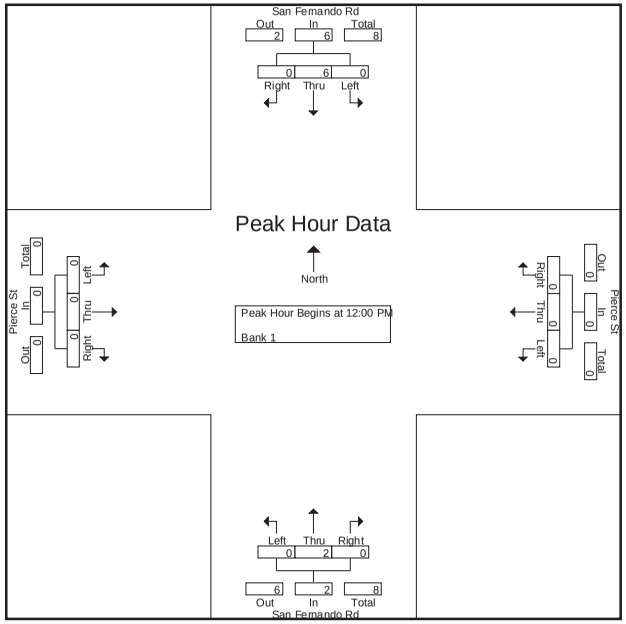
	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	2	0	2	0	0	0	0	0	1	**2**	**3**	0	0	0	0	5
07:15 AM	0	**3**	0	**3**	0	**1**	0	**1**	0	**2**	0	2	0	**1**	0	**1**	**7**
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	0	8	0	8	0	1	0	1	0	6	2	8	0	1	0	1	18
% App. Total	0	100	0		0	100	0		0	75	25		0	100	0		
PHF	.000	.667	.000	.667	.000	.250	.000	.250	.000	.750	.250	.667	.000	.250	.000	.250	.643



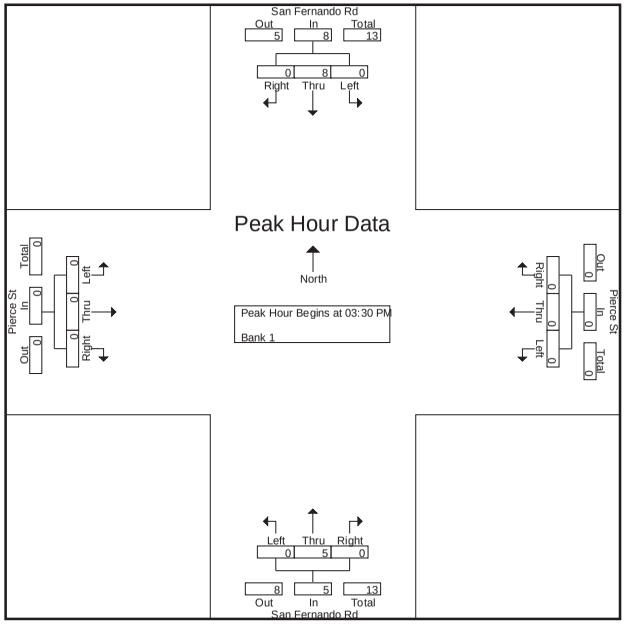
File Name : SanFernando_Pierce_Buses
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**5**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.400



File Name : SanFernando_Pierce_Buses
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	**4**
03:45 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
Total Volume	0	8	0	8	0	0	0	0	0	5	0	5	0	0	0	0	13
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.813



CITY TRAFFIC COUNTERS
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File Name : SanFernando_Pierce_2axle
Site Code : 00000000
Start Date : 3/25/2015
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Groups Printed- Unshifted

	San Fernando Rd Southbound			Pierce St Westbound			San Fernando Rd Northbound			Pierce St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	9	0	0	0	0	0	6	0	0	0	0	15
07:15 AM	0	6	1	0	0	0	0	1	1	0	0	0	9
07:30 AM	0	9	0	0	0	0	0	4	0	0	0	0	13
07:45 AM	0	6	0	0	0	0	0	3	0	2	0	2	13
Total	0	30	1	0	0	0	0	14	1	2	0	2	50
08:00 AM	0	8	0	2	0	1	0	6	0	0	1	1	19
08:15 AM	0	7	1	2	0	0	0	2	1	0	0	1	14
08:30 AM	0	4	1	0	0	0	0	5	1	3	1	0	15
08:45 AM	0	6	0	1	0	0	0	9	1	0	0	0	17
Total	0	25	2	5	0	1	0	22	3	3	2	2	65
09:00 AM	1	9	0	0	0	0	0	6	0	0	0	1	17
09:15 AM	0	5	1	0	0	0	1	9	0	0	0	0	16
09:30 AM	1	8	0	0	0	0	0	9	0	0	0	1	19
09:45 AM	1	5	2	0	0	0	1	10	1	0	0	0	20
Total	3	27	3	0	0	0	2	34	1	0	0	2	72
12:00 PM	1	7	1	0	0	1	0	0	1	0	0	0	11
12:15 PM	0	8	1	1	0	0	0	8	2	2	1	0	23
12:30 PM	1	11	0	0	0	1	1	5	1	1	3	0	24
12:45 PM	1	6	1	1	1	0	0	10	1	0	0	0	21
Total	3	32	3	2	1	2	1	23	5	3	4	0	79
01:00 PM	1	4	0	1	0	0	0	6	0	0	2	0	14
01:15 PM	0	6	1	2	0	0	0	3	1	0	0	0	13
01:30 PM	1	10	0	5	1	1	0	9	2	0	0	0	29
01:45 PM	1	7	0	0	0	0	1	6	0	1	1	1	18
Total	3	27	1	8	1	1	1	24	3	1	3	1	74
03:00 PM	1	5	0	0	1	2	0	4	0	0	2	0	15
03:15 PM	0	7	0	0	0	0	0	3	0	0	1	0	11
03:30 PM	0	8	0	1	2	1	0	10	3	1	0	1	27
03:45 PM	0	4	0	0	0	1	0	5	2	1	1	0	14
Total	1	24	0	1	3	4	0	22	5	2	4	1	67
04:00 PM	0	3	2	2	0	2	0	8	0	0	1	0	18
04:15 PM	1	5	0	0	0	0	0	7	2	0	0	1	16
04:30 PM	0	4	1	1	3	0	0	3	0	1	0	0	13
04:45 PM	0	7	1	1	0	0	0	9	0	0	0	0	18
Total	1	19	4	4	3	2	0	27	2	1	1	1	65
05:00 PM	1	5	1	1	1	0	0	3	1	0	2	0	15
05:15 PM	4	2	1	0	0	0	0	2	2	2	0	0	13
05:30 PM	1	3	0	0	2	0	0	6	0	1	1	0	14
05:45 PM	0	3	1	0	0	1	1	4	3	1	0	0	14
Total	6	13	3	1	3	1	1	15	6	4	3	0	56
Grand Total	17	197	17	21	11	11	5	181	26	16	17	9	528
Apprch %	7.4	85.3	7.4	48.8	25.6	25.6	2.4	85.4	12.3	38.1	40.5	21.4	
Total %	3.2	37.3	3.2	4	2.1	2.1	0.9	34.3	4.9	3	3.2	1.7	

CITY TRAFFIC COUNTERS
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File Name : SanFernando_Pierce_2axle
Site Code : 00000000
Start Date : 3/25/2015
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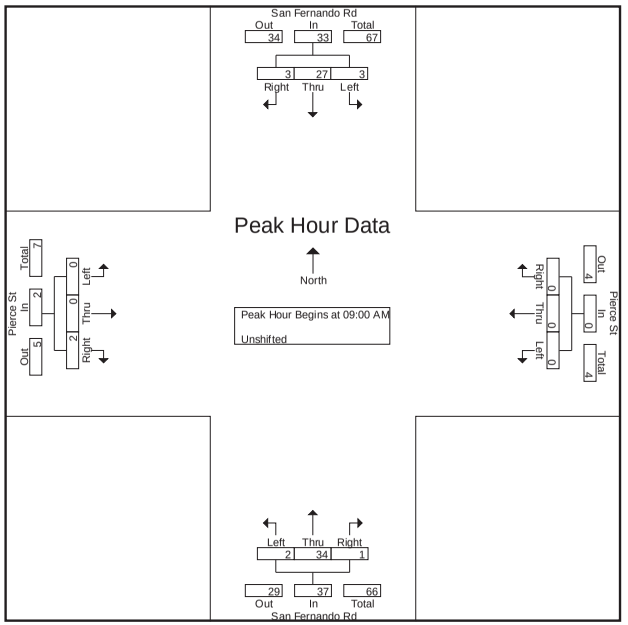
	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**1**	**9**	0	**10**	0	0	0	0	0	6	0	6	0	0	**1**	**1**	17
09:15 AM	0	5	1	6	0	0	0	0	**1**	9	0	10	0	0	0	0	16
09:30 AM	1	8	0	9	0	0	0	0	0	9	0	9	0	0	1	1	19
09:45 AM	1	5	**2**	8	0	0	0	0	1	**10**	**1**	**12**	0	0	0	0	**20**
Total Volume	3	27	3	33	0	0	0	0	2	34	1	37	0	0	2	2	72
% App. Total	9.1	81.8	9.1		0	0	0		5.4	91.9	2.7		0	0	100		
PHF	.750	.750	.375	.825	.000	.000	.000	.000	.500	.850	.250	.771	.000	.000	.500	.500	.900



CITY TRAFFIC COUNTERS
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File Name : SanFernando_Pierce_2axle
Site Code : 00000000
Start Date : 3/25/2015
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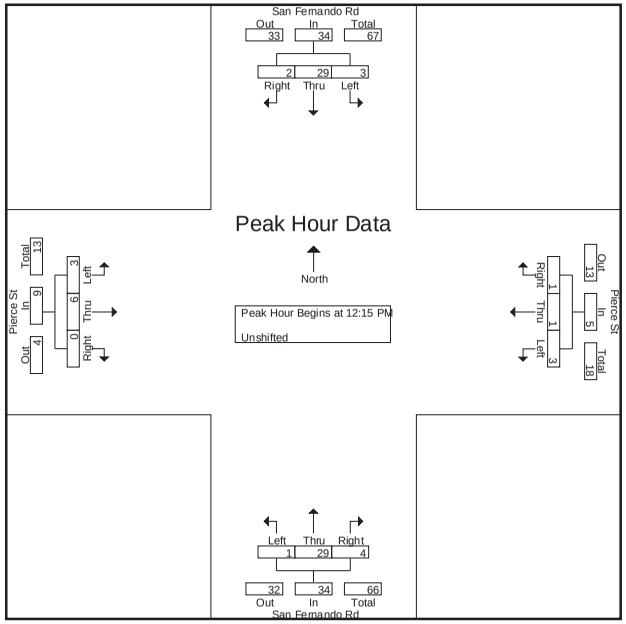
	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	8	**1**	9	**1**	0	0	1	0	8	**2**	10	**2**	1	0	3	23
12:30 PM	**1**	**11**	0	**12**	0	0	**1**	1	**1**	5	1	7	1	**3**	0	**4**	**24**
12:45 PM	1	6	1	8	1	**1**	0	**2**	0	**10**	1	**11**	0	0	0	0	21
01:00 PM	1	4	0	5	1	0	0	1	0	6	0	6	0	2	0	2	14
Total Volume	3	29	2	34	3	1	1	5	1	29	4	34	3	6	0	9	82
% App. Total	8.8	85.3	5.9		60	20	20		2.9	85.3	11.8		33.3	66.7	0		
PHF	.750	.659	.500	.708	.750	.250	.250	.625	.250	.725	.500	.773	.375	.500	.000	.563	.854



CITY TRAFFIC COUNTERS
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File Name : SanFernando_Pierce_2axle
Site Code : 00000000
Start Date : 3/25/2015
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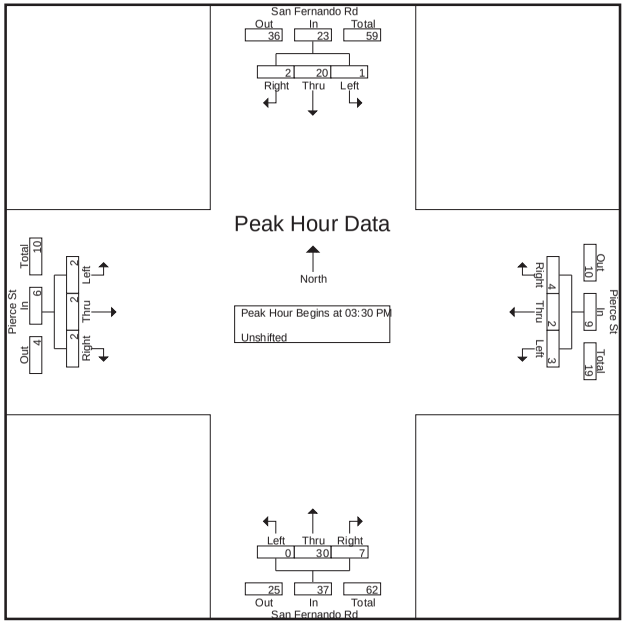
	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	**8**	0	**8**	1	**2**	1	**4**	0	**10**	**3**	**13**	**1**	0	**1**	**2**	**27**
03:45 PM	0	4	0	4	0	0	1	1	0	5	2	7	1	**1**	0	2	14
04:00 PM	0	3	**2**	5	**2**	0	**2**	4	0	8	0	8	0	1	0	1	18
04:15 PM	**1**	5	0	6	0	0	0	0	0	7	2	9	0	0	1	1	16
Total Volume	1	20	2	23	3	2	4	9	0	30	7	37	2	2	2	6	75
% App. Total	4.3	87	8.7		33.3	22.2	44.4		0	81.1	18.9		33.3	33.3	33.3		
PHF	.250	.625	.250	.719	.375	.250	.500	.563	.000	.750	.583	.712	.500	.500	.500	.750	.694



CITY TRAFFIC COUNTERS
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File Name : SanFernando_Pierce_3axle
Site Code : 00000000
Start Date : 3/25/2015
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Groups Printed- Bank 1

	San Fernando Rd Southbound			Pierce St Westbound			San Fernando Rd Northbound			Pierce St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	5	0	0	0	0	0	1	0	0	0	0	6
07:15 AM	0	1	1	0	0	0	0	1	0	0	0	0	3
07:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	3
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	9	1	1	0	0	0	2	0	0	0	0	13
08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	0	0	1	0	1	0	0	0	3
Total	0	5	0	0	0	0	1	1	1	0	0	0	8
09:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
09:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	3
09:30 AM	0	1	0	0	0	1	0	1	0	0	0	0	3
Total	0	5	0	1	0	1	0	2	0	0	0	0	9
12:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	2	0	0	0	1	0	5	0	0	0	0	8
01:00 PM	0	2	0	0	0	1	0	1	0	0	0	0	4
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	5	0	0	0	2	0	2	0	0	0	0	9
03:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:45 PM	0	2	0	0	0	0	0	0	1	0	0	0	3
Total	0	3	0	0	0	0	0	1	1	0	0	0	5
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	0	2	0	0	0	0	0	0	1	0	0	0	3
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	4	0	0	0	0	0	1	0	0	0	0	5
Grand Total	0	35	1	2	0	4	1	14	3	0	0	0	60
Apprch %	0	97.2	2.8	33.3	0	66.7	5.6	77.8	16.7	0	0	0	
Total %	0	58.3	1.7	3.3	0	6.7	1.7	23.3	5	0	0	0	

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File Name : SanFernando_Pierce_3axle
Site Code : 00000000
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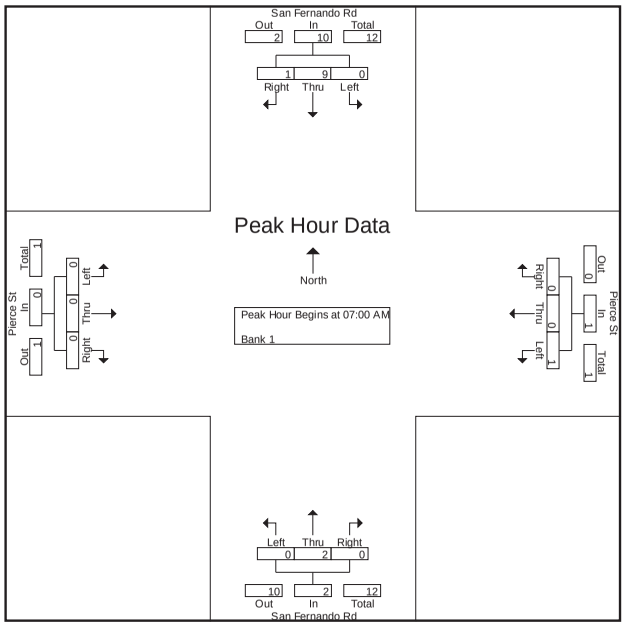
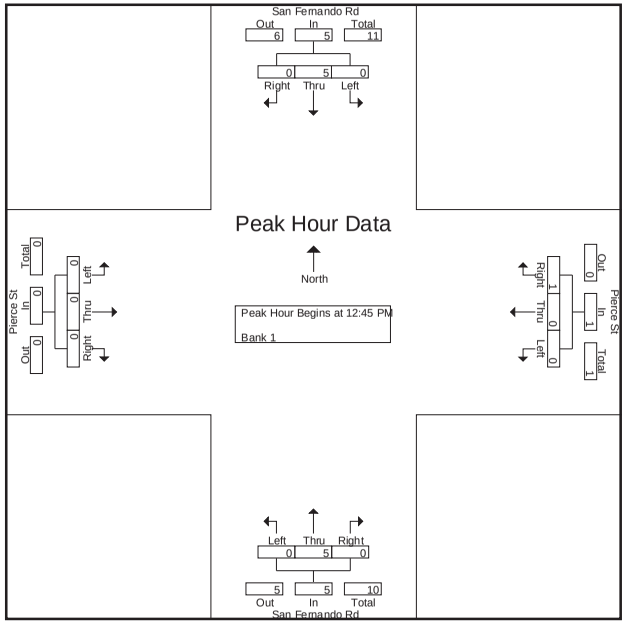
	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**5**	0	**5**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**6**
07:15 AM	0	1	**1**	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	2	0	2	**1**	0	0	**1**	0	0	0	0	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	9	1	10	1	0	0	1	0	2	0	2	0	0	0	0	13
% App. Total	0	90	10		100	0	0		0	100	0		0	0	0		
PHF	.000	.450	.250	.500	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.542



File Name : SanFernando_Pierce_3axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	3
01:00 PM	0	**2**	0	**2**	0	0	**1**	**1**	0	1	0	1	0	0	0	0	**4**
01:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	5	0	5	0	0	1	1	0	5	0	5	0	0	0	0	11
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.250	.250	.000	.417	.000	.417	.000	.000	.000	.000	.688



CITY TRAFFIC COUNTERS
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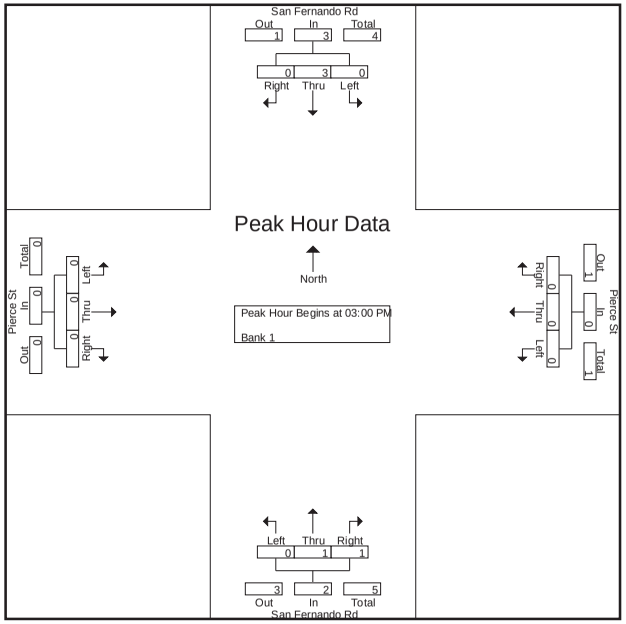
File Name : SanFernando_Pierce_3axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	**2**	0	**2**	0	0	0	0	0	0	**1**	1	0	0	0	0	**3**
Total Volume	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.417



File Name : SanFernando_Pierce_4axle
Site Code : 00000000
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Groups Printed- Bank 2

	San Fernando Rd Southbound			Pierce St Westbound			San Fernando Rd Northbound			Pierce St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	0	0	0	0	0	0	0	0	5
09:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	1	0	1	0	1	0	0	0	0	3
Total	1	1	0	1	0	1	0	1	0	0	0	0	5
12:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	1	2	0	0	0	0	0	2	0	0	0	0	5
01:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	3	0	0	0	0	4
03:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	2	1	0	0	0	0	2	0	0	0	0	5
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	2	13	1	1	0	1	0	8	0	0	0	0	26
Apprch %	12.5	81.2	6.2	50	0	50	0	100	0	0	0	0	
Total %	7.7	50	3.8	3.8	0	3.8	0	30.8	0	0	0	0	

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File Name : SanFernando_Pierce_4axle
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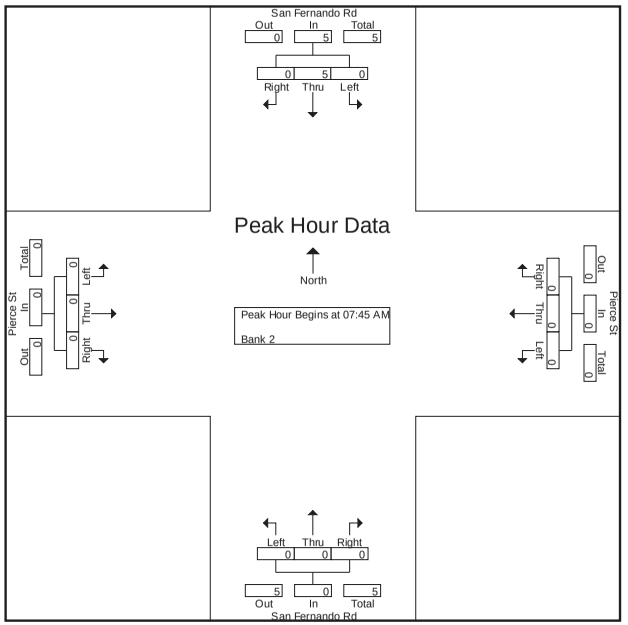
	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625



File Name : SanFernando_Pierce_4axle
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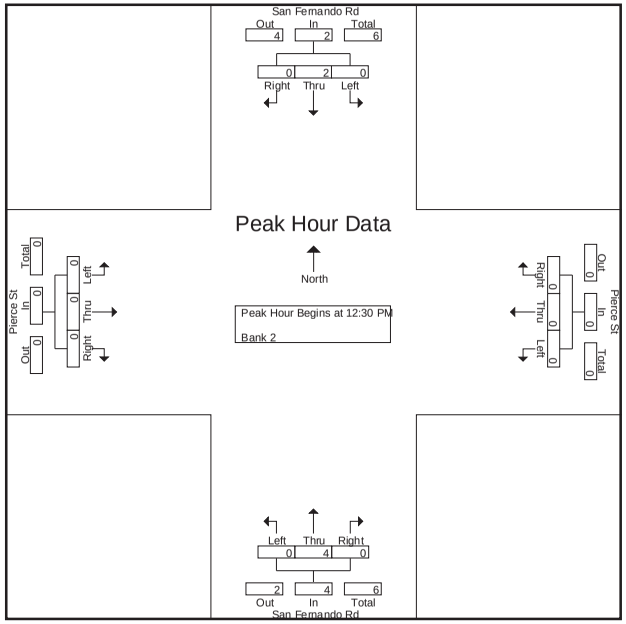
	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
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File Name : SanFernando_Pierce_4axle
Site Code : 00000000
Start Date : 3/25/2015
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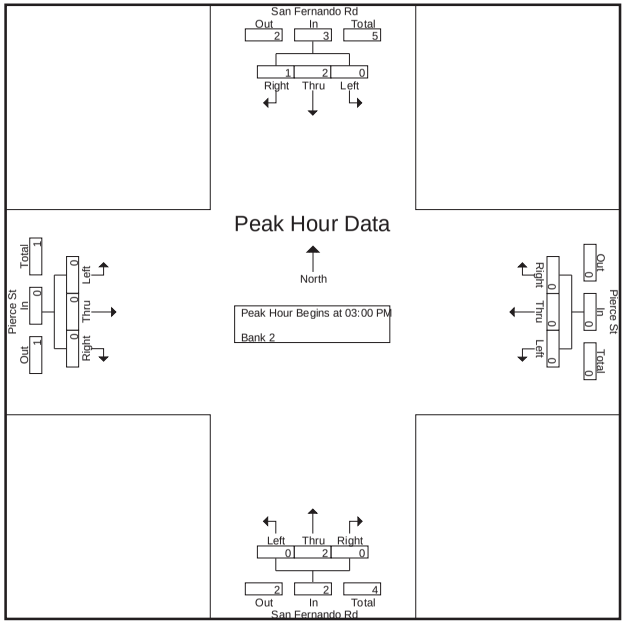
	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
03:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% App. Total	0	66.7	33.3		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.625



CITY TRAFFIC COUNTERS
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File Name : SanFernando_Pierce_5axle
Site Code : 00000000
Start Date : 3/25/2015

Groups Printed- Unshifted

	San Fernando Rd Southbound			Pierce St Westbound			San Fernando Rd Northbound			Pierce St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
07:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	9	1	0	0	0	0	1	0	0	0	0	11
08:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	1	0	0	0	3
Total	0	6	0	0	0	1	0	3	1	0	0	0	11
09:00 AM	1	1	0	0	0	0	0	2	0	0	0	0	4
09:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
09:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	3	0	0	0	0	0	3	0	0	0	0	6
Total	2	8	0	0	0	0	0	5	0	0	0	0	15
12:00 PM	0	0	0	0	0	0	0	2	1	0	0	0	3
12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	3	0	0	0	0	1	0	2	1	0	0	0	7
01:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	4	0	1	0	0	0	2	0	0	0	0	7
03:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:45 PM	2	0	0	0	0	0	0	1	0	0	0	0	3
Total	2	2	0	0	0	1	0	4	0	0	0	0	9
04:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	2	0	0	0	0	3
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	7	31	1	1	0	3	0	19	2	0	0	0	64
Apprch %	17.9	79.5	2.6	25	0	75	0	90.5	9.5	0	0	0	
Total %	10.9	48.4	1.6	1.6	0	4.7	0	29.7	3.1	0	0	0	

CITY TRAFFIC COUNTERS
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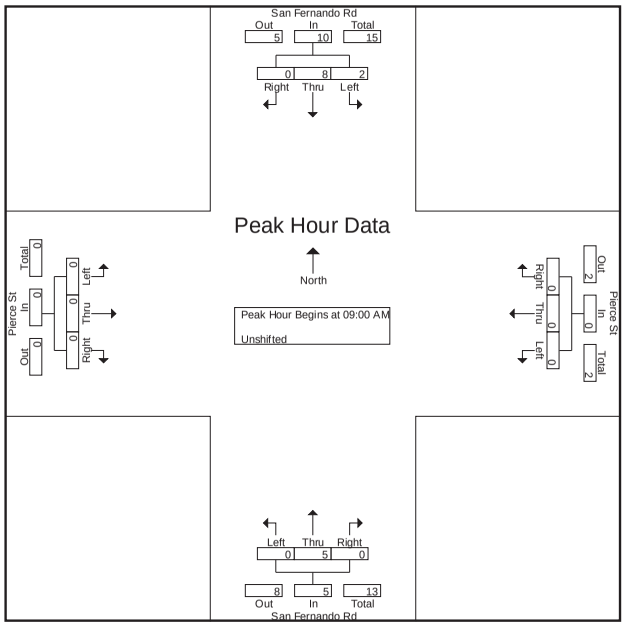
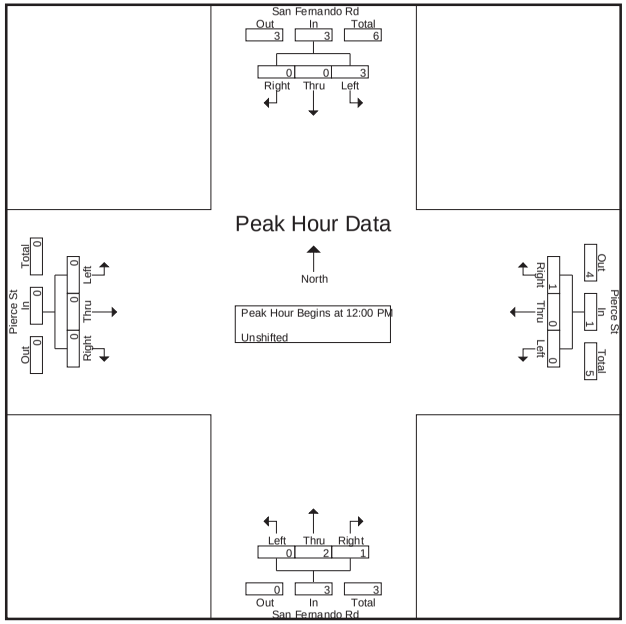
File Name : SanFernando_Pierce_5axle
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**1**	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
09:15 AM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
09:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	3	0	3	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**6**
Total Volume	2	8	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
% App. Total	20	80	0		0	0	0		0	100	0		0	0	0		
PHF	.500	.667	.000	.833	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.625



File Name : SanFernando_Pierce_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	**3**
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	0	0	1	1	0	2	1	3	0	0	0	0	7
% App. Total	100	0	0		0	0	100		0	66.7	33.3		0	0	0		
PHF	.375	.000	.000	.375	.000	.000	.250	.250	.000	.250	.250	.250	.000	.000	.000	.000	.583



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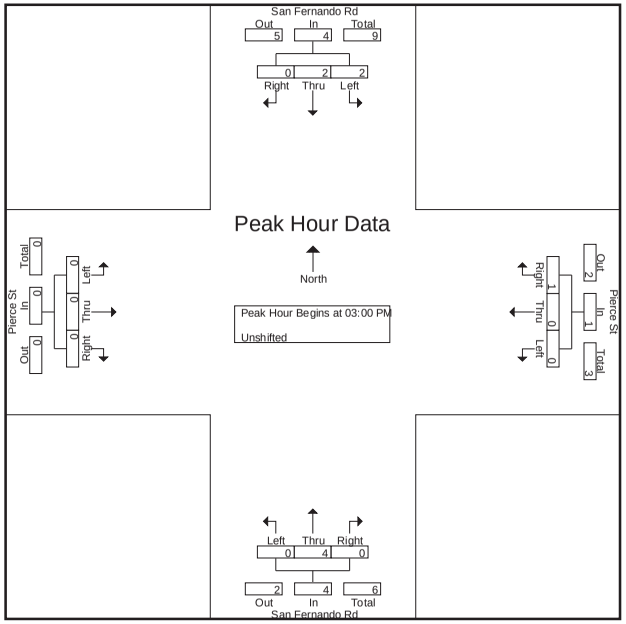
File Name : SanFernando_Pierce_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Pierce St Westbound				San Fernando Rd Northbound				Pierce St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**2**	0	**2**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**3**
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
03:45 PM	**2**	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	2	2	0	4	0	0	1	1	0	4	0	4	0	0	0	0	9
% App. Total	50	50	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS
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INT. 23

File Name : SanFernando_TerraBella
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Terra Bella St Westbound			San Fernando Rd Northbound			Terra Bella St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	209	39	0	0	0	10	77	0	37	0	13	385
07:15 AM	0	309	54	0	0	0	11	85	0	59	0	23	541
07:30 AM	0	307	67	0	0	0	12	111	0	67	0	26	590
07:45 AM	0	279	42	0	0	0	14	115	0	62	0	29	541
Total	0	1104	202	0	0	0	47	388	0	225	0	91	2057
08:00 AM	0	212	41	0	0	0	11	88	0	41	0	25	418
08:15 AM	0	217	30	0	0	0	11	70	0	21	0	22	371
08:30 AM	0	182	24	0	0	0	6	74	0	41	0	15	342
08:45 AM	0	126	18	0	0	0	8	51	0	20	0	16	239
Total	0	737	113	0	0	0	36	283	0	123	0	78	1370
09:00 AM	0	105	27	0	0	0	8	62	0	25	0	15	242
09:15 AM	0	113	21	0	0	0	7	73	0	15	0	17	246
09:30 AM	0	102	27	0	0	0	7	80	0	28	0	15	259
09:45 AM	0	103	29	0	0	0	10	74	0	23	0	11	250
Total	0	423	104	0	0	0	32	289	0	91	0	58	997
12:00 PM	0	101	25	0	0	0	11	117	0	28	0	8	290
12:15 PM	0	106	29	0	0	0	6	84	0	34	0	18	277
12:30 PM	0	120	24	0	0	0	8	93	0	19	0	9	273
12:45 PM	0	125	24	0	0	0	17	108	0	22	0	17	313
Total	0	452	102	0	0	0	42	402	0	103	0	52	1153
01:00 PM	0	134	38	0	0	0	9	93	0	27	0	12	313
01:15 PM	0	94	21	0	0	0	10	99	0	33	0	19	276
01:30 PM	0	102	25	0	0	0	19	102	0	29	0	13	290
01:45 PM	0	112	27	0	0	0	9	109	0	33	0	12	302
Total	0	442	111	0	0	0	47	403	0	122	0	56	1181
03:00 PM	0	126	44	0	0	0	17	89	0	35	0	18	329
03:15 PM	0	140	31	0	0	0	9	140	0	47	0	17	384
03:30 PM	0	150	35	0	0	0	19	136	0	35	0	24	399
03:45 PM	0	144	33	0	0	0	25	151	0	39	0	14	406
Total	0	560	143	0	0	0	70	516	0	156	0	73	1518
04:00 PM	0	160	41	0	0	0	17	166	0	41	0	15	440
04:15 PM	0	155	45	0	0	0	18	140	0	44	0	18	420
04:30 PM	0	134	41	0	0	0	29	170	0	43	0	17	434
04:45 PM	0	161	42	0	0	0	27	181	0	52	0	28	491
Total	0	610	169	0	0	0	91	657	0	180	0	78	1785
05:00 PM	0	153	44	0	0	0	31	178	0	47	0	33	486
05:15 PM	0	150	45	0	0	0	18	186	0	47	0	21	467
05:30 PM	0	131	45	0	0	0	31	165	0	54	0	21	447
05:45 PM	0	147	43	0	0	0	25	178	0	45	0	17	455
Total	0	581	177	0	0	0	105	707	0	193	0	92	1855
Grand Total	0	4909	1121	0	0	0	470	3645	0	1193	0	578	11916
Apprch %	0	81.4	18.6	0	0	0	11.4	88.6	0	67.4	0	32.6	
Total %	0	41.2	9.4	0	0	0	3.9	30.6	0	10	0	4.9	

CITY TRAFFIC COUNTERS
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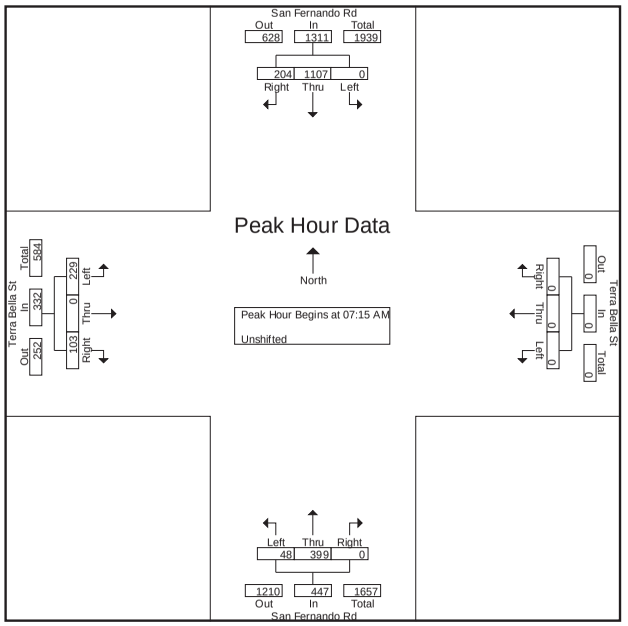
File Name : SanFernando_TerraBella
Site Code : 00000000
Start Date : 3/25/2015
Page No : 2

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**309**	54	363	0	0	0	0	11	85	0	96	59	0	23	82	541
07:30 AM	0	307	**67**	**374**	0	0	0	0	12	111	0	123	**67**	0	26	**93**	**590**
07:45 AM	0	279	42	321	0	0	0	0	**14**	**115**	0	**129**	62	0	**29**	91	541
08:00 AM	0	212	41	253	0	0	0	0	11	88	0	99	41	0	25	66	418
Total Volume	0	1107	204	1311	0	0	0	0	48	399	0	447	229	0	103	332	2090
% App. Total	0	84.4	15.6		0	0	0		10.7	89.3	0		69	0	31		
PHF	.000	.896	.761	.876	.000	.000	.000	.000	.857	.867	.000	.866	.854	.000	.888	.892	.886



CITY TRAFFIC COUNTERS
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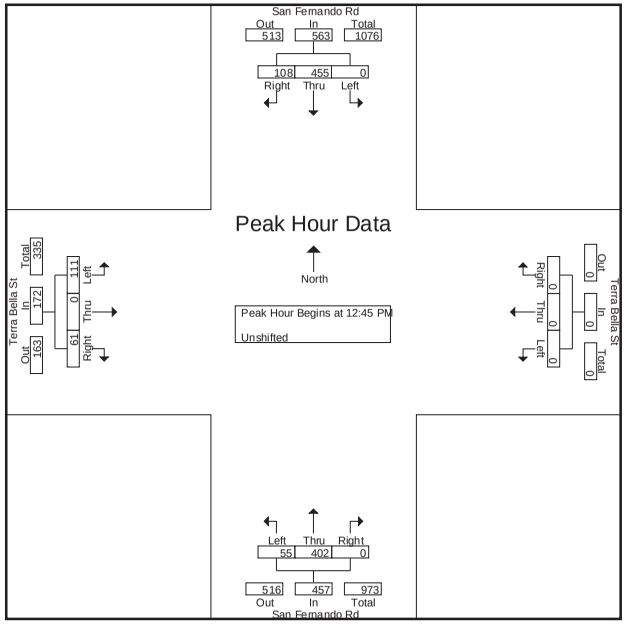
File Name : SanFernando_TerraBella
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	125	24	149	0	0	0	0	17	**108**	0	**125**	22	0	17	39	**313**
01:00 PM	0	**134**	**38**	**172**	0	0	0	0	9	93	0	102	27	0	12	39	313
01:15 PM	0	94	21	115	0	0	0	0	10	99	0	109	**33**	0	**19**	**52**	276
01:30 PM	0	102	25	127	0	0	0	0	**19**	102	0	121	29	0	13	42	290
Total Volume	0	455	108	563	0	0	0	0	55	402	0	457	111	0	61	172	1192
% App. Total	0	80.8	19.2		0	0	0		12	88	0		64.5	0	35.5		
PHF	.000	.849	.711	.818	.000	.000	.000	.000	.724	.931	.000	.914	.841	.000	.803	.827	.952



CITY TRAFFIC COUNTERS
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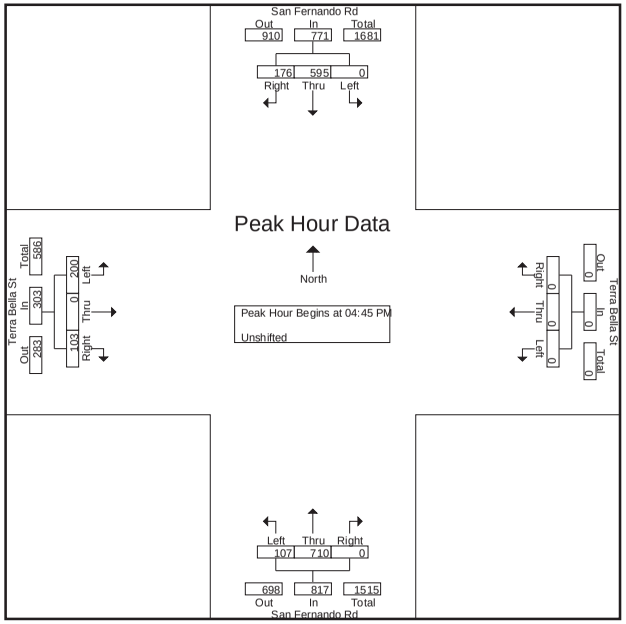
File Name : SanFernando_TerraBella
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**161**	42	**203**	0	0	0	0	27	181	0	208	52	0	28	**80**	**491**
05:00 PM	0	153	44	197	0	0	0	0	**31**	178	0	**209**	47	0	**33**	80	486
05:15 PM	0	150	**45**	195	0	0	0	0	18	**186**	0	204	47	0	21	68	467
05:30 PM	0	131	45	176	0	0	0	0	31	165	0	196	**54**	0	21	75	447
Total Volume	0	595	176	771	0	0	0	0	107	710	0	817	200	0	103	303	1891
% App. Total	0	77.2	22.8		0	0	0		13.1	86.9	0		66	0	34		
PHF	.000	.924	.978	.950	.000	.000	.000	.000	.863	.954	.000	.977	.926	.000	.780	.947	.963



CITY TRAFFIC COUNTERS
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File Name : SanFernando_TerraBella_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015

Groups Printed- Bank 2

	San Fernando Rd Southbound			Terra Bella St Westbound			San Fernando Rd Northbound			Terra Bella St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
Total	0	1	0	0	0	0	0	2	0	0	0	1	4
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	3
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
12:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	1	0	0	0	0	1	2	0	1	0	1	6
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	0	0	0	0	0	1	2
03:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	3	0	0	0	0	5
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	3	0	0	0	0	0	0	1	0	0	0	4
Total	0	7	0	0	0	0	0	0	1	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	1	0	0	0	0	0	2	0	0	0	0	3
Grand Total	0	15	0	0	0	0	1	9	1	1	0	3	30
Apprch %	0	100	0	0	0	0	9.1	81.8	9.1	25	0	75	
Total %	0	50	0	0	0	0	3.3	30	3.3	3.3	0	10	

CITY TRAFFIC COUNTERS
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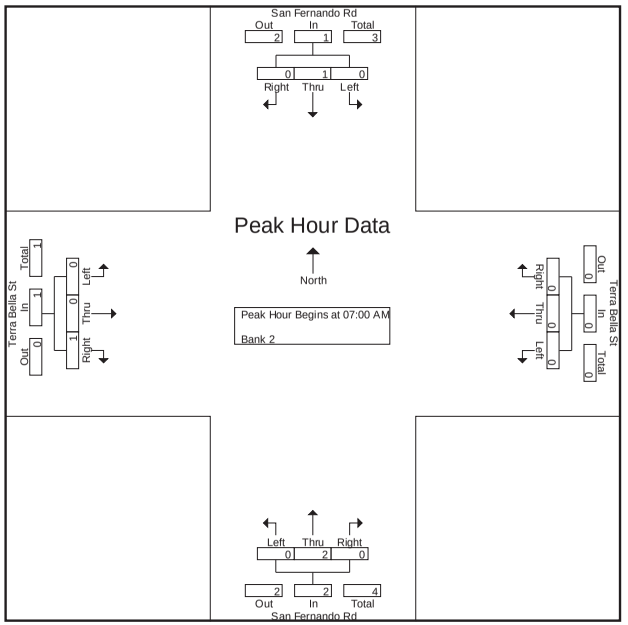
File Name : SanFernando_TerraBella_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.500



CITY TRAFFIC COUNTERS
626.991.7522
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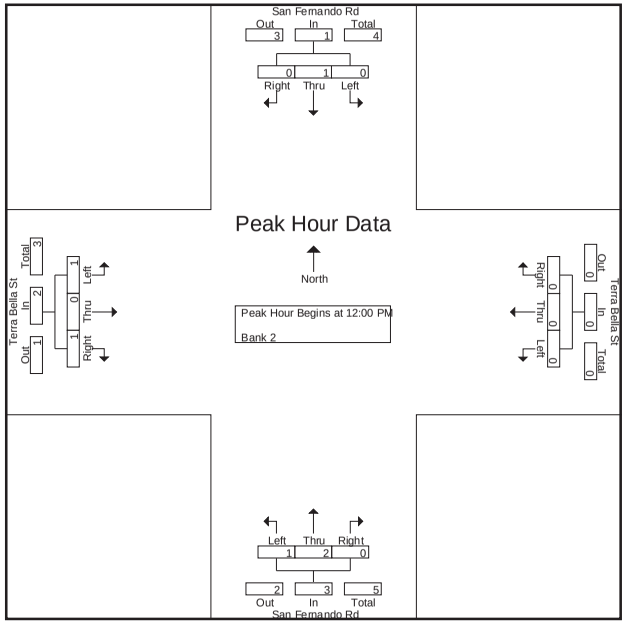
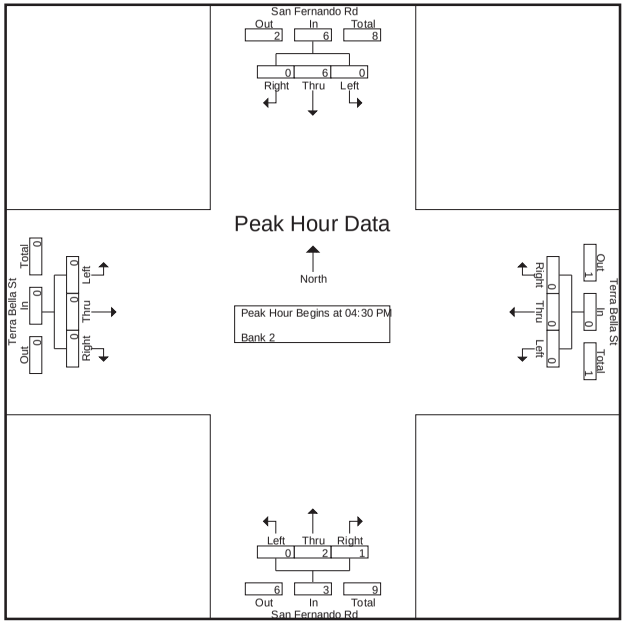
File Name : SanFernando_TerraBella_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**	0	**1**	**2**	**3**
12:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
12:45 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	1	2	0	3	1	0	1	2	6
% App. Total	0	100	0		0	0	0		33.3	66.7	0		50	0	50		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.500	.000	.750	.250	.000	.250	.250	.500



File Name : SanFernando_TerraBella_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	**3**	0	**3**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	6	0	6	0	0	0	0	0	2	1	3	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	66.7	33.3		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.250	.750	.000	.000	.000	.000	.563



CITY TRAFFIC COUNTERS
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File Name : SanFernando_TerraBella_Buses
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Bank 1

	San Fernando Rd Southbound			Terra Bella St Westbound			San Fernando Rd Northbound			Terra Bella St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
07:15 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
07:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
07:45 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	0	8	0	0	0	0	0	6	0	0	0	0	14
08:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
08:15 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
08:30 AM	0	2	0	0	0	0	0	3	0	0	0	0	5
08:45 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	0	8	0	0	0	0	0	8	0	0	0	0	16
09:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
Total	0	3	0	0	0	0	0	4	0	0	1	0	8
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	0	0	0	2	0	0	0	0	8
01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
01:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	4	0	0	0	0	0	4	0	0	0	0	8
03:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
03:30 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
03:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	8	0	0	0	0	0	4	0	0	0	0	12
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
04:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	6	0	0	0	0	0	5	0	0	0	0	11
05:00 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
05:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	4	0	0	0	0	0	7	0	0	0	0	11
Grand Total	0	47	0	0	0	0	0	40	0	0	1	0	88
Apprch %	0	100	0	0	0	0	0	100	0	0	100	0	
Total %	0	53.4	0	0	0	0	0	45.5	0	0	1.1	0	

CITY TRAFFIC COUNTERS
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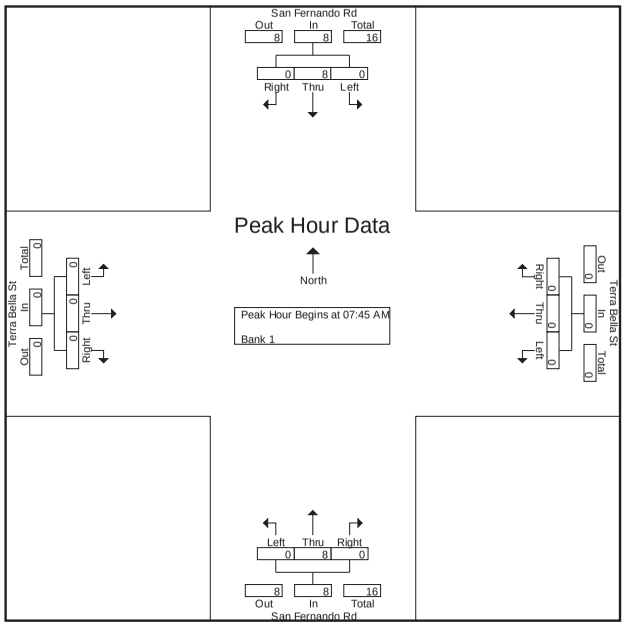
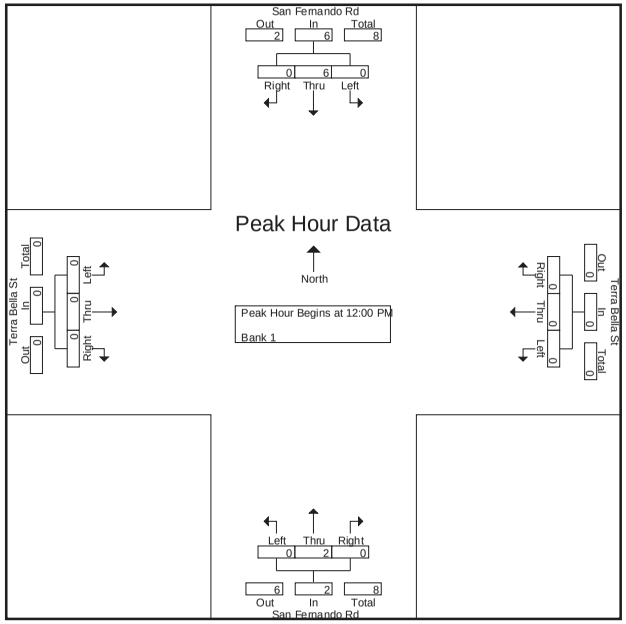
File Name : SanFernando_TerraBella_Buses
Site Code : 00000000
Start Date : 3/25/2015
Page No : 2

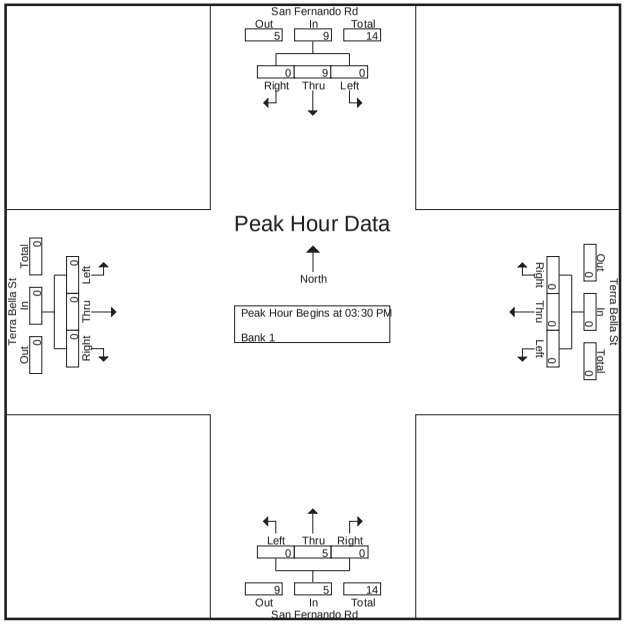
	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:00 AM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:30 AM	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**5**
Total Volume	0	8	0	8	0	0	0	0	0	8	0	8	0	0	0	0	16
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.800



	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**5**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.400



	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
03:45 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**5**
Total Volume	0	9	0	9	0	0	0	0	0	5	0	5	0	0	0	0	14
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.700



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : SanFernando_TerraBella_2axle
Site Code : 00000000
Start Date : 3/25/2015

Groups Printed- Unshifted

	San Fernando Rd Southbound			Terra Bella St Westbound			San Fernando Rd Northbound			Terra Bella St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	9	0	0	0	0	1	5	0	1	0	1	17
07:15 AM	0	5	1	0	0	0	0	3	0	0	0	1	10
07:30 AM	0	7	0	0	0	0	0	4	0	0	0	0	11
07:45 AM	0	6	1	0	0	0	0	2	0	1	0	1	11
Total	0	27	2	0	0	0	1	14	0	2	0	3	49
08:00 AM	0	6	1	0	0	0	0	4	0	1	0	2	14
08:15 AM	0	7	1	0	0	0	0	2	0	1	0	0	11
08:30 AM	0	5	1	0	0	0	0	5	0	0	0	1	12
08:45 AM	0	4	1	0	0	0	0	7	0	1	0	0	13
Total	0	22	4	0	0	0	0	18	0	3	0	3	50
09:00 AM	0	8	1	0	0	0	0	4	0	1	0	2	16
09:15 AM	0	6	0	0	0	0	0	8	0	1	0	1	16
09:30 AM	0	6	1	0	0	0	0	6	0	1	0	1	15
09:45 AM	0	5	0	0	0	0	1	6	0	2	0	1	15
Total	0	25	2	0	0	0	1	24	0	5	0	5	62
12:00 PM	0	5	1	0	0	0	1	0	0	1	0	0	8
12:15 PM	0	7	2	0	0	0	0	8	0	2	0	1	20
12:30 PM	0	8	1	0	0	0	1	8	0	2	0	1	21
12:45 PM	0	6	1	0	0	0	0	6	0	2	0	1	16
Total	0	26	5	0	0	0	2	22	0	7	0	3	65
01:00 PM	0	6	0	0	0	0	3	3	0	1	0	3	16
01:15 PM	0	7	0	0	0	0	0	4	0	1	0	1	13
01:30 PM	0	8	4	0	0	0	1	9	0	2	0	0	24
01:45 PM	0	9	0	0	0	0	1	7	0	0	0	1	18
Total	0	30	4	0	0	0	5	23	0	4	0	5	71
03:00 PM	0	5	0	0	0	0	2	2	0	0	0	0	9
03:15 PM	0	7	1	0	0	0	1	3	0	1	0	1	14
03:30 PM	0	10	0	0	0	0	0	8	0	5	0	0	23
03:45 PM	0	4	1	0	0	0	0	7	0	2	0	2	16
Total	0	26	2	0	0	0	3	20	0	8	0	3	62
04:00 PM	0	3	1	0	0	0	2	8	0	1	0	2	17
04:15 PM	0	4	0	0	0	0	0	9	0	1	0	1	15
04:30 PM	0	2	2	0	0	0	0	2	0	0	0	2	8
04:45 PM	0	9	0	0	0	0	0	9	0	1	0	1	20
Total	0	18	3	0	0	0	2	28	0	3	0	6	60
05:00 PM	0	3	1	0	0	0	0	1	0	1	0	0	6
05:15 PM	0	3	0	0	0	0	1	3	0	2	0	2	11
05:30 PM	0	2	0	0	0	0	0	5	0	3	0	0	10
05:45 PM	0	4	1	0	0	0	1	8	0	3	0	0	17
Total	0	12	2	0	0	0	2	17	0	9	0	2	44
Grand Total	0	186	24	0	0	0	16	166	0	41	0	30	463
Apprch %	0	88.6	11.4	0	0	0	8.8	91.2	0	57.7	0	42.3	
Total %	0	40.2	5.2	0	0	0	3.5	35.9	0	8.9	0	6.5	

CITY TRAFFIC COUNTERS
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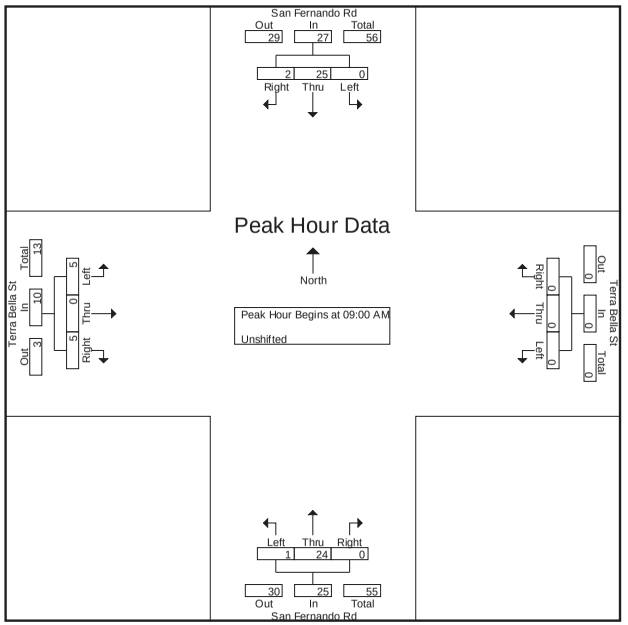
File Name : SanFernando_TerraBella_2axle
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	**8**	**1**	**9**	0	0	0	0	0	4	0	4	1	0	**2**	**3**	**16**
09:15 AM	0	6	0	6	0	0	0	0	0	**8**	0	**8**	1	0	1	2	16
09:30 AM	0	6	1	7	0	0	0	0	0	6	0	6	1	0	1	2	15
09:45 AM	0	5	0	5	0	0	0	0	**1**	6	0	7	**2**	0	1	3	15
Total Volume	0	25	2	27	0	0	0	0	1	24	0	25	5	0	5	10	62
% App. Total	0	92.6	7.4		0	0	0		4	96	0		50	0	50		
PHF	.000	.781	.500	.750	.000	.000	.000	.000	.250	.750	.000	.781	.625	.000	.625	.833	.969



CITY TRAFFIC COUNTERS

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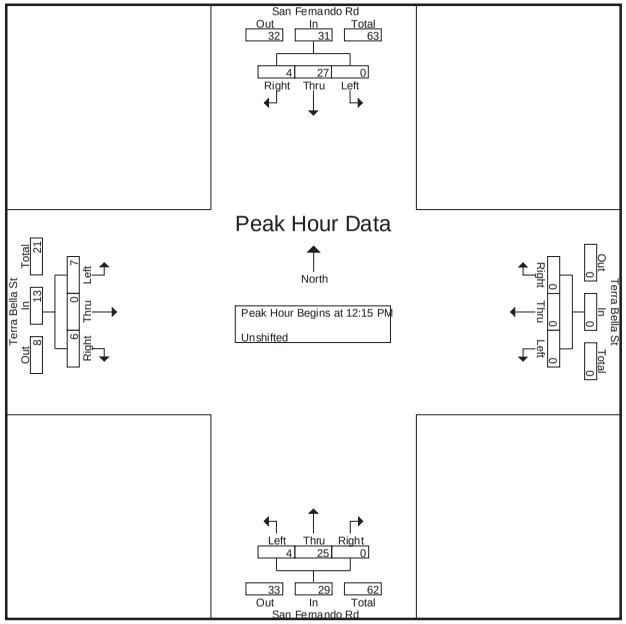
File Name : SanFernando_TerraBella_2axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	7	**2**	**9**	0	0	0	0	0	**8**	0	8	**2**	0	1	3	20
12:30 PM	0	**8**	1	9	0	0	0	0	1	8	0	**9**	2	0	1	3	**21**
12:45 PM	0	6	1	7	0	0	0	0	0	6	0	6	2	0	1	3	16
01:00 PM	0	6	0	6	0	0	0	0	**3**	3	0	6	1	0	**3**	**4**	16
Total Volume	0	27	4	31	0	0	0	0	4	25	0	29	7	0	6	13	73
% App. Total	0	87.1	12.9		0	0	0		13.8	86.2	0		53.8	0	46.2		
PHF	.000	.844	.500	.861	.000	.000	.000	.000	.333	.781	.000	.806	.875	.000	.500	.813	.869



CITY TRAFFIC COUNTERS

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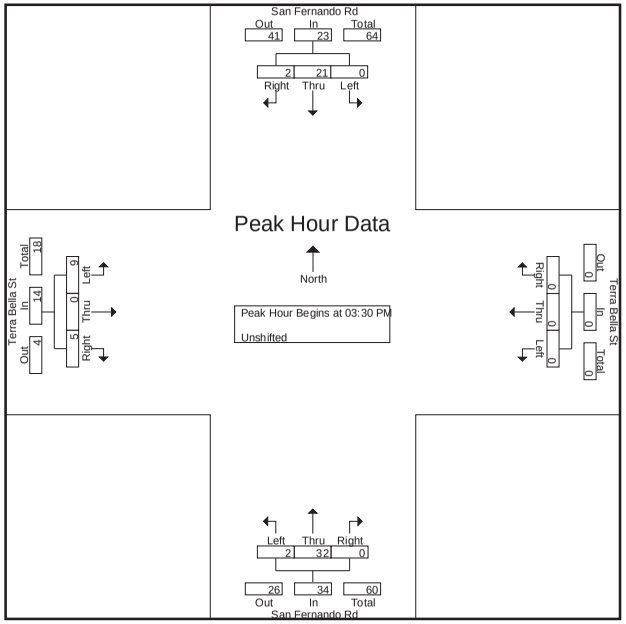
File Name : SanFernando_TerraBella_2axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	**10**	0	**10**	0	0	0	0	0	8	0	8	**5**	0	0	**5**	**23**
03:45 PM	0	4	**1**	5	0	0	0	0	0	7	0	7	2	0	**2**	4	16
04:00 PM	0	3	1	4	0	0	0	0	**2**	8	0	**10**	1	0	2	3	17
04:15 PM	0	4	0	4	0	0	0	0	0	**9**	0	9	1	0	1	2	15
Total Volume	0	21	2	23	0	0	0	0	2	32	0	34	9	0	5	14	71
% App. Total	0	91.3	8.7		0	0	0		5.9	94.1	0		64.3	0	35.7		
PHF	.000	.525	.500	.575	.000	.000	.000	.000	.250	.889	.000	.850	.450	.000	.625	.700	.772



File Name : SanFernando_TerraBella_3axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Bank 1

	San Fernando Rd Southbound			Terra Bella St Westbound			San Fernando Rd Northbound			Terra Bella St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	1	0	0	0	0	1	1	0	0	0	0	3
07:30 AM	0	2	1	0	0	0	1	0	0	0	0	0	4
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	9	1	0	0	0	2	1	0	0	0	0	13
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	2	0	0	0	0	0	1	0	1	0	0	4
Total	0	5	0	0	0	0	0	2	0	1	0	0	8
09:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
09:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
09:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	5	0	0	0	0	1	1	0	1	0	0	8
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	2	0	0	0	0	0	5	0	0	0	0	7
01:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	5	0	0	0	0	0	2	0	0	0	0	7
03:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
03:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	3	0	0	0	0	1	2	0	0	0	0	6
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	2	0	0	0	0	0	1	0	0	0	2	5
05:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	0	1	0	1	0	0	6
Grand Total	0	35	1	0	0	0	4	15	0	3	0	2	60
Apprch %	0	97.2	2.8	0	0	0	21.1	78.9	0	60	0	40	
Total %	0	58.3	1.7	0	0	0	6.7	25	0	5	0	3.3	

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File Name : SanFernando_TerraBella_3axle
Site Code : 00000000
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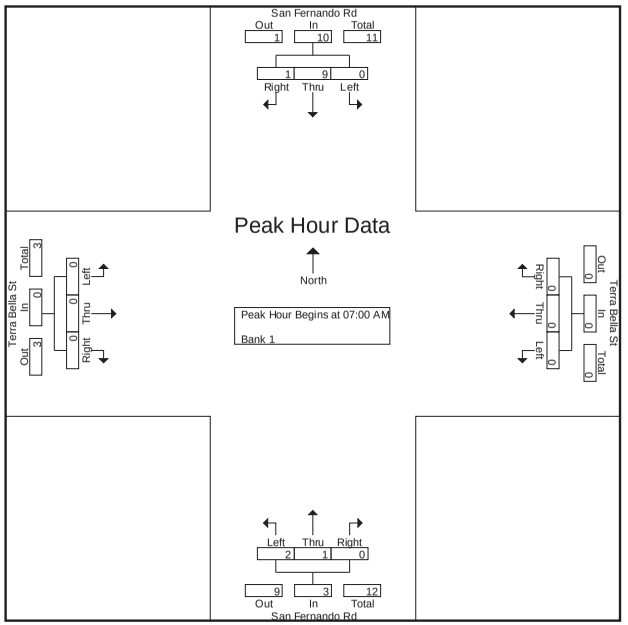
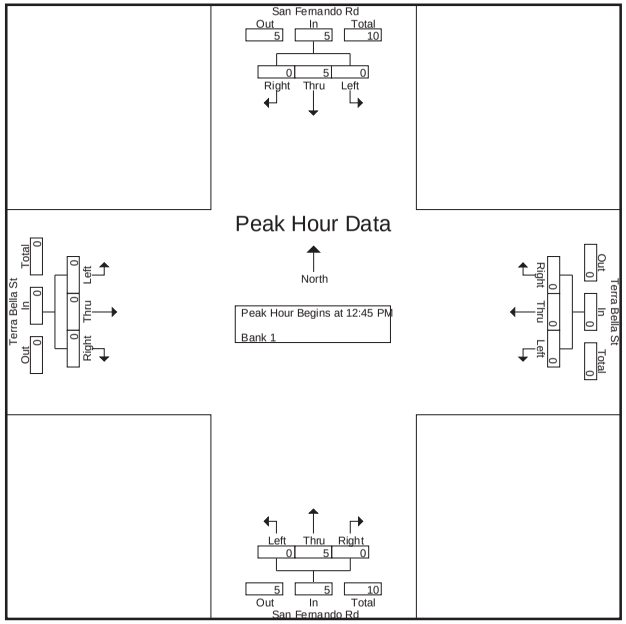
	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	**5**
07:15 AM	0	1	0	1	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	3
07:30 AM	0	2	**1**	3	0	0	0	0	1	0	0	1	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	9	1	10	0	0	0	0	2	1	0	3	0	0	0	0	13
% App. Total	0	90	10		0	0	0		66.7	33.3	0		0	0	0		
PHF	.000	.450	.250	.500	.000	.000	.000	.000	.500	.250	.000	.375	.000	.000	.000	.000	.650



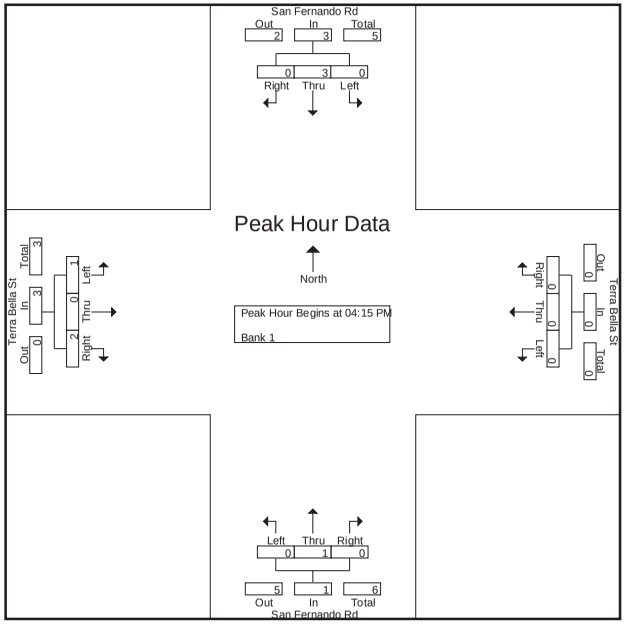
File Name : SanFernando_TerraBella_3axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
01:00 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
01:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.833



File Name : SanFernando_TerraBella_3axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	**1**	0	0	1	2
Total Volume	0	3	0	3	0	0	0	0	0	1	0	1	1	0	2	3	7
% App. Total	0	100	0		0	0	0		0	100	0		33.3	0	66.7		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.500	.750	.875



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File Name : SanFernando_TerraBella_4axle
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Groups Printed- Bank 2

	San Fernando Rd Southbound			Terra Bella St Westbound			San Fernando Rd Northbound			Terra Bella St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	4	0	0	0	0	0	0	0	0	0	1	5
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	1	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	0	0	0	0	0	0	4	0	0	0	0	4
03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	2	0	0	0	0	0	2	0	0	0	0	4
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	9	0	0	0	0	0	7	0	0	0	1	17
Apprch %	0	100	0	0	0	0	0	100	0	0	0	100	
Total %	0	52.9	0	0	0	0	0	41.2	0	0	0	5.9	

CITY TRAFFIC COUNTERS
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File Name : SanFernando_TerraBella_4axle
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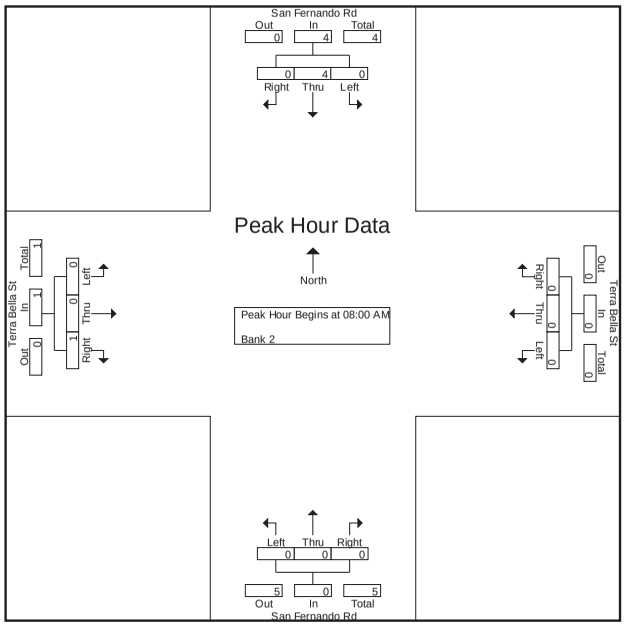
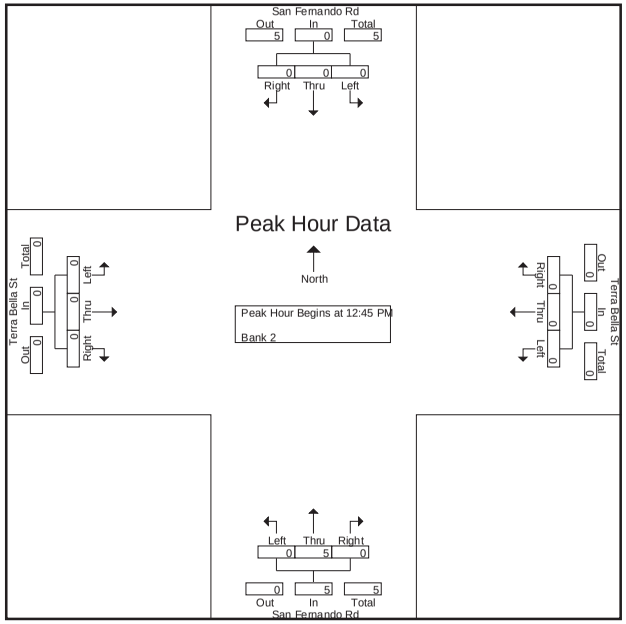
	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
Total Volume	0	4	0	4	0	0	0	0	0	0	0	0	0	0	1	1	5
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.625



File Name : SanFernando_TerraBella_4axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
Total Volume	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.417



CITY TRAFFIC COUNTERS
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File Name : SanFernando_TerraBella_4axle
Site Code : 00000000
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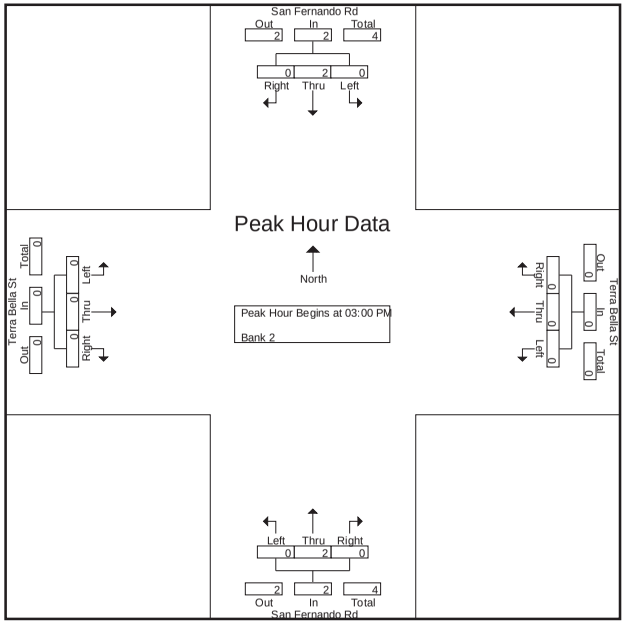
Page No : 4

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
03:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	**2**
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
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File Name : sanfernando_terrabella_5axle
Site Code : 00000000
Start Date : 3/25/2015
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Groups Printed- Unshifted

	San Fernando Rd Southbound			Terra Bella St Westbound			San Fernando Rd Northbound			Terra Bella St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
07:15 AM	0	3	0	0	0	0	0	0	0	0	0	1	4
07:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	8	0	0	0	0	0	1	0	0	0	1	10
08:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	7	0	0	0	0	0	4	0	0	0	0	11
09:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
09:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	3	0	0	0	0	0	4	0	0	0	0	7
Total	0	8	0	0	0	0	0	6	0	0	0	0	14
12:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	0	0	0	0	0	0	3	0	0	0	0	3
01:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	5	0	0	0	0	0	1	0	0	0	0	6
03:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	0	0	0	0	0	5	0	0	0	0	7
04:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	2	0	0	0	0	3
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	32	0	0	0	0	0	22	0	0	0	1	55
Apprch %	0	100	0	0	0	0	0	100	0	0	0	100	
Total %	0	58.2	0	0	0	0	0	40	0	0	0	1.8	

CITY TRAFFIC COUNTERS
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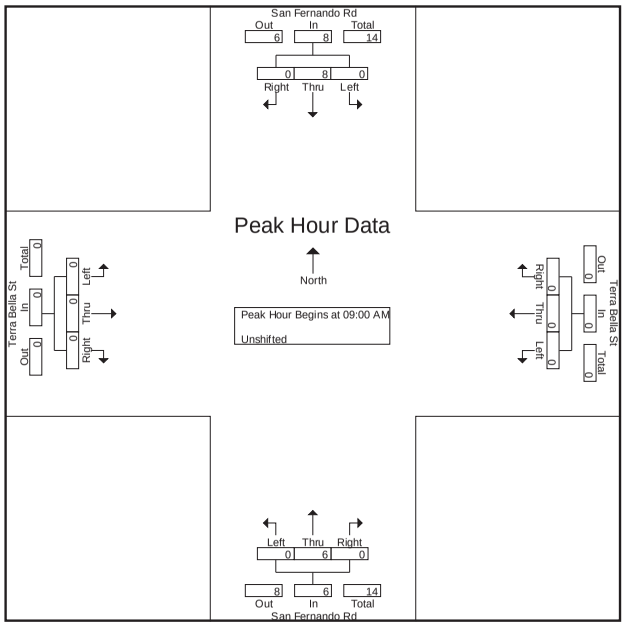
File Name : sanfernando_terrabella_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 2

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
09:15 AM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
09:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	3	0	3	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**7**
Total Volume	0	8	0	8	0	0	0	0	0	6	0	6	0	0	0	0	14
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.500



File Name : sanfernando_terrabella_5axle
Site Code : 00000000
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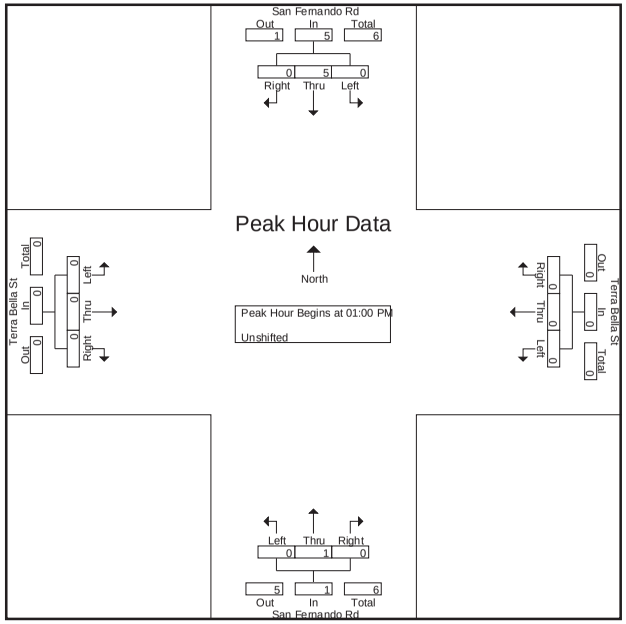
	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
01:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750



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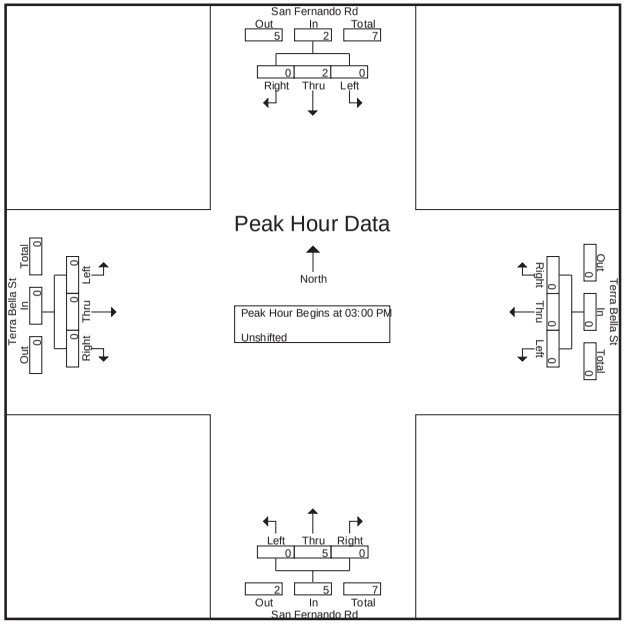
File Name : sanfernando_terrabella_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Terra Bella St Westbound				San Fernando Rd Northbound				Terra Bella St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
03:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.875



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INT. 24

File Name : SanFernando_Osborne
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Osborne St Westbound			San Fernando Rd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	12	177	10	20	167	23	3	58	7	7	97	14	595
07:15 AM	24	210	7	21	179	27	3	60	21	16	110	9	687
07:30 AM	16	207	12	15	152	24	3	71	13	15	123	8	659
07:45 AM	25	203	13	20	170	20	2	65	18	13	130	6	685
Total	77	797	42	76	668	94	11	254	59	51	460	37	2626
08:00 AM	30	177	15	21	160	25	11	64	10	30	145	6	694
08:15 AM	36	149	12	20	136	19	4	70	13	13	120	8	600
08:30 AM	20	159	8	14	148	23	2	41	8	6	87	11	527
08:45 AM	26	133	3	16	102	21	7	61	11	17	87	7	491
Total	112	618	38	71	546	88	24	236	42	66	439	32	2312
09:00 AM	22	105	7	15	106	22	6	72	13	17	88	7	480
09:15 AM	14	77	9	5	56	18	6	44	7	12	37	2	287
09:30 AM	17	103	3	4	66	12	9	46	1	9	53	5	328
09:45 AM	13	112	9	1	76	24	11	73	11	11	67	9	417
Total	66	397	28	25	304	76	32	235	32	49	245	23	1512
12:00 PM	28	93	18	6	121	28	7	71	12	21	97	4	506
12:15 PM	41	87	17	5	144	27	13	78	5	16	150	18	601
12:30 PM	41	121	11	19	84	23	10	62	12	12	89	11	495
12:45 PM	44	89	7	15	92	19	11	74	8	16	123	10	508
Total	154	390	53	45	441	97	41	285	37	65	459	43	2110
01:00 PM	21	96	14	4	64	23	9	88	5	15	80	8	427
01:15 PM	30	70	19	12	116	20	12	57	14	14	98	7	469
01:30 PM	29	60	12	16	105	19	4	81	9	18	98	9	460
01:45 PM	43	79	13	14	103	18	14	58	8	15	105	11	481
Total	123	305	58	46	388	80	39	284	36	62	381	35	1837
03:00 PM	33	71	6	16	127	25	6	78	13	23	111	12	521
03:15 PM	44	87	20	20	124	36	1	66	11	15	119	19	562
03:30 PM	37	84	15	14	161	37	15	115	19	20	161	11	689
03:45 PM	35	95	16	12	171	23	11	97	15	33	155	15	678
Total	149	337	57	62	583	121	33	356	58	91	546	57	2450
04:00 PM	45	112	14	11	167	44	24	160	19	19	145	8	768
04:15 PM	51	89	15	7	159	27	11	108	16	19	99	6	607
04:30 PM	38	78	16	12	150	37	12	111	9	17	124	10	614
04:45 PM	52	95	20	15	108	28	15	122	9	24	97	7	592
Total	186	374	65	45	584	136	62	501	53	79	465	31	2581
05:00 PM	48	102	10	14	163	27	13	134	8	25	103	7	654
05:15 PM	48	94	19	18	165	33	13	125	19	24	94	6	658
05:30 PM	45	93	6	8	126	35	15	135	19	17	115	13	627
05:45 PM	50	71	19	16	141	31	14	152	22	16	161	8	701
Total	191	360	54	56	595	126	55	546	68	82	473	34	2640
Grand Total	1058	3578	395	426	4109	818	297	2697	385	545	3468	292	18068
Apprch %	21	71.1	7.9	8	76.8	15.3	8.8	79.8	11.4	12.7	80.6	6.8	
Total %	5.9	19.8	2.2	2.4	22.7	4.5	1.6	14.9	2.1	3	19.2	1.6	

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File Name : SanFernando_Osborne
Site Code : 00000000
Start Date : 3/25/2015
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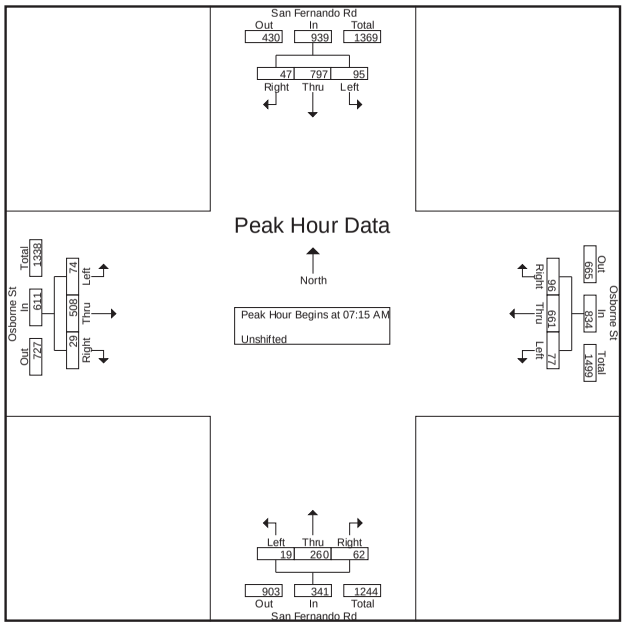
	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	24	**210**	7	**241**	**21**	**179**	**27**	**227**	3	60	**21**	84	16	110	**9**	135	687
07:30 AM	16	207	12	235	15	152	24	191	3	**71**	13	**87**	15	123	8	146	659
07:45 AM	25	203	13	241	20	170	20	210	2	65	18	85	13	130	6	149	685
08:00 AM	**30**	177	**15**	222	21	160	25	206	**11**	64	10	85	**30**	**145**	6	**181**	**694**
Total Volume	95	797	47	939	77	661	96	834	19	260	62	341	74	508	29	611	2725
% App. Total	10.1	84.9	5		9.2	79.3	11.5		5.6	76.2	18.2		12.1	83.1	4.7		
PHF	.792	.949	.783	.974	.917	.923	.889	.919	.432	.915	.738	.980	.617	.876	.806	.844	.982



CITY TRAFFIC COUNTERS
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File Name : SanFernando_Osborne
Site Code : 00000000
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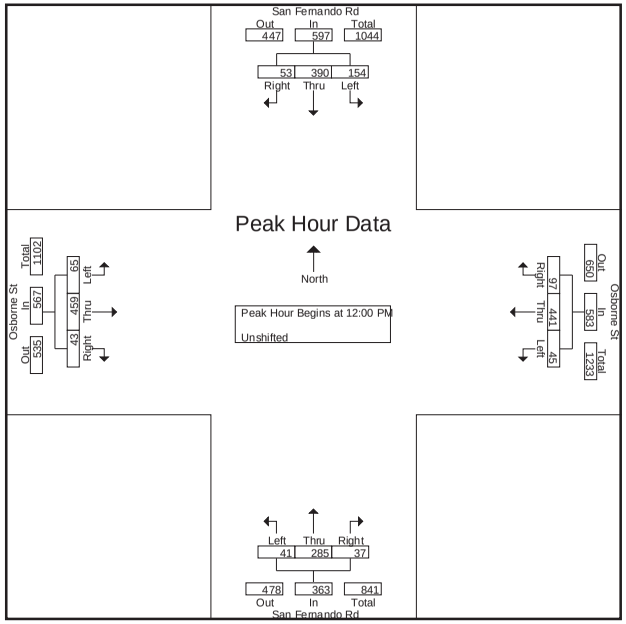
Page No : 3

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	28	93	**18**	139	6	121	**28**	155	7	71	**12**	90	**21**	97	4	122	506
12:15 PM	41	87	17	145	5	**144**	27	**176**	**13**	**78**	5	**96**	16	**150**	**18**	**184**	**601**
12:30 PM	41	**121**	11	**173**	**19**	84	23	126	10	62	12	84	12	89	11	112	495
12:45 PM	**44**	89	7	140	15	92	19	126	11	74	8	93	16	123	10	149	508
Total Volume	154	390	53	597	45	441	97	583	41	285	37	363	65	459	43	567	2110
% App. Total	25.8	65.3	8.9		7.7	75.6	16.6		11.3	78.5	10.2		11.5	81	7.6		
PHF	.875	.806	.736	.863	.592	.766	.866	.828	.788	.913	.771	.945	.774	.765	.597	.770	.878



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File Name : SanFernando_Osborne
Site Code : 00000000
Start Date : 3/25/2015
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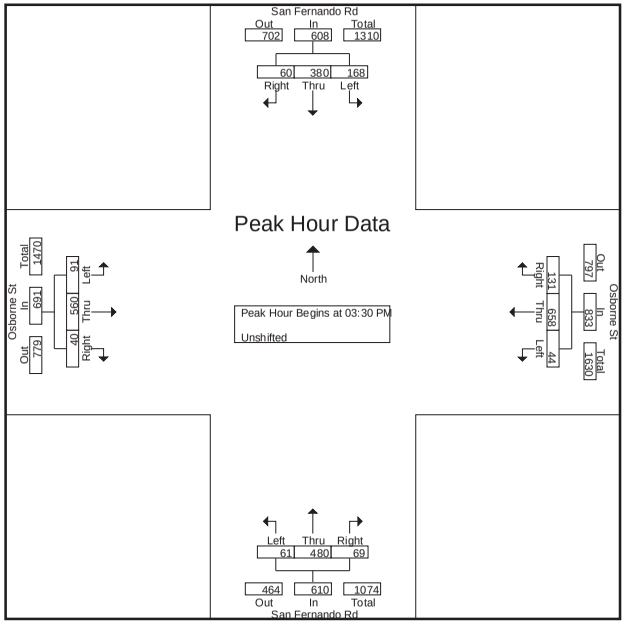
	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	37	84	15	136	**14**	161	37	212	15	115	**19**	149	20	**161**	11	192	689
03:45 PM	35	95	**16**	146	12	**171**	23	206	11	97	15	123	**33**	155	**15**	**203**	678
04:00 PM	45	**112**	14	**171**	11	167	**44**	**222**	**24**	**160**	19	**203**	19	145	8	172	**768**
04:15 PM	**51**	89	15	155	7	159	27	193	11	108	16	135	19	99	6	124	607
Total Volume	168	380	60	608	44	658	131	833	61	480	69	610	91	560	40	691	2742
% App. Total	27.6	62.5	9.9		5.3	79	15.7		10	78.7	11.3		13.2	81	5.8		
PHF	.824	.848	.938	.889	.786	.962	.744	.938	.635	.750	.908	.751	.689	.870	.667	.851	.893



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File Name : SanFernando_Osborne_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Bank 2

	San Fernando Rd Southbound			Osborne St Westbound			San Fernando Rd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
07:30 AM	0	0	0	0	1	0	0	0	0	1	1	0	3
07:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
Total	0	2	0	0	2	0	0	1	0	1	1	1	8
08:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	0	0	0	0	0	0	1	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	1	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	2	0	0	0	0	0	2	0	0	1	0	5
01:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	2
01:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
Total	2	0	0	0	1	0	1	0	0	0	0	0	4
03:00 PM	0	0	0	0	1	1	0	1	0	0	0	0	3
03:15 PM	1	0	0	0	0	0	1	1	1	0	0	0	4
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	1	1	1	3	1	0	0	0	9
04:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
04:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
04:45 PM	0	3	0	0	1	0	0	1	0	0	2	0	7
Total	1	5	1	0	1	0	0	1	0	0	4	0	13
05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
05:15 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
05:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	1	0	0	2	0	0	2	0	0	2	0	7
Grand Total	5	13	1	0	7	1	2	9	1	1	10	1	51
Apprch %	26.3	68.4	5.3	0	87.5	12.5	16.7	75	8.3	8.3	83.3	8.3	
Total %	9.8	25.5	2	0	13.7	2	3.9	17.6	2	2	19.6	2	

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File Name : SanFernando_Osborne_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
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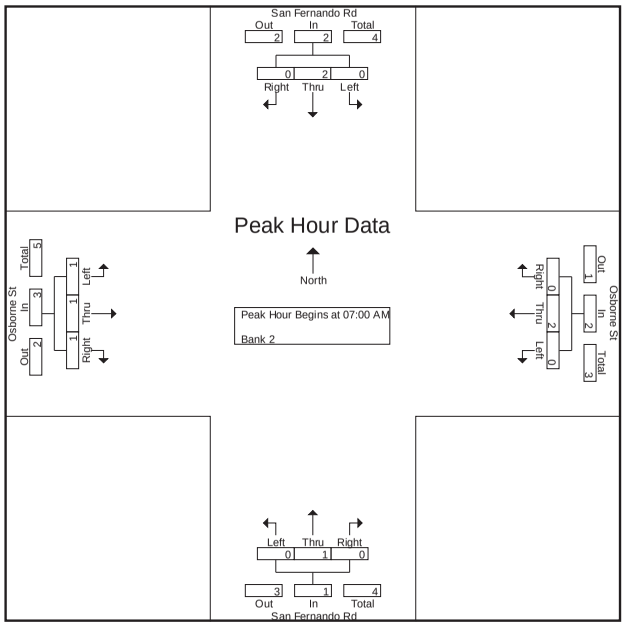
	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**	**1**	0	**2**	**3**
07:45 AM	0	**2**	0	**2**	0	1	0	1	0	0	0	0	0	0	0	0	3
Total Volume	0	2	0	2	0	2	0	2	0	1	0	1	1	1	1	3	8
% App. Total	0	100	0		0	100	0		0	100	0		33.3	33.3	33.3		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.250	.250	.250	.375	.667



CITY TRAFFIC COUNTERS
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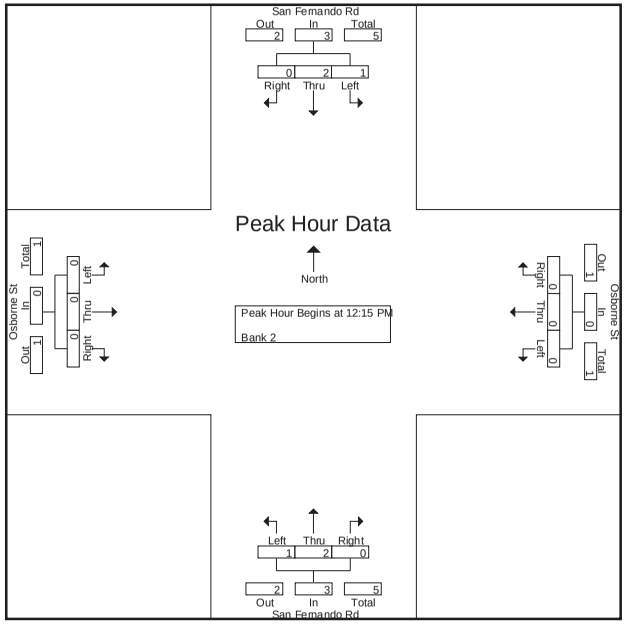
File Name : SanFernando_Osborne_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
12:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	**2**
01:00 PM	**1**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	2
Total Volume	1	2	0	3	0	0	0	0	1	2	0	3	0	0	0	0	6
% App. Total	33.3	66.7	0		0	0	0		33.3	66.7	0		0	0	0		
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.000	.000	.750



File Name : SanFernando_Osborne_Motorcycles
Site Code : 00000000
Start Date : 3/25/2015
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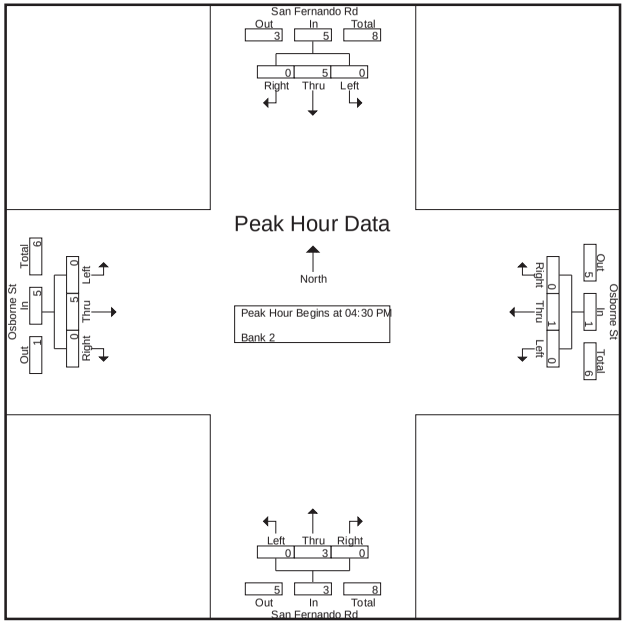
	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	**3**	0	**3**	0	**1**	0	**1**	0	**1**	0	**1**	0	**2**	0	**2**	**7**
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Total Volume	0	5	0	5	0	1	0	1	0	3	0	3	0	5	0	5	14
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.417	.000	.417	.000	.250	.000	.250	.000	.750	.000	.750	.000	.625	.000	.625	.500



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : SanFernando_Osborne_Buses
Site Code : 00000000
Start Date : 3/25/2015

Groups Printed- Bank 1

	San Fernando Rd Southbound			Osborne St Westbound			San Fernando Rd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	1	0	0	4	0	1	1	0	0	1	0	9
07:15 AM	1	1	0	0	4	0	0	2	0	0	1	0	9
07:30 AM	0	1	1	0	3	0	0	1	0	0	1	0	7
07:45 AM	0	2	0	0	2	0	0	2	0	0	0	0	6
Total	2	5	1	0	13	0	1	6	0	0	3	0	31
08:00 AM	1	2	0	0	1	0	0	1	1	0	3	0	9
08:15 AM	0	1	0	0	1	0	0	2	0	0	4	2	10
08:30 AM	0	2	0	0	2	0	0	2	0	0	0	0	6
08:45 AM	1	1	0	0	0	0	1	3	0	0	0	0	6
Total	2	6	0	0	4	0	1	8	1	0	7	2	31
09:00 AM	0	1	0	0	1	1	0	2	0	0	0	0	5
09:15 AM	0	0	0	0	2	0	0	2	1	0	2	0	7
09:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
09:45 AM	0	1	0	0	1	0	0	1	0	0	1	0	4
Total	0	3	0	0	4	1	0	5	2	0	3	0	18
12:00 PM	0	1	0	0	0	0	0	0	1	0	1	0	3
12:15 PM	0	3	0	0	1	0	0	2	0	0	1	0	7
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	1	1	0	0	0	0	0	0	0	0	1	0	3
Total	1	5	0	0	2	0	0	2	1	0	4	0	15
01:00 PM	0	0	0	0	2	0	0	2	0	0	1	0	5
01:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
01:30 PM	0	2	0	0	0	0	0	1	0	0	3	0	6
01:45 PM	0	1	0	0	2	0	0	1	0	0	0	0	4
Total	0	4	0	0	5	0	0	4	0	0	5	0	18
03:00 PM	0	1	0	0	1	0	0	1	0	0	4	0	7
03:15 PM	0	2	0	0	2	0	0	1	0	0	1	0	6
03:30 PM	0	2	0	0	2	0	0	2	0	0	4	0	10
03:45 PM	1	2	0	0	3	0	1	0	0	0	7	0	14
Total	1	7	0	0	8	0	1	4	0	0	16	0	37
04:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	5
04:15 PM	0	2	0	0	1	0	0	3	1	1	3	0	11
04:30 PM	0	2	0	0	3	2	0	1	0	0	1	0	9
04:45 PM	0	0	0	0	1	0	0	1	0	0	4	0	6
Total	0	6	0	0	7	2	0	5	1	1	9	0	31
05:00 PM	0	2	0	0	1	0	0	3	0	0	1	0	7
05:15 PM	0	0	0	0	2	0	0	1	0	0	1	0	4
05:30 PM	0	1	0	0	1	0	0	2	0	0	2	0	6
05:45 PM	0	1	0	0	1	0	0	1	0	0	1	0	4
Total	0	4	0	0	5	0	0	7	0	0	5	0	21
Grand Total	6	40	1	0	48	3	3	41	5	1	52	2	202
Apprch %	12.8	85.1	2.1	0	94.1	5.9	6.1	83.7	10.2	1.8	94.5	3.6	
Total %	3	19.8	0.5	0	23.8	1.5	1.5	20.3	2.5	0.5	25.7	1	

CITY TRAFFIC COUNTERS
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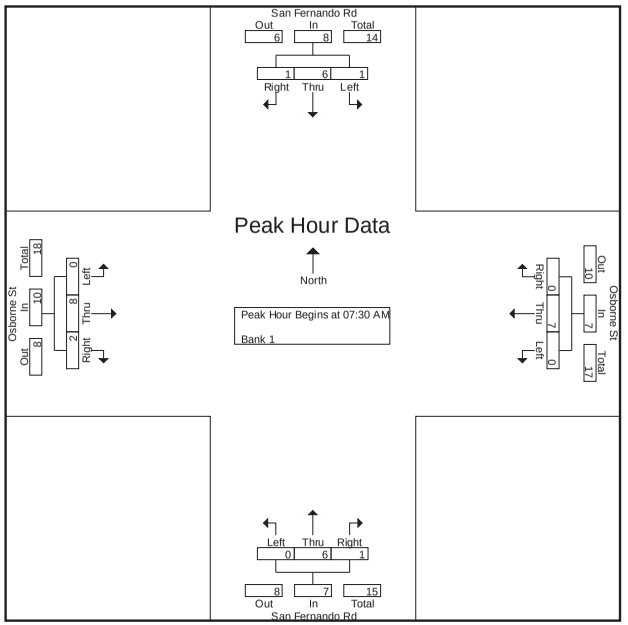
File Name : SanFernando_Osborne_Buses
Site Code : 00000000
Start Date : 3/25/2015

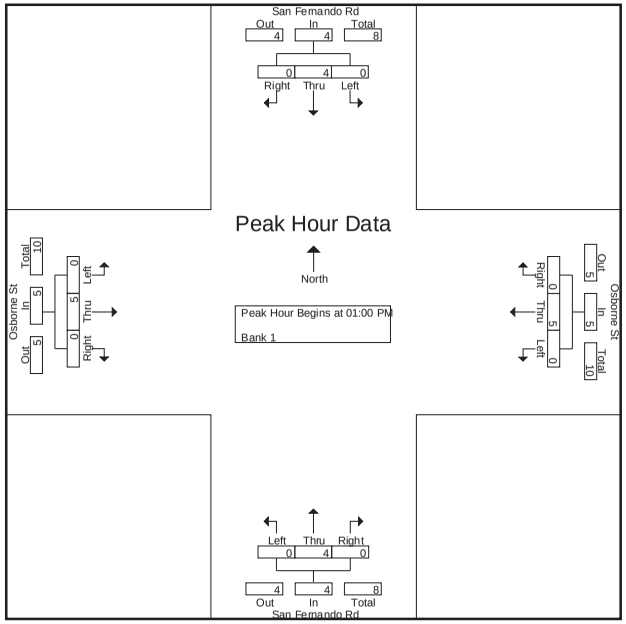
	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	**1**	2	0	**3**	0	**3**	0	1	0	1	0	1	0	1	7
07:45 AM	0	**2**	0	2	0	2	0	2	0	**2**	0	**2**	0	0	0	0	6
08:00 AM	**1**	2	0	**3**	0	1	0	1	0	1	**1**	2	0	3	0	3	9
08:15 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	**4**	**2**	**6**	**10**
Total Volume	1	6	1	8	0	7	0	7	0	6	1	7	0	8	2	10	32
% App. Total	12.5	75	12.5		0	100	0		0	85.7	14.3		0	80	20		
PHF	.250	.750	.250	.667	.000	.583	.000	.583	.000	.750	.250	.875	.000	.500	.250	.417	.800



CITY TRAFFIC COUNTERS
626.991.7522
www.ctcounters.com

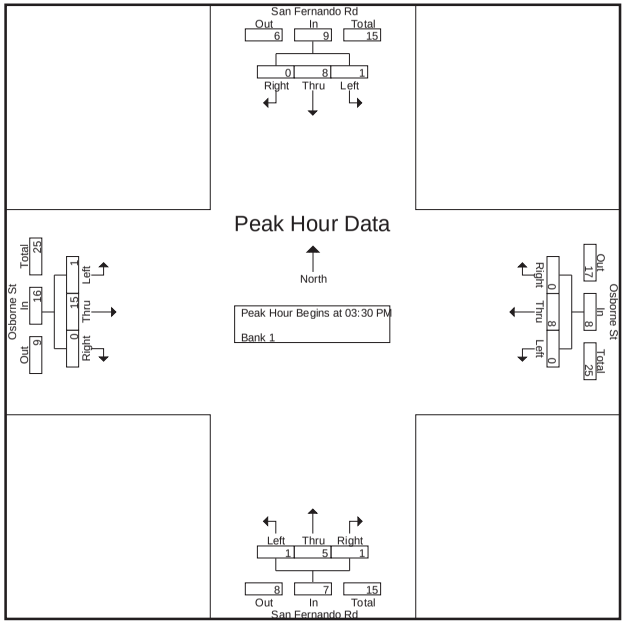
File Name : SanFernando_Osborne_Buses
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**2**	0	**2**	0	**2**	0	**2**	0	1	0	1	5
01:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
01:30 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	**3**	0	**3**	**6**
01:45 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
Total Volume	0	4	0	4	0	5	0	5	0	4	0	4	0	5	0	5	18
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.625	.000	.625	.000	.500	.000	.500	.000	.417	.000	.417	.750



File Name : SanFernando_Osborne_Buses
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	**2**	0	2	0	2	0	2	0	2	0	2	0	4	0	4	10
03:45 PM	**1**	2	0	**3**	0	**3**	0	**3**	**1**	0	0	1	0	**7**	0	**7**	**14**
04:00 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
04:15 PM	0	2	0	2	0	1	0	1	0	**3**	**1**	**4**	**1**	3	0	4	11
Total Volume	1	8	0	9	0	8	0	8	1	5	1	7	1	15	0	16	40
% App. Total	11.1	88.9	0		0	100	0		14.3	71.4	14.3		6.2	93.8	0		
PHF	.250	1.00	.000	.750	.000	.667	.000	.667	.250	.417	.250	.438	.250	.536	.000	.571	.714



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : sanfernando_osborne_2axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Osborne St Westbound			San Fernando Rd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	6	1	1	3	1	0	3	0	1	1	0	18
07:15 AM	0	6	0	0	2	0	1	3	0	0	2	1	15
07:30 AM	0	5	1	0	1	0	0	3	0	0	2	0	12
07:45 AM	0	5	0	0	1	0	1	2	1	0	0	0	10
Total	1	22	2	1	7	1	2	11	1	1	5	1	55
08:00 AM	0	6	1	0	1	1	0	2	0	0	0	0	11
08:15 AM	0	6	0	0	2	0	2	2	0	0	1	1	14
08:30 AM	1	4	0	1	1	1	0	3	1	0	1	0	13
08:45 AM	0	3	0	0	1	0	0	6	0	0	1	0	11
Total	1	19	1	1	5	2	2	13	1	0	3	1	49
09:00 AM	0	5	0	0	3	0	0	3	0	0	2	0	13
09:15 AM	0	6	1	0	4	0	0	8	0	0	2	0	21
09:30 AM	0	7	0	0	0	0	1	4	1	0	0	1	14
09:45 AM	0	5	1	1	1	0	0	5	0	0	1	0	14
Total	0	23	2	1	8	0	1	20	1	0	5	1	62
12:00 PM	1	2	0	0	0	1	0	4	0	1	0	1	10
12:15 PM	0	6	1	0	0	0	0	7	0	0	0	0	14
12:30 PM	1	6	0	1	1	1	0	6	0	0	0	0	16
12:45 PM	2	6	1	0	0	0	1	6	0	0	2	1	19
Total	4	20	2	1	1	2	1	23	0	1	2	2	59
01:00 PM	1	7	0	0	1	0	1	2	0	0	4	0	16
01:15 PM	2	4	1	0	3	1	1	2	0	0	0	1	15
01:30 PM	1	4	1	0	0	1	0	6	0	1	2	0	16
01:45 PM	1	6	1	0	2	1	4	4	0	2	2	0	23
Total	5	21	3	0	6	3	6	14	0	3	8	1	70
03:00 PM	0	3	0	0	3	1	0	2	0	1	2	2	14
03:15 PM	0	6	1	0	0	0	3	3	0	0	2	0	15
03:30 PM	1	7	1	1	2	1	1	6	0	0	2	0	22
03:45 PM	1	4	0	0	1	0	0	4	0	1	1	0	12
Total	2	20	2	1	6	2	4	15	0	2	7	2	63
04:00 PM	0	4	0	0	0	0	0	6	0	1	2	0	13
04:15 PM	0	3	1	0	0	1	0	5	0	1	0	0	11
04:30 PM	1	2	1	0	1	1	3	0	1	0	0	0	10
04:45 PM	1	6	1	0	0	1	1	6	1	1	1	0	19
Total	2	15	3	0	1	3	4	17	2	3	3	0	53
05:00 PM	0	1	1	0	0	0	0	1	0	0	1	1	5
05:15 PM	0	4	0	0	1	1	0	0	0	0	0	0	6
05:30 PM	0	2	0	0	1	0	0	3	0	0	0	0	6
05:45 PM	0	2	1	0	2	0	0	6	0	1	3	1	16
Total	0	9	2	0	4	1	0	10	0	1	4	2	33
Grand Total	15	149	17	5	38	14	20	123	5	11	37	10	444
Apprch %	8.3	82.3	9.4	8.8	66.7	24.6	13.5	83.1	3.4	19	63.8	17.2	
Total %	3.4	33.6	3.8	1.1	8.6	3.2	4.5	27.7	1.1	2.5	8.3	2.3	

CITY TRAFFIC COUNTERS
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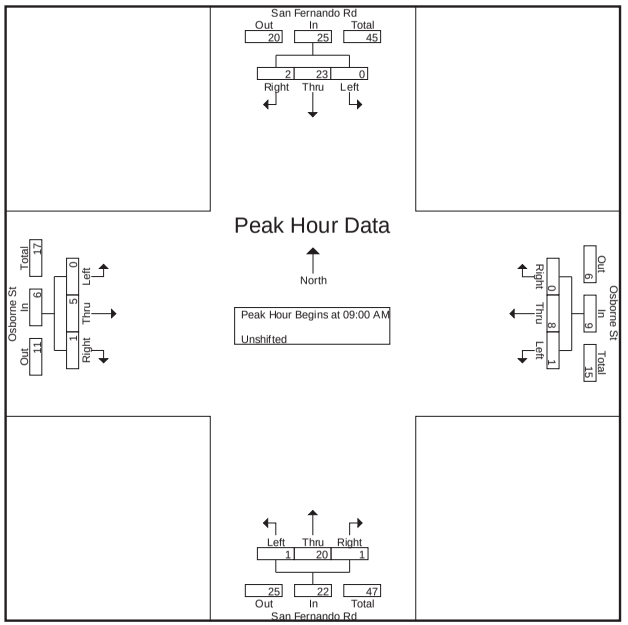
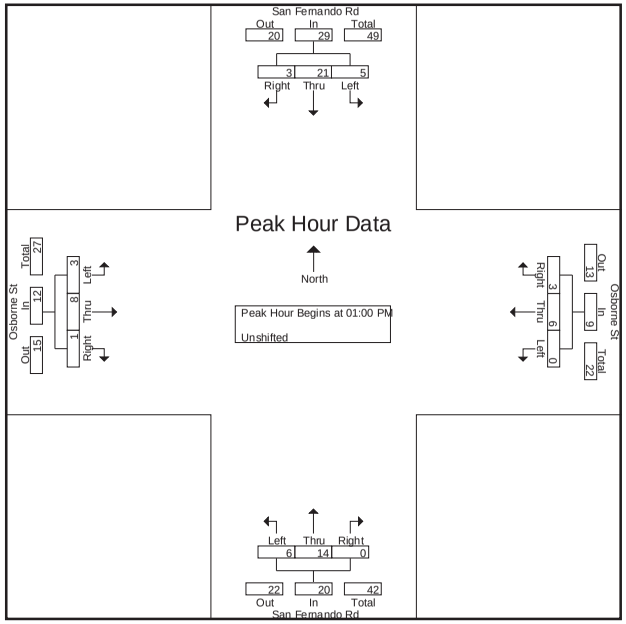
File Name : sanfernando_osborne_2axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 2

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	5	0	5	0	3	0	3	0	3	0	3	0	**2**	0	**2**	13
09:15 AM	0	6	**1**	**7**	0	**4**	0	**4**	0	**8**	0	**8**	0	2	0	2	**21**
09:30 AM	0	**7**	0	7	0	0	0	0	**1**	4	**1**	6	0	0	**1**	1	14
09:45 AM	0	5	1	6	**1**	1	0	2	0	5	0	5	0	1	0	1	14
Total Volume	0	23	2	25	1	8	0	9	1	20	1	22	0	5	1	6	62
% App. Total	0	92	8		11.1	88.9	0		4.5	90.9	4.5		0	83.3	16.7		
PHF	.000	.821	.500	.893	.250	.500	.000	.563	.250	.625	.250	.688	.000	.625	.250	.750	.738



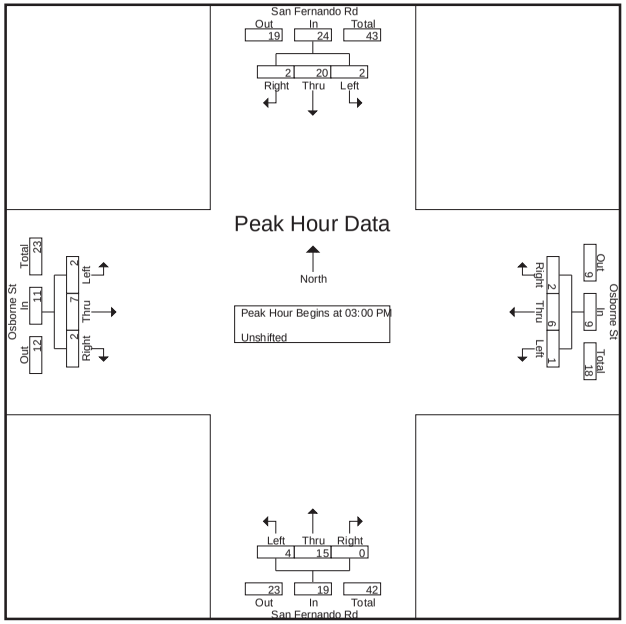
File Name : sanfernando_osborne_2axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	1	**7**	0	**8**	0	1	0	1	1	2	0	3	0	**4**	0	**4**	16
01:15 PM	**2**	4	**1**	7	0	**3**	**1**	**4**	1	2	0	3	0	0	**1**	1	15
01:30 PM	1	4	1	6	0	0	1	1	0	**6**	0	6	1	2	0	3	16
01:45 PM	1	6	1	8	0	2	1	3	**4**	4	0	**8**	**2**	2	0	4	**23**
Total Volume	5	21	3	29	0	6	3	9	6	14	0	20	3	8	1	12	70
% App. Total	17.2	72.4	10.3		0	66.7	33.3		30	70	0		25	66.7	8.3		
PHF	.625	.750	.750	.906	.000	.500	.750	.563	.375	.583	.000	.625	.375	.500	.250	.750	.761



File Name : sanfernando_osborne_2axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	3	0	3	0	**3**	**1**	**4**	0	2	0	2	**1**	**2**	**2**	**5**	14
03:15 PM	0	6	**1**	7	0	0	0	0	**3**	3	0	6	0	2	0	2	15
03:30 PM	**1**	**7**	1	**9**	**1**	2	1	4	1	**6**	0	**7**	0	2	0	2	**22**
03:45 PM	1	4	0	5	0	1	0	1	0	4	0	4	1	1	0	2	12
Total Volume	2	20	2	24	1	6	2	9	4	15	0	19	2	7	2	11	63
% App. Total	8.3	83.3	8.3		11.1	66.7	22.2		21.1	78.9	0		18.2	63.6	18.2		
PHF	.500	.714	.500	.667	.250	.500	.500	.563	.333	.625	.000	.679	.500	.875	.250	.550	.716



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : sanfernando_osborne_3axle
Site Code : 00000000
Start Date : 3/25/2015

Groups Printed- Bank 1

	San Fernando Rd Southbound			Osborne St Westbound			San Fernando Rd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	1	1	1	0	1	1	0	1	0	0	10
07:15 AM	0	0	1	0	2	0	2	0	0	0	0	0	5
07:30 AM	0	1	1	0	2	0	0	1	0	0	2	0	7
07:45 AM	0	1	0	1	2	0	0	0	0	0	0	0	4
Total	0	6	3	2	7	0	3	2	0	1	2	0	26
08:00 AM	0	2	0	0	1	0	0	0	0	0	1	0	4
08:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	2
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	4	1	0	0	0	0	1	0	7
Total	0	5	0	0	5	2	0	0	0	0	2	0	14
09:00 AM	0	1	1	0	1	0	0	1	0	0	4	0	8
09:15 AM	1	1	0	0	6	0	1	0	0	0	0	0	9
09:30 AM	1	3	0	0	2	0	1	0	0	0	2	3	12
09:45 AM	0	0	0	0	3	0	1	0	0	0	1	0	5
Total	2	5	1	0	12	0	3	1	0	0	7	3	34
12:00 PM	0	1	0	0	7	1	0	1	0	0	0	0	10
12:15 PM	0	0	0	0	3	0	0	0	1	0	4	0	8
12:30 PM	1	0	0	0	1	0	1	0	0	0	3	0	6
12:45 PM	0	0	0	0	5	1	1	0	0	0	2	0	9
Total	1	1	0	0	16	2	2	1	1	0	9	0	33
01:00 PM	0	1	1	0	3	0	1	1	0	0	4	0	11
01:15 PM	1	0	0	0	6	0	0	0	0	0	3	0	10
01:30 PM	0	2	0	0	5	0	0	1	1	0	1	0	10
01:45 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
Total	1	3	1	0	17	0	1	2	1	0	10	0	36
03:00 PM	0	0	0	0	1	1	0	1	0	0	3	0	6
03:15 PM	0	1	0	1	1	0	0	1	0	0	1	0	5
03:30 PM	0	0	0	0	0	1	0	0	1	0	4	0	6
03:45 PM	0	2	0	0	1	0	0	1	0	0	1	0	5
Total	0	3	0	1	3	2	0	3	1	0	9	0	22
04:00 PM	1	0	0	0	2	0	0	0	0	1	3	0	7
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	1	0	0	0	3	0	5
04:45 PM	1	0	0	0	0	0	0	0	0	0	4	0	5
Total	2	1	0	0	2	1	1	0	0	1	10	0	18
05:00 PM	0	1	0	0	0	0	0	0	1	0	2	1	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	1	0	0	1	0	0	1	0	5
05:45 PM	0	1	0	0	0	0	0	0	0	0	2	0	3
Total	0	4	0	1	2	0	0	1	1	0	5	1	15
Grand Total	6	28	5	4	64	7	10	10	4	2	54	4	198
Apprch %	15.4	71.8	12.8	5.3	85.3	9.3	41.7	41.7	16.7	3.3	90	6.7	
Total %	3	14.1	2.5	2	32.3	3.5	5.1	5.1	2	1	27.3	2	

CITY TRAFFIC COUNTERS
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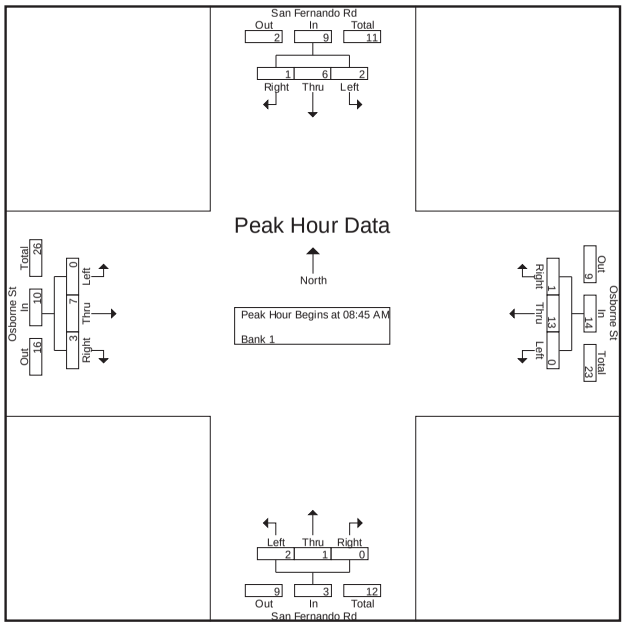
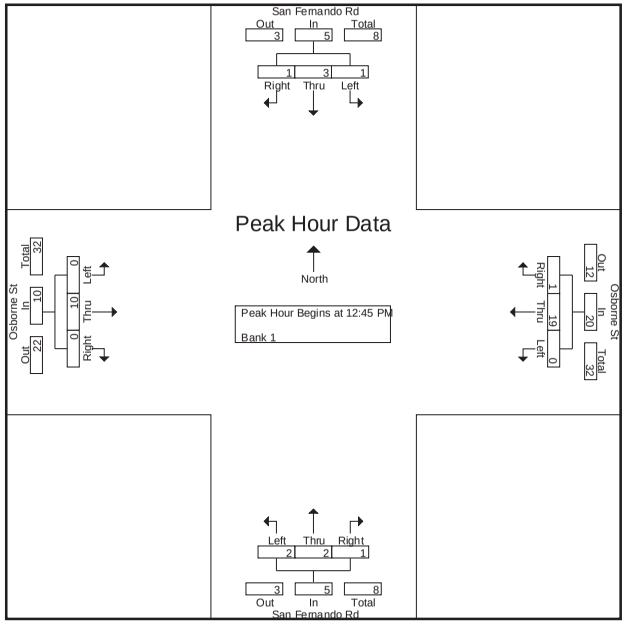
File Name : sanfernando_osborne_3axle
Site Code : 00000000
Start Date : 3/25/2015

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	1	0	1	0	4	**1**	5	0	0	0	0	0	1	0	1	7
09:00 AM	0	1	**1**	2	0	1	0	1	0	**1**	0	**1**	0	**4**	0	4	8
09:15 AM	**1**	1	0	2	0	**6**	0	**6**	**1**	0	0	1	0	0	0	0	9
09:30 AM	1	**3**	0	**4**	0	2	0	2	1	0	0	1	0	2	**3**	**5**	**12**
Total Volume	2	6	1	9	0	13	1	14	2	1	0	3	0	7	3	10	36
% App. Total	22.2	66.7	11.1		0	92.9	7.1		66.7	33.3	0		0	70	30		
PHF	.500	.500	.250	.563	.000	.542	.250	.583	.500	.250	.000	.750	.000	.438	.250	.500	.750



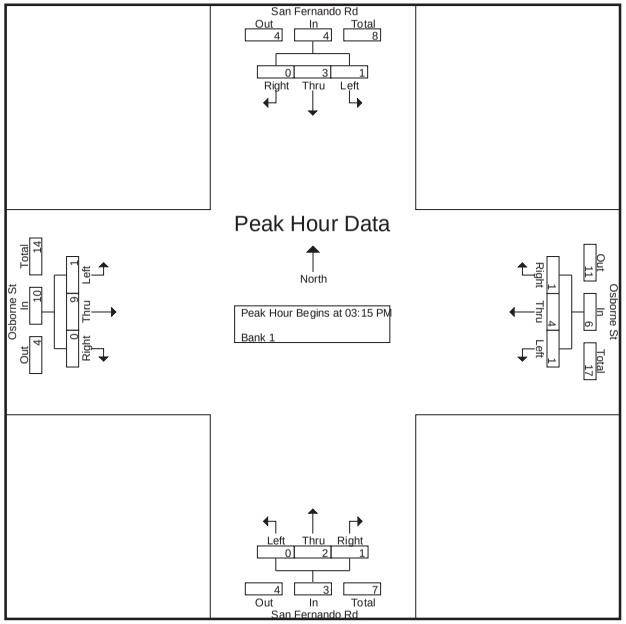
File Name : sanfernando_osborne_3axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	5	**1**	**6**	**1**	0	0	1	0	2	0	2	9
01:00 PM	0	1	**1**	**2**	0	3	0	3	1	**1**	0	**2**	0	**4**	0	**4**	**11**
01:15 PM	**1**	0	0	1	0	**6**	0	6	0	0	0	0	0	3	0	3	10
01:30 PM	0	**2**	0	2	0	5	0	5	0	1	**1**	2	0	1	0	1	10
Total Volume	1	3	1	5	0	19	1	20	2	2	1	5	0	10	0	10	40
% App. Total	20	60	20		0	95	5		40	40	20		0	100	0		
PHF	.250	.375	.250	.625	.000	.792	.250	.833	.500	.500	.250	.625	.000	.625	.000	.625	.909



File Name : sanfernando_osborne_3axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	1	0	1	**1**	1	0	**2**	0	**1**	0	**1**	0	1	0	1	5
03:30 PM	0	0	0	0	0	0	**1**	1	0	0	**1**	1	0	**4**	0	**4**	6
03:45 PM	0	**2**	0	**2**	0	1	0	1	0	1	0	1	0	1	0	1	5
04:00 PM	**1**	0	0	1	0	**2**	0	2	0	0	0	0	**1**	3	0	4	**7**
Total Volume	1	3	0	4	1	4	1	6	0	2	1	3	1	9	0	10	23
% App. Total	25	75	0		16.7	66.7	16.7		0	66.7	33.3		10	90	0		
PHF	.250	.375	.000	.500	.250	.500	.250	.750	.000	.500	.250	.750	.250	.563	.000	.625	.821



CITY TRAFFIC COUNTERS
626.991.7522
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File Name : sanfernando_osborne_4axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Bank 2

	San Fernando Rd Southbound			Osborne St Westbound			San Fernando Rd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	1	0	0	3	0	0	0	0	0	3	0	7
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
08:15 AM	0	2	0	0	0	0	0	0	1	0	0	1	4
08:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
08:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
Total	0	5	0	0	1	0	0	0	1	0	2	1	10
09:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
09:15 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
09:30 AM	0	0	0	0	2	0	0	0	1	0	1	0	4
09:45 AM	0	0	0	0	2	0	0	0	0	0	5	0	7
Total	0	0	0	0	6	0	0	0	1	0	13	0	20
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
12:30 PM	0	1	0	0	1	0	0	0	0	0	3	0	5
12:45 PM	0	0	0	0	1	0	0	1	0	1	2	0	5
Total	0	1	0	0	2	0	0	1	0	1	8	0	13
01:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	1	0	0	1	0	1	7	0	10
01:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
01:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	3	0	0	4	0	1	12	0	20
03:00 PM	0	1	0	0	0	0	0	0	0	0	2	0	3
03:15 PM	0	0	0	0	0	0	0	0	0	1	4	0	5
03:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:45 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
Total	0	2	0	0	0	0	0	2	0	1	8	0	13
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	2	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
Grand Total	0	10	0	0	16	0	0	7	2	3	50	1	89
Apprch %	0	100	0	0	100	0	0	77.8	22.2	5.6	92.6	1.9	
Total %	0	11.2	0	0	18	0	0	7.9	2.2	3.4	56.2	1.1	

CITY TRAFFIC COUNTERS
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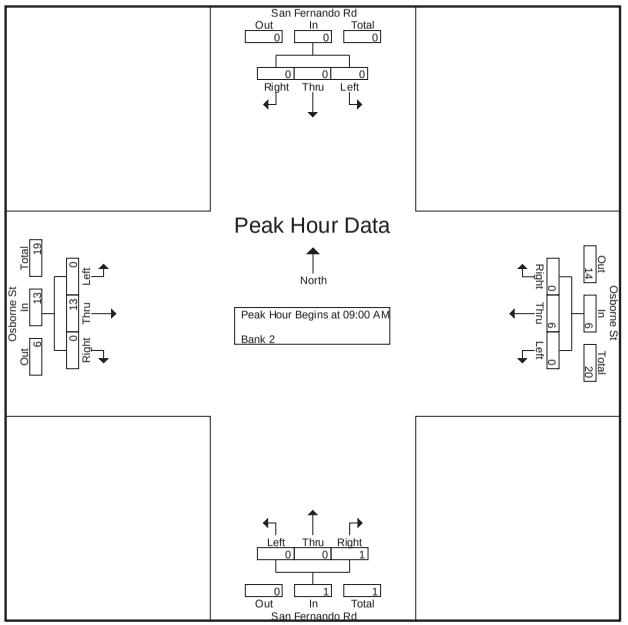
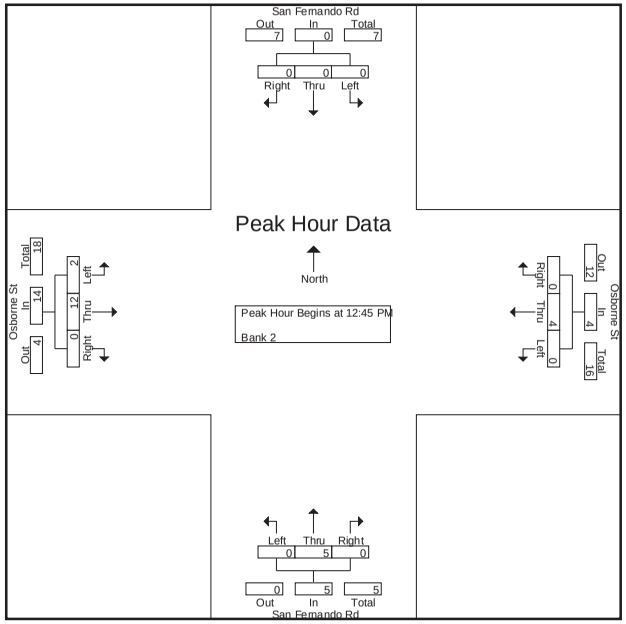
File Name : sanfernando_osborne_4axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 2

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
09:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	3	0	3	5
09:30 AM	0	0	0	0	0	2	0	2	0	0	**1**	**1**	0	1	0	1	4
09:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	0	**5**	**7**
Total Volume	0	0	0	0	0	6	0	6	0	0	1	1	0	13	0	13	20
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.250	.250	.000	.650	.000	.650	.714



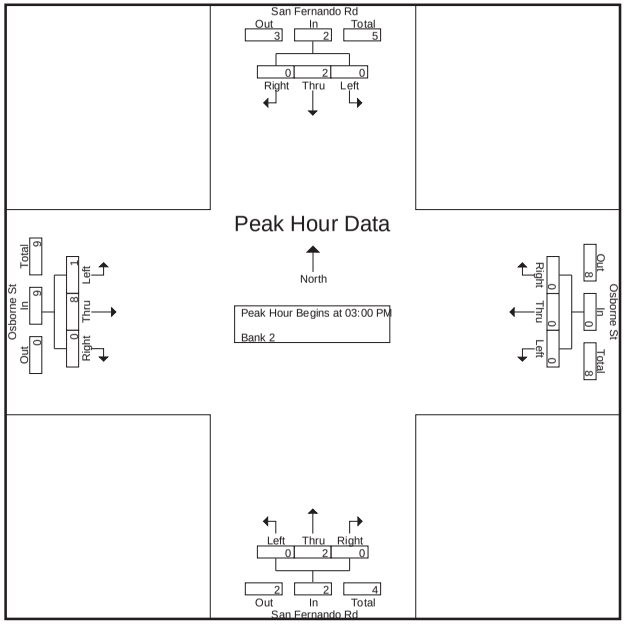
File Name : sanfernando_osborne_4axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	**1**	2	0	3	5
01:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	1	**7**	0	**8**	**10**
01:30 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	3	0	3	6
Total Volume	0	0	0	0	0	4	0	4	0	5	0	5	2	12	0	14	23
% App. Total	0	0	0		0	100	0		0	100	0		14.3	85.7	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.417	.000	.417	.500	.429	.000	.438	.575



File Name : sanfernando_osborne_4axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	2	0	2	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**4**	0	**5**	**5**
03:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	1	0	1	2
03:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	1	8	0	9	13
% App. Total	0	100	0		0	0	0		0	100	0		11.1	88.9	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.500	.000	.450	.650



CITY TRAFFIC COUNTERS
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File Name : sanfernando_osborne_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Osborne St Westbound			San Fernando Rd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	3	0	0	3	0	0	1	1	0	0	0	9
07:15 AM	0	3	0	0	0	0	0	0	0	0	0	1	4
07:30 AM	0	1	0	0	3	0	0	0	1	0	1	0	6
07:45 AM	0	2	0	0	1	0	0	0	0	0	0	1	4
Total	1	9	0	0	7	0	0	1	2	0	1	2	23
08:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	2	0	1	1	0	0	1	0	0	0	0	5
08:30 AM	0	1	0	0	1	0	0	1	0	0	1	0	4
08:45 AM	0	1	2	0	1	0	1	1	0	1	1	0	8
Total	0	7	2	1	3	0	1	3	0	1	2	0	20
09:00 AM	1	0	1	0	4	0	0	2	0	0	2	0	10
09:15 AM	1	1	1	1	2	0	0	0	0	0	0	2	8
09:30 AM	1	0	0	0	4	0	0	0	0	0	1	0	6
09:45 AM	0	1	1	0	1	0	1	0	1	0	1	0	6
Total	3	2	3	1	11	0	1	2	1	0	4	2	30
12:00 PM	0	0	0	0	1	1	0	0	0	0	3	0	5
12:15 PM	0	0	0	0	2	1	0	0	0	0	1	0	4
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	0	0	1	0	0	1	0	1	0	3
Total	0	0	0	0	4	3	0	0	1	0	6	0	14
01:00 PM	0	2	0	0	1	1	0	0	0	0	0	0	4
01:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
01:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	3
01:45 PM	0	1	0	0	1	0	0	1	0	0	1	0	4
Total	0	5	0	0	3	1	0	1	0	0	4	0	14
03:00 PM	0	2	0	1	1	0	1	0	1	0	2	0	8
03:15 PM	1	0	0	0	0	0	0	2	0	0	1	0	4
03:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	2	1	0	0	0	3
Total	1	2	0	2	1	0	1	5	2	0	3	0	17
04:00 PM	0	1	0	0	1	0	0	2	0	0	0	0	4
04:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	1	0	0	1	0	1	1	0	4
Total	0	1	0	2	2	0	0	3	0	1	1	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	2	0	4
Grand Total	5	27	5	6	32	4	3	15	6	2	23	4	132
Apprch %	13.5	73	13.5	14.3	76.2	9.5	12.5	62.5	25	6.9	79.3	13.8	
Total %	3.8	20.5	3.8	4.5	24.2	3	2.3	11.4	4.5	1.5	17.4	3	

CITY TRAFFIC COUNTERS
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File Name : sanfernando_osborne_5axle
Site Code : 00000000
Start Date : 3/25/2015
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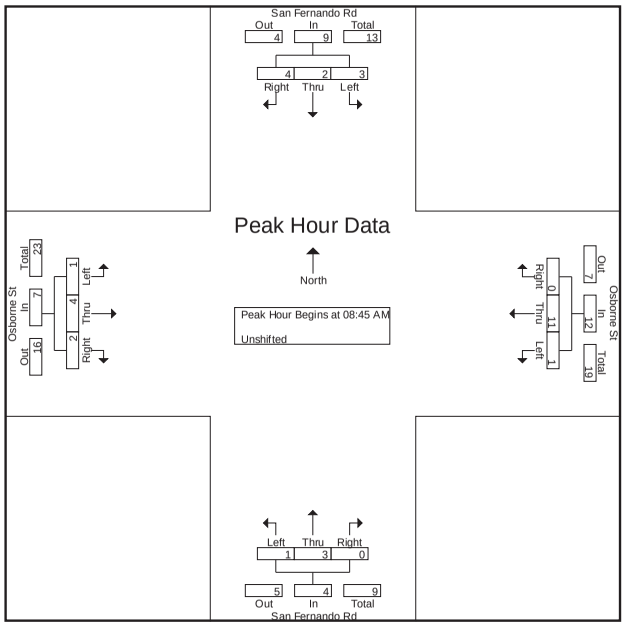
	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**1**	**2**	**3**	0	1	0	1	**1**	1	0	**2**	**1**	1	0	**2**	8
09:00 AM	**1**	0	1	2	0	**4**	0	**4**	0	**2**	0	2	0	**2**	0	2	**10**
09:15 AM	1	1	1	3	**1**	2	0	3	0	0	0	0	0	0	**2**	2	8
09:30 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	1	0	1	6
Total Volume	3	2	4	9	1	11	0	12	1	3	0	4	1	4	2	7	32
% App. Total	33.3	22.2	44.4		8.3	91.7	0		25	75	0		14.3	57.1	28.6		
PHF	.750	.500	.500	.750	.250	.688	.000	.750	.250	.375	.000	.500	.250	.500	.250	.875	.800



CITY TRAFFIC COUNTERS
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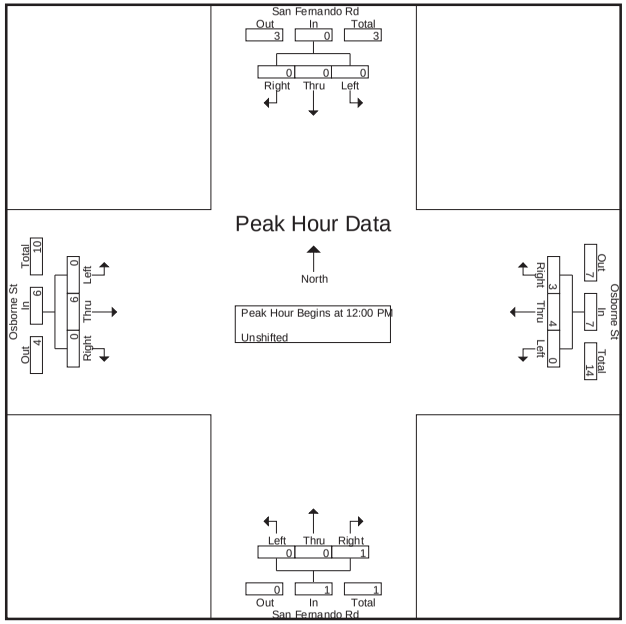
File Name : sanfernando_osborne_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 3

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	1	**1**	2	0	0	0	0	0	**3**	0	**3**	**5**
12:15 PM	0	0	0	0	0	**2**	1	**3**	0	0	0	0	0	1	0	1	4
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	0	1	1	0	0	**1**	**1**	0	1	0	1	3
Total Volume	0	0	0	0	0	4	3	7	0	0	1	1	0	6	0	6	14
% App. Total	0	0	0		0	57.1	42.9		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.750	.583	.000	.000	.250	.250	.000	.500	.000	.500	.700



CITY TRAFFIC COUNTERS
626.991.7522
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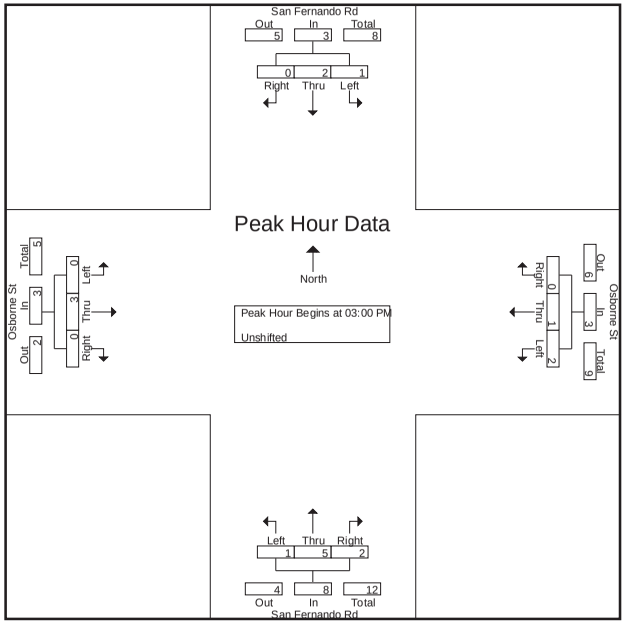
File Name : sanfernando_osborne_5axle
Site Code : 00000000
Start Date : 3/25/2015
Page No : 4

	San Fernando Rd Southbound				Osborne St Westbound				San Fernando Rd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**2**	0	**2**	**1**	**1**	0	**2**	**1**	0	**1**	2	0	**2**	0	**2**	**8**
03:15 PM	**1**	0	0	1	0	0	0	0	0	**2**	0	2	0	1	0	1	4
03:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	2	1	**3**	0	0	0	0	3
Total Volume	1	2	0	3	2	1	0	3	1	5	2	8	0	3	0	3	17
% App. Total	33.3	66.7	0		66.7	33.3	0		12.5	62.5	25		0	100	0		
PHF	.250	.250	.000	.375	.500	.250	.000	.375	.250	.625	.500	.667	.000	.375	.000	.375	.531



CITY TRAFFIC COUNTERS
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INT. 25

File Name : SanFernando_SR-118FrwyWBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			SR-118 Frwy WB On/Off-Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	128	78	0	0	0	109	139	0	38	0	106	598
07:15 AM	0	137	83	0	0	0	118	133	0	46	0	124	641
07:30 AM	0	150	76	0	0	0	112	174	0	51	0	134	697
07:45 AM	0	213	62	0	0	0	97	211	0	55	0	116	754
Total	0	628	299	0	0	0	436	657	0	190	0	480	2690
08:00 AM	0	184	72	0	0	0	104	161	0	33	0	113	667
08:15 AM	0	140	57	0	0	0	72	179	0	33	0	74	555
08:30 AM	0	102	69	0	0	0	72	147	0	26	0	67	483
08:45 AM	0	114	66	0	0	0	75	162	0	29	0	61	507
Total	0	540	264	0	0	0	323	649	0	121	0	315	2212
09:00 AM	0	77	55	0	0	0	84	120	0	24	0	56	416
09:15 AM	0	84	58	0	0	0	97	158	0	22	0	51	470
09:30 AM	0	92	66	0	0	0	71	164	0	26	0	59	478
09:45 AM	0	112	59	0	0	0	94	121	0	34	0	65	485
Total	0	365	238	0	0	0	346	563	0	106	0	231	1849
12:00 PM	0	153	85	0	0	0	118	157	0	21	0	67	601
12:15 PM	0	141	74	0	0	0	111	146	0	33	0	75	580
12:30 PM	0	134	77	0	0	0	106	154	0	18	0	52	541
12:45 PM	0	134	65	0	0	0	116	157	0	22	0	49	543
Total	0	562	301	0	0	0	451	614	0	94	0	243	2265
01:00 PM	0	119	78	0	0	0	143	181	0	26	0	62	609
01:15 PM	0	147	74	0	0	0	130	203	0	18	0	73	645
01:30 PM	0	131	75	0	0	0	141	168	0	19	0	65	599
01:45 PM	0	162	66	0	0	0	131	162	0	21	0	59	601
Total	0	559	293	0	0	0	545	714	0	84	0	259	2454
03:00 PM	0	154	96	0	0	0	136	170	0	25	0	70	651
03:15 PM	0	131	77	0	0	0	145	192	0	18	0	83	646
03:30 PM	0	145	102	0	0	0	156	163	0	21	0	68	655
03:45 PM	0	155	99	0	0	0	129	181	0	38	0	95	697
Total	0	585	374	0	0	0	566	706	0	102	0	316	2649
04:00 PM	0	153	114	0	0	0	143	149	0	43	0	77	679
04:15 PM	0	158	111	0	0	0	167	184	0	26	0	101	747
04:30 PM	0	162	138	0	0	0	164	192	0	46	0	87	789
04:45 PM	0	199	121	0	0	0	159	169	0	31	0	90	769
Total	0	672	484	0	0	0	633	694	0	146	0	355	2984
05:00 PM	0	181	131	0	0	0	172	183	0	26	0	79	772
05:15 PM	0	168	116	0	0	0	170	206	0	30	0	82	772
05:30 PM	0	168	105	0	0	0	164	175	0	21	0	74	707
05:45 PM	0	138	93	0	0	0	177	174	0	24	0	97	703
Total	0	655	445	0	0	0	683	738	0	101	0	332	2954
Grand Total	0	4566	2698	0	0	0	3983	5335	0	944	0	2531	20057
Apprch %	0	62.9	37.1	0	0	0	42.7	57.3	0	27.2	0	72.8	
Total %	0	22.8	13.5	0	0	0	19.9	26.6	0	4.7	0	12.6	

CITY TRAFFIC COUNTERS
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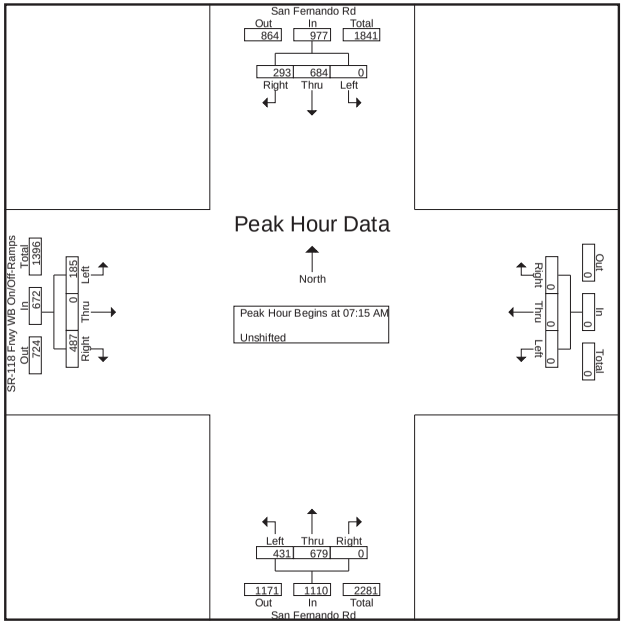
File Name : SanFernando_SR-118FrwyWBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	137	**83**	220	0	0	0	0	**118**	133	0	251	46	0	124	170	641
07:30 AM	0	150	76	226	0	0	0	0	112	174	0	286	51	0	**134**	**185**	697
07:45 AM	0	**213**	62	**275**	0	0	0	0	97	**211**	0	**308**	**55**	0	116	171	**754**
08:00 AM	0	184	72	256	0	0	0	0	104	161	0	265	33	0	113	146	667
Total Volume	0	684	293	977	0	0	0	0	431	679	0	1110	185	0	487	672	2759
% App. Total	0	70	30		0	0	0		38.8	61.2	0		27.5	0	72.5		
PHF	.000	.803	.883	.888	.000	.000	.000	.000	.913	.805	.000	.901	.841	.000	.909	.908	.915

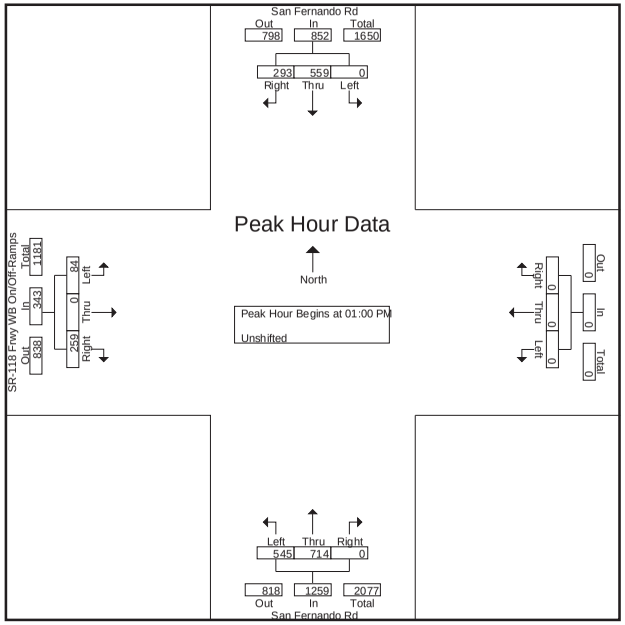


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	119	**78**	197	0	0	0	0	**143**	181	0	324	**26**	0	62	88	609
01:15 PM	0	147	74	221	0	0	0	0	130	**203**	0	**333**	18	0	**73**	**91**	**645**
01:30 PM	0	131	75	206	0	0	0	0	141	168	0	309	19	0	65	84	599
01:45 PM	0	**162**	66	**228**	0	0	0	0	131	162	0	293	21	0	59	80	601
Total Volume	0	559	293	852	0	0	0	0	545	714	0	1259	84	0	259	343	2454
% App. Total	0	65.6	34.4		0	0	0		43.3	56.7	0		24.5	0	75.5		
PHF	.000	.863	.939	.934	.000	.000	.000	.000	.953	.879	.000	.945	.808	.000	.887	.942	.951



CITY TRAFFIC COUNTERS

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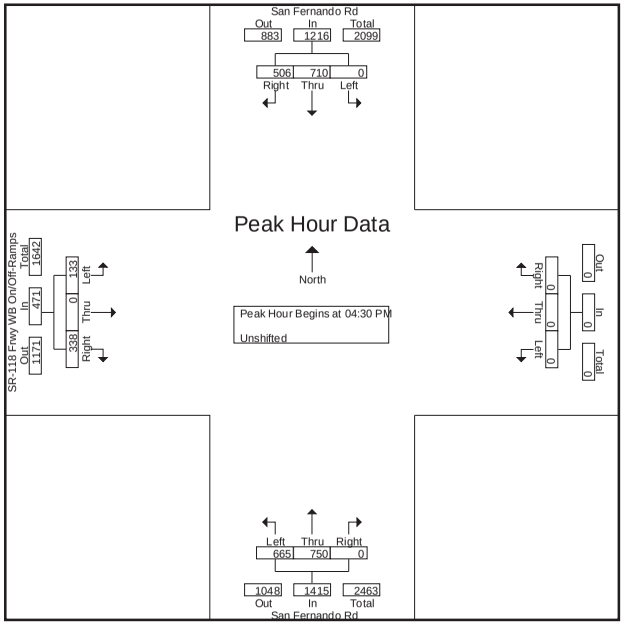
File Name : SanFernando_SR-118FrwyWBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	162	**138**	300	0	0	0	0	164	192	0	356	**46**	0	87	**133**	**789**
04:45 PM	0	**199**	121	**320**	0	0	0	0	159	169	0	328	31	0	**90**	121	769
05:00 PM	0	181	131	312	0	0	0	0	**172**	183	0	355	26	0	79	105	772
05:15 PM	0	168	116	284	0	0	0	0	170	**206**	0	**376**	30	0	82	112	772
Total Volume	0	710	506	1216	0	0	0	0	665	750	0	1415	133	0	338	471	3102
% App. Total	0	58.4	41.6		0	0	0		47	53	0		28.2	0	71.8		
PHF	.000	.892	.917	.950	.000	.000	.000	.000	.967	.910	.000	.941	.723	.000	.939	.885	.983



CITY TRAFFIC COUNTERS

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File Name : SanFernando_SR-118FrwyWBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
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Groups Printed- Bank 2

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			SR-118 Frwy WB On/Off-Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	0	0	2	0	0	0	0	0	4
Grand Total	0	2	8	0	0	0	5	1	0	0	0	0	16
Apprch %	0	20	80	0	0	0	83.3	16.7	0	0	0	0	
Total %	0	12.5	50	0	0	0	31.2	6.2	0	0	0	0	

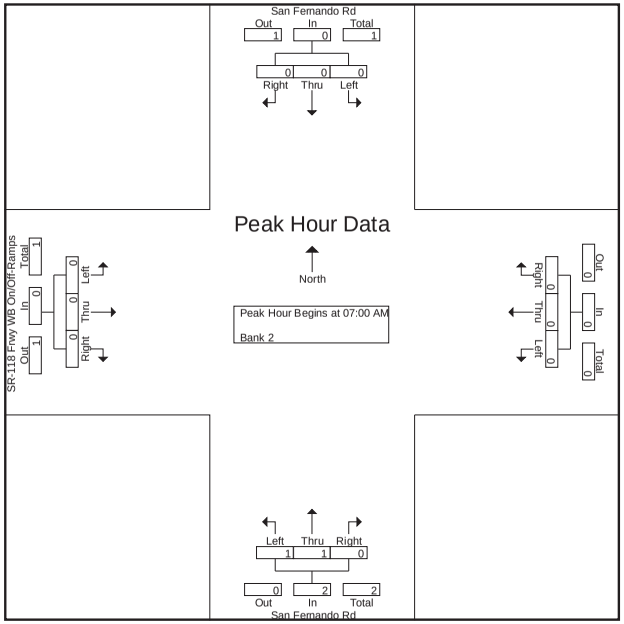
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		50	50	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS

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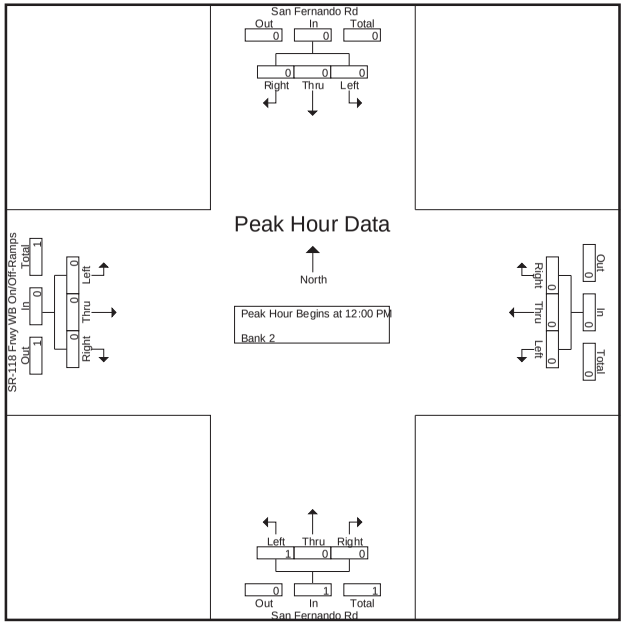
File Name : SanFernando_SR-118FrwyWBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

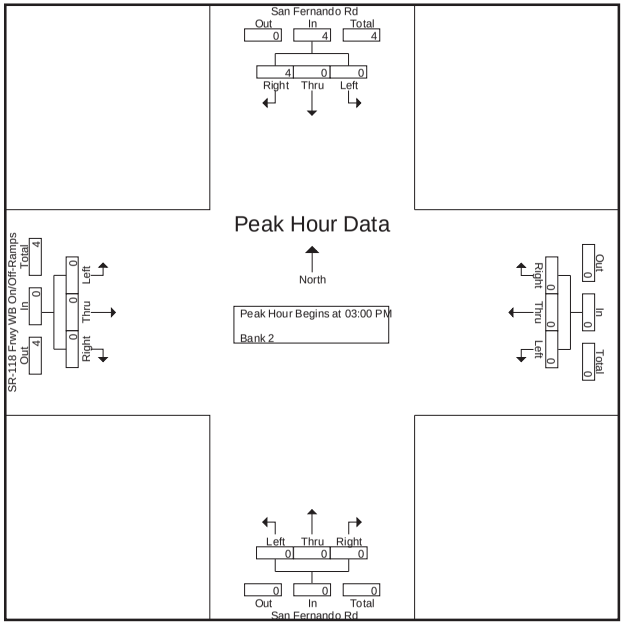


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
03:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS

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File Name : SanFernando_SR-118FrwyWBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 1

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			SR-118 Frwy WB On/Off-Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
07:30 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
07:45 AM	0	2	0	0	0	0	0	3	0	0	0	0	5
Total	0	6	0	0	0	0	0	6	0	0	0	0	12
08:00 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
08:15 AM	0	3	1	0	0	0	0	2	0	0	0	0	6
08:45 AM	0	1	0	0	0	0	0	6	0	0	0	0	7
Total	0	6	1	0	0	0	0	10	0	0	0	0	17
09:00 AM	0	0	0	0	0	0	0	6	0	0	0	0	6
09:15 AM	0	1	0	0	0	0	0	4	0	0	0	0	5
09:45 AM	0	1	1	0	0	0	0	2	0	0	0	0	4
Total	0	2	1	0	0	0	0	12	0	0	0	0	15
12:00 PM	0	1	5	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
12:30 PM	0	1	5	0	0	0	0	1	0	0	0	0	7
12:45 PM	0	5	4	0	0	0	0	4	0	0	0	0	13
Total	0	8	14	0	0	0	0	7	0	0	0	0	29
01:00 PM	0	3	3	0	0	0	1	4	0	0	0	0	11
01:15 PM	0	3	3	0	0	0	0	5	0	0	0	0	11
01:30 PM	0	6	3	0	0	0	0	0	0	0	0	0	9
01:45 PM	0	2	4	0	0	0	0	3	0	0	0	0	9
Total	0	14	13	0	0	0	1	12	0	0	0	0	40
03:00 PM	0	1	1	0	0	0	0	8	0	0	0	0	10
03:15 PM	0	2	0	0	0	0	0	7	0	2	0	0	11
03:30 PM	0	2	1	0	0	0	1	8	0	0	0	0	12
03:45 PM	0	7	1	0	0	0	1	7	0	1	0	0	17
Total	0	12	3	0	0	0	2	30	0	3	0	0	50
04:00 PM	0	1	0	0	0	0	0	5	0	0	0	0	6
04:15 PM	0	2	1	0	0	0	0	3	0	0	0	0	6
04:30 PM	0	1	0	0	0	0	0	7	0	2	0	0	10
04:45 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
Total	0	5	1	0	0	0	0	19	0	2	0	0	27
05:00 PM	0	3	0	0	0	0	0	4	0	0	0	0	7
05:15 PM	0	1	1	0	0	0	0	5	0	1	0	0	8
05:30 PM	0	1	0	0	0	0	0	5	0	0	0	1	7
05:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	6	1	0	0	0	0	15	0	1	0	1	24
Grand Total	0	59	34	0	0	0	3	111	0	6	0	1	214
Apprch %	0	63.4	36.6	0	0	0	2.6	97.4	0	85.7	0	14.3	
Total %	0	27.6	15.9	0	0	0	1.4	51.9	0	2.8	0	0.5	

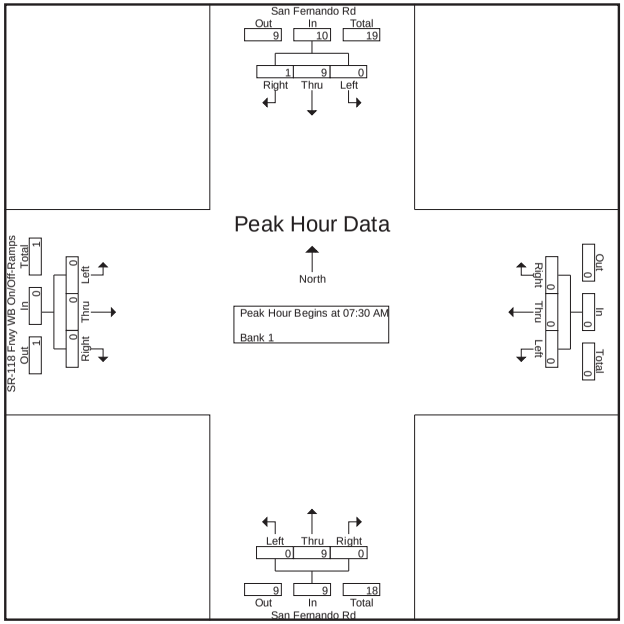
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:45 AM	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0	5
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	**3**	**1**	**4**	0	0	0	0	0	2	0	2	0	0	0	0	**6**
Total Volume	0	9	1	10	0	0	0	0	0	9	0	9	0	0	0	0	19
% App. Total	0	90	10		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.250	.625	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.792

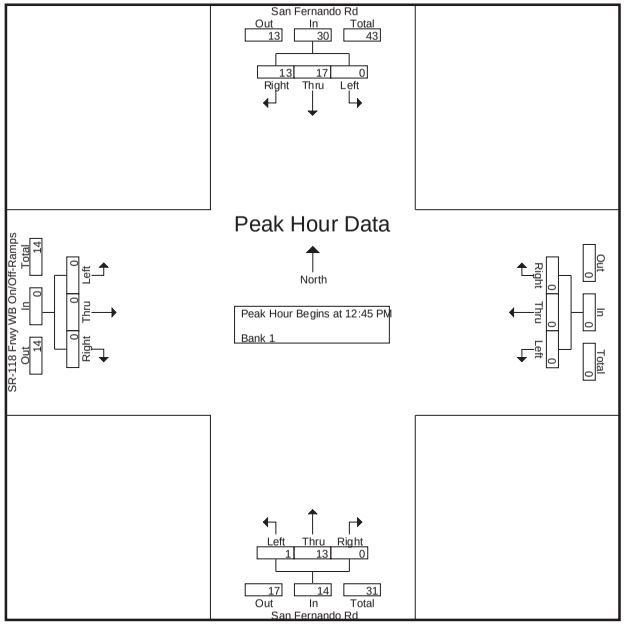


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	5	**4**	**9**	0	0	0	0	0	4	0	4	0	0	0	0	**13**
01:00 PM	0	3	3	6	0	0	0	0	**1**	4	0	**5**	0	0	0	0	11
01:15 PM	0	3	3	6	0	0	0	0	0	**5**	0	5	0	0	0	0	11
01:30 PM	0	**6**	3	9	0	0	0	0	0	0	0	0	0	0	0	0	9
Total Volume	0	17	13	30	0	0	0	0	1	13	0	14	0	0	0	0	44
% App. Total	0	56.7	43.3		0	0	0		7.1	92.9	0		0	0	0		
PHF	.000	.708	.813	.833	.000	.000	.000	.000	.250	.650	.000	.700	.000	.000	.000	.000	.846

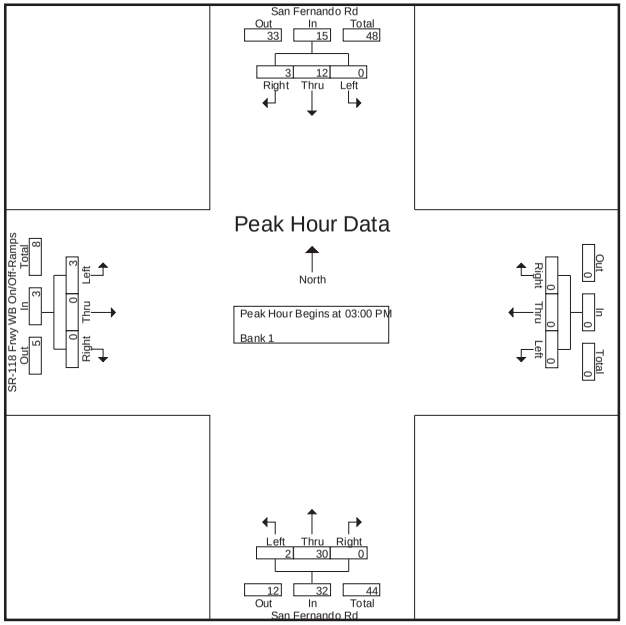


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	**1**	2	0	0	0	0	0	**8**	0	8	0	0	0	0	10
03:15 PM	0	2	0	2	0	0	0	0	0	7	0	7	**2**	0	0	**2**	11
03:30 PM	0	2	1	3	0	0	0	0	**1**	8	0	**9**	0	0	0	0	12
03:45 PM	0	**7**	1	**8**	0	0	0	0	1	7	0	8	1	0	0	1	**17**
Total Volume	0	12	3	15	0	0	0	0	2	30	0	32	3	0	0	3	50
% App. Total	0	80	20		0	0	0		6.2	93.8	0		100	0	0		
PHF	.000	.429	.750	.469	.000	.000	.000	.000	.500	.938	.000	.889	.375	.000	.000	.375	.735



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			SR-118 Frwy WB On/Off-Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	5	3	0	0	0	6	4	0	0	0	0	18
07:15 AM	0	5	2	0	0	0	4	5	0	1	0	0	17
07:30 AM	0	3	3	0	0	0	6	5	0	2	0	1	20
07:45 AM	0	6	4	0	0	0	5	6	0	0	0	0	21
Total	0	19	12	0	0	0	21	20	0	3	0	1	76
08:00 AM	0	7	2	0	0	0	3	7	0	0	0	2	21
08:15 AM	0	3	3	0	0	0	4	5	0	3	0	0	18
08:30 AM	0	1	2	0	0	0	6	10	0	0	0	0	19
08:45 AM	0	6	2	0	0	0	7	7	0	1	0	1	24
Total	0	17	9	0	0	0	20	29	0	4	0	3	82
09:00 AM	0	5	3	0	0	0	10	9	0	2	0	1	30
09:15 AM	0	5	5	0	0	0	12	12	0	0	0	0	34
09:30 AM	0	7	8	0	0	0	8	4	0	1	0	0	28
09:45 AM	0	4	3	0	0	0	8	10	0	0	0	1	26
Total	0	21	19	0	0	0	38	35	0	3	0	2	118
12:00 PM	0	7	3	0	0	0	8	6	0	0	0	0	24
12:15 PM	0	3	4	0	0	0	7	9	0	0	0	2	25
12:30 PM	0	6	5	0	0	0	10	7	0	1	0	0	29
12:45 PM	0	5	2	0	0	0	6	4	0	0	0	1	18
Total	0	21	14	0	0	0	31	26	0	1	0	3	96
01:00 PM	0	2	3	0	0	0	2	4	0	1	0	0	12
01:15 PM	0	5	3	0	0	0	7	6	0	0	0	0	21
01:30 PM	0	3	2	0	0	0	9	6	0	1	0	3	24
01:45 PM	0	7	3	0	0	0	4	6	0	1	0	0	21
Total	0	17	11	0	0	0	22	22	0	3	0	3	78
03:00 PM	0	5	1	0	0	0	5	3	0	0	0	1	15
03:15 PM	0	5	3	0	0	0	4	4	0	0	0	1	17
03:30 PM	0	5	2	0	0	0	8	5	0	0	0	0	20
03:45 PM	0	3	1	0	0	0	1	4	0	3	0	1	13
Total	0	18	7	0	0	0	18	16	0	3	0	3	65
04:00 PM	0	4	4	0	0	0	5	10	0	0	0	0	23
04:15 PM	0	4	3	0	0	0	1	4	0	1	0	2	15
04:30 PM	0	2	1	0	0	0	2	5	0	2	0	1	13
04:45 PM	0	2	2	0	0	0	6	9	0	1	0	1	21
Total	0	12	10	0	0	0	14	28	0	4	0	4	72
05:00 PM	0	4	4	0	0	0	9	8	0	3	0	1	29
05:15 PM	0	2	2	0	0	0	1	8	0	0	0	3	16
05:30 PM	0	3	4	0	0	0	3	3	0	0	0	3	16
05:45 PM	0	2	2	0	0	0	3	3	0	2	0	1	13
Total	0	11	12	0	0	0	16	22	0	5	0	8	74
Grand Total	0	136	94	0	0	0	180	198	0	26	0	27	661
Apprch %	0	59.1	40.9	0	0	0	47.6	52.4	0	49.1	0	50.9	
Total %	0	20.6	14.2	0	0	0	27.2	30	0	3.9	0	4.1	

CITY TRAFFIC COUNTERS

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File Name : SanFernando_SR-118FrwyWBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016

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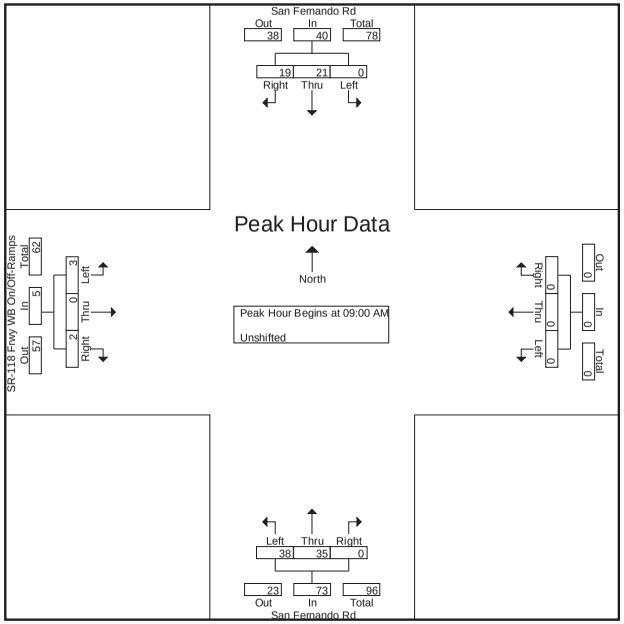
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	5	3	8	0	0	0	0	10	9	0	19	**2**	0	**1**	**3**	30
09:15 AM	0	5	5	10	0	0	0	0	**12**	**12**	0	**24**	0	0	0	0	**34**
09:30 AM	0	**7**	**8**	**15**	0	0	0	0	8	4	0	12	1	0	0	1	28
09:45 AM	0	4	3	7	0	0	0	0	8	10	0	18	0	0	1	1	26
Total Volume	0	21	19	40	0	0	0	0	38	35	0	73	3	0	2	5	118
% App. Total	0	52.5	47.5		0	0	0		52.1	47.9	0		60	0	40		
PHF	.000	.750	.594	.667	.000	.000	.000	.000	.792	.729	.000	.760	.375	.000	.500	.417	.868

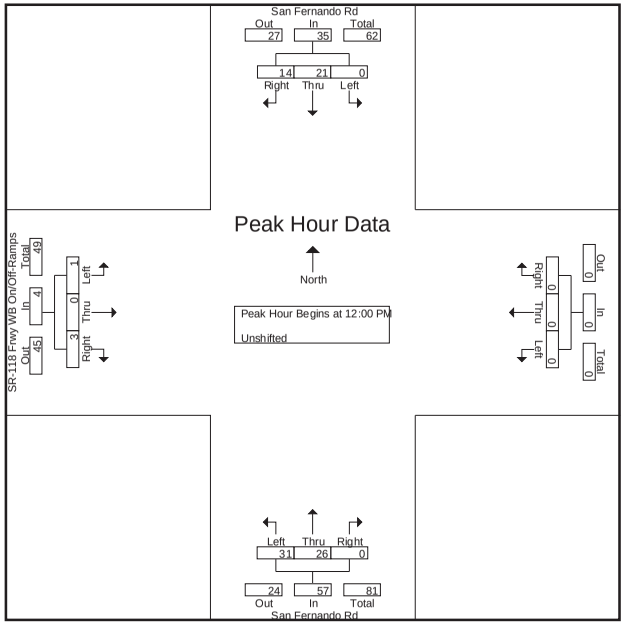


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**7**	3	10	0	0	0	0	8	6	0	14	0	0	0	0	24
12:15 PM	0	3	4	7	0	0	0	0	7	**9**	0	16	0	0	**2**	**2**	25
12:30 PM	0	6	**5**	**11**	0	0	0	0	**10**	7	0	**17**	**1**	0	0	1	**29**
12:45 PM	0	5	2	7	0	0	0	0	6	4	0	10	0	0	1	1	18
Total Volume	0	21	14	35	0	0	0	0	31	26	0	57	1	0	3	4	96
% App. Total	0	60	40		0	0	0		54.4	45.6	0		25	0	75		
PHF	.000	.750	.700	.795	.000	.000	.000	.000	.775	.722	.000	.838	.250	.000	.375	.500	.828



CITY TRAFFIC COUNTERS

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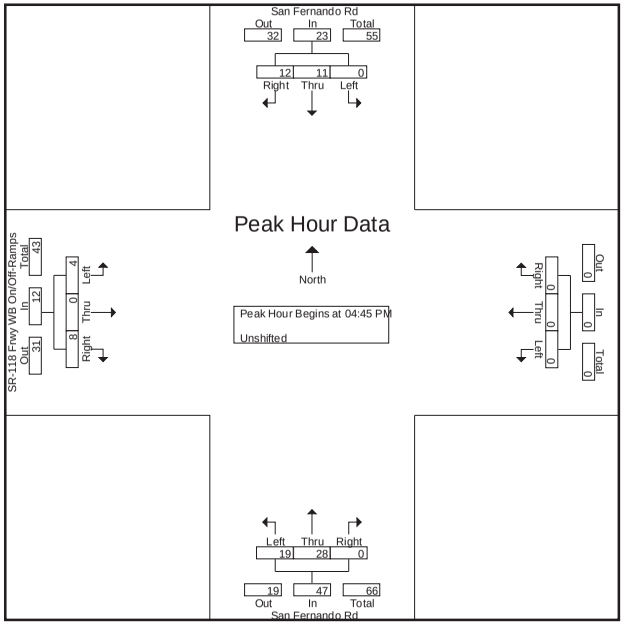
File Name : SanFernando_SR-118FrwyWBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	2	2	4	0	0	0	0	6	**9**	0	15	1	0	1	2	21
05:00 PM	0	**4**	**4**	**8**	0	0	0	0	**9**	8	0	**17**	**3**	0	1	**4**	**29**
05:15 PM	0	2	2	4	0	0	0	0	1	8	0	9	0	0	**3**	3	16
05:30 PM	0	3	4	7	0	0	0	0	3	3	0	6	0	0	3	3	16
Total Volume	0	11	12	23	0	0	0	0	19	28	0	47	4	0	8	12	82
% App. Total	0	47.8	52.2		0	0	0		40.4	59.6	0		33.3	0	66.7		
PHF	.000	.688	.750	.719	.000	.000	.000	.000	.528	.778	.000	.691	.333	.000	.667	.750	.707



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_3-Axle
Site Code : 00000000
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Groups Printed- Bank 1

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			SR-118 Frwy WB On/Off-Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	3	1	0	0	0	0	5
07:15 AM	0	1	0	0	0	0	3	0	0	0	0	0	4
07:30 AM	0	1	0	0	0	0	2	1	0	0	0	0	4
07:45 AM	0	1	1	0	0	0	1	0	0	0	0	0	3
Total	0	4	1	0	0	0	9	2	0	0	0	0	16
08:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	2
08:15 AM	0	1	1	0	0	0	3	0	0	0	0	1	6
08:30 AM	0	0	0	0	0	0	3	3	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	2	1	0	0	0	9	3	0	0	0	1	16
09:00 AM	0	0	0	0	0	0	3	0	0	1	0	1	5
09:15 AM	0	0	0	0	0	0	1	1	0	1	0	0	3
09:30 AM	0	1	1	0	0	0	8	1	0	0	0	0	11
09:45 AM	0	0	2	0	0	0	2	2	0	0	0	0	6
Total	0	1	3	0	0	0	14	4	0	2	0	1	25
12:00 PM	0	2	0	0	0	0	9	3	0	0	0	0	14
12:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	3	1	0	1	0	0	5
Total	0	2	0	0	0	0	18	4	0	1	0	0	25
01:00 PM	0	1	1	0	0	0	7	0	0	0	0	0	9
01:15 PM	0	3	1	0	0	0	4	2	0	1	0	0	11
01:30 PM	0	0	1	0	0	0	1	1	0	0	0	0	3
01:45 PM	0	1	1	0	0	0	4	1	0	0	0	0	7
Total	0	5	4	0	0	0	16	4	0	1	0	0	30
03:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	2
03:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:45 PM	0	2	0	0	0	0	2	2	0	0	0	0	6
Total	0	3	0	0	0	0	3	5	0	1	0	0	12
04:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	1	1	0	0	0	0	0	0	2	0	0	4
04:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	2	2	0	0	0	0	0	0	3	0	1	8
05:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	1
Grand Total	0	19	11	0	0	0	70	22	0	8	0	3	133
Apprch %	0	63.3	36.7	0	0	0	76.1	23.9	0	72.7	0	27.3	
Total %	0	14.3	8.3	0	0	0	52.6	16.5	0	6	0	2.3	

CITY TRAFFIC COUNTERS

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File Name : SanFernando_SR-118FrwyWBRamps_3-Axle
Site Code : 00000000
Start Date : 5/24/2016

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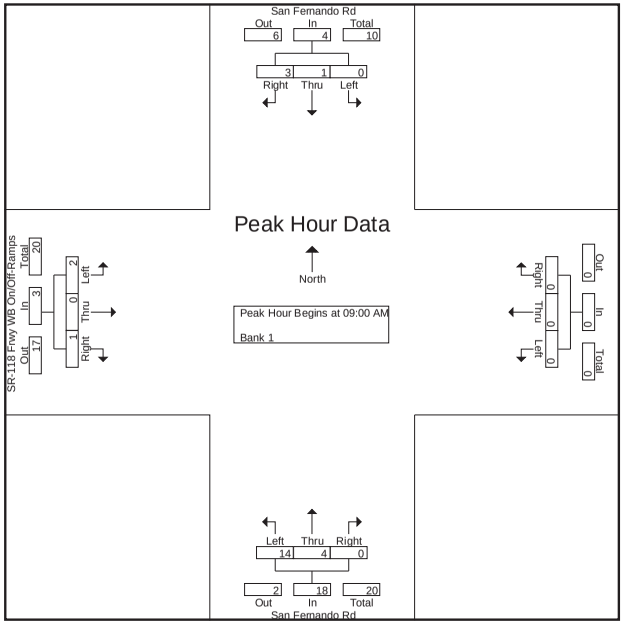
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	**1**	0	**1**	**2**	5
09:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	1	3
09:30 AM	0	**1**	1	**2**	0	0	0	0	**8**	1	0	**9**	0	0	0	0	**11**
09:45 AM	0	0	**2**	2	0	0	0	0	2	**2**	0	4	0	0	0	0	6
Total Volume	0	1	3	4	0	0	0	0	14	4	0	18	2	0	1	3	25
% App. Total	0	25	75		0	0	0		77.8	22.2	0		66.7	0	33.3		
PHF	.000	.250	.375	.500	.000	.000	.000	.000	.438	.500	.000	.500	.500	.000	.250	.375	.568

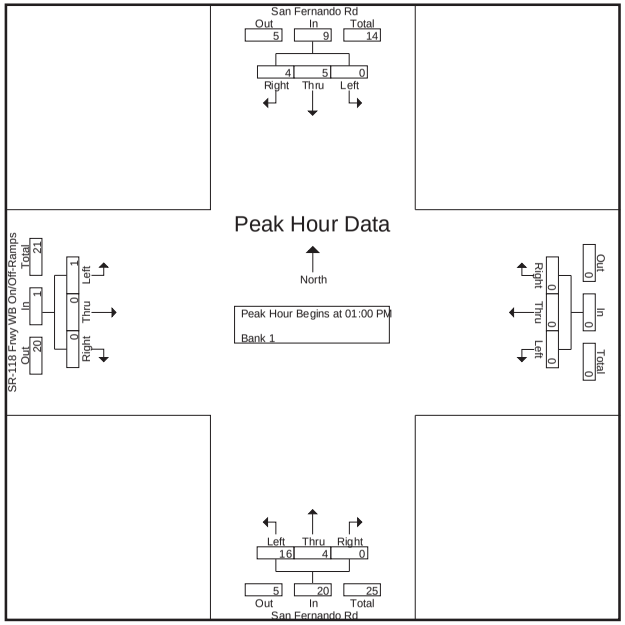


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	1	**1**	2	0	0	0	0	**7**	0	0	**7**	0	0	0	0	9
01:15 PM	0	**3**	1	**4**	0	0	0	0	4	**2**	0	6	**1**	0	0	**1**	**11**
01:30 PM	0	0	1	1	0	0	0	0	1	1	0	2	0	0	0	0	3
01:45 PM	0	1	1	2	0	0	0	0	4	1	0	5	0	0	0	0	7
Total Volume	0	5	4	9	0	0	0	0	16	4	0	20	1	0	0	1	30
% App. Total	0	55.6	44.4		0	0	0		80	20	0		100	0	0		
PHF	.000	.417	1.00	.563	.000	.000	.000	.000	.571	.500	.000	.714	.250	.000	.000	.250	.682

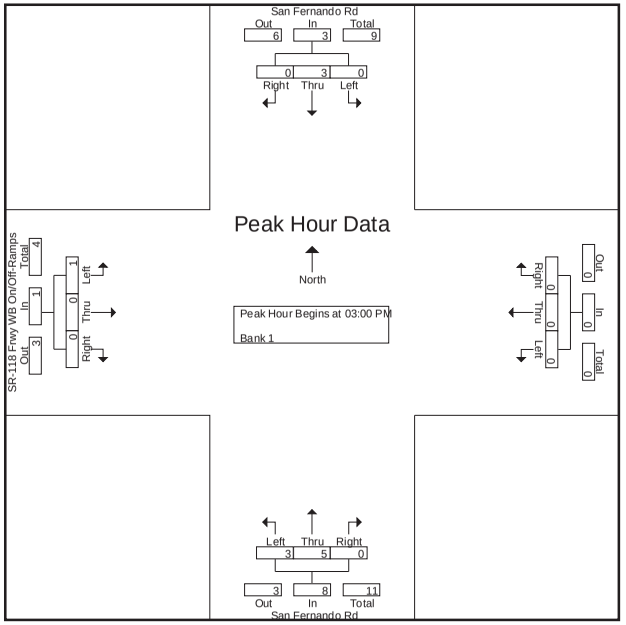


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	**1**	0	0	**1**	2
03:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	2
03:45 PM	0	**2**	0	**2**	0	0	0	0	**2**	2	0	**4**	0	0	0	0	**6**
Total Volume	0	3	0	3	0	0	0	0	3	5	0	8	1	0	0	1	12
% App. Total	0	100	0		0	0	0		37.5	62.5	0		100	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.375	.625	.000	.500	.250	.000	.000	.250	.500



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			SR-118 Frwy WB On/Off-Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	2	0	0	0	0	0	3	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	1	4	0	0	0	0	7
01:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
Total	0	0	1	0	0	0	0	0	0	1	0	0	2
03:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
Total	0	0	1	0	0	0	0	0	0	1	0	0	2
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	0	0	0	2
Grand Total	0	2	2	0	0	0	2	6	0	2	0	0	14
Apprch %	0	50	50	0	0	0	25	75	0	100	0	0	
Total %	0	14.3	14.3	0	0	0	14.3	42.9	0	14.3	0	0	

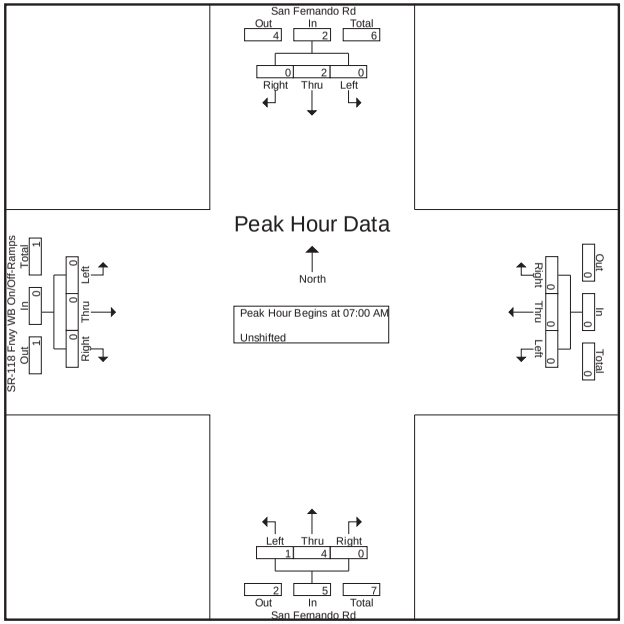
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**5**
07:30 AM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	1	4	0	5	0	0	0	0	7
% App. Total	0	100	0		0	0	0		20	80	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.333	.000	.417	.000	.000	.000	.000	.350

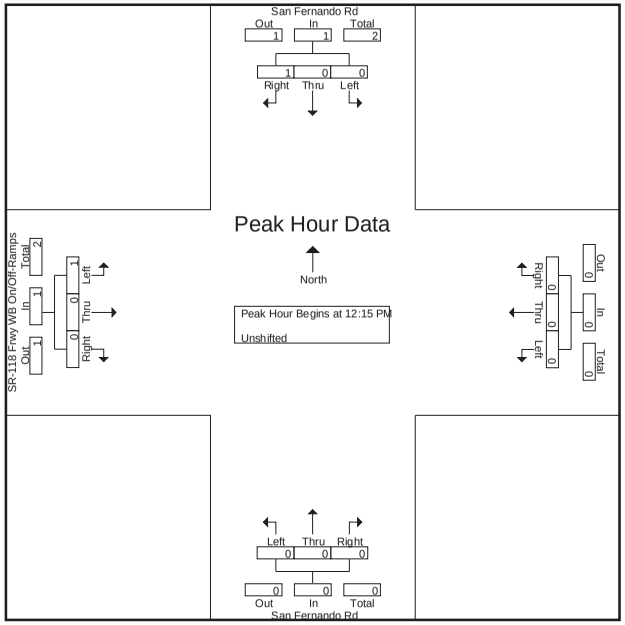


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

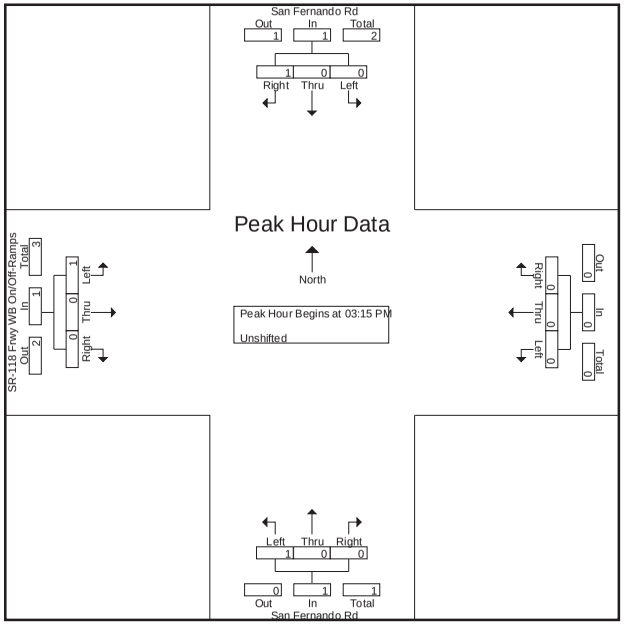


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**2**
Total Volume	0	0	1	1	0	0	0	0	1	0	0	1	1	0	0	1	3
% App. Total	0	0	100		0	0	0		100	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.375



CITY TRAFFIC COUNTERS

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File Name : SanFernando_SR-118FrwyWBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 2

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			SR-118 Frwy WB On/Off-Ramps Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	1	3
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	3	0	0	0	0	1	4
07:45 AM	0	1	0	0	0	0	3	1	0	0	0	0	5
Total	0	2	0	0	0	0	7	2	0	0	0	2	13
08:00 AM	0	0	0	0	0	0	2	1	0	0	0	1	4
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	1	0	0	0	0	3	0	0	0	0	0	4
08:45 AM	0	0	1	0	0	0	4	1	0	1	0	0	7
Total	0	1	1	0	0	0	10	2	0	1	0	1	16
09:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	5	0	0	0	0	0	5
09:30 AM	0	0	1	0	0	0	2	1	0	1	0	0	5
09:45 AM	0	1	0	0	0	0	2	2	0	0	0	1	6
Total	0	1	1	0	0	0	11	3	0	1	0	1	18
12:00 PM	0	1	0	0	0	0	4	0	0	0	0	0	5
12:15 PM	0	1	0	0	0	0	2	2	0	0	0	0	5
12:30 PM	0	1	0	0	0	0	5	1	0	1	0	1	9
12:45 PM	0	0	2	0	0	0	2	2	0	0	0	0	6
Total	0	3	2	0	0	0	13	5	0	1	0	1	25
01:00 PM	0	0	2	0	0	0	1	1	0	0	0	2	6
01:15 PM	0	1	0	0	0	0	0	1	0	0	0	1	3
01:45 PM	0	0	0	0	0	0	3	1	0	0	0	0	4
Total	0	1	2	0	0	0	4	3	0	0	0	3	13
03:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
03:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	3
Total	0	1	3	0	0	0	3	0	0	1	0	0	8
04:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	1	1	0	0	0	1	2	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
Total	0	0	0	0	0	0	0	1	0	1	0	0	2
Grand Total	0	10	10	0	0	0	49	18	0	5	0	8	100
Apprch %	0	50	50	0	0	0	73.1	26.9	0	38.5	0	61.5	
Total %	0	10	10	0	0	0	49	18	0	5	0	8	

CITY TRAFFIC COUNTERS

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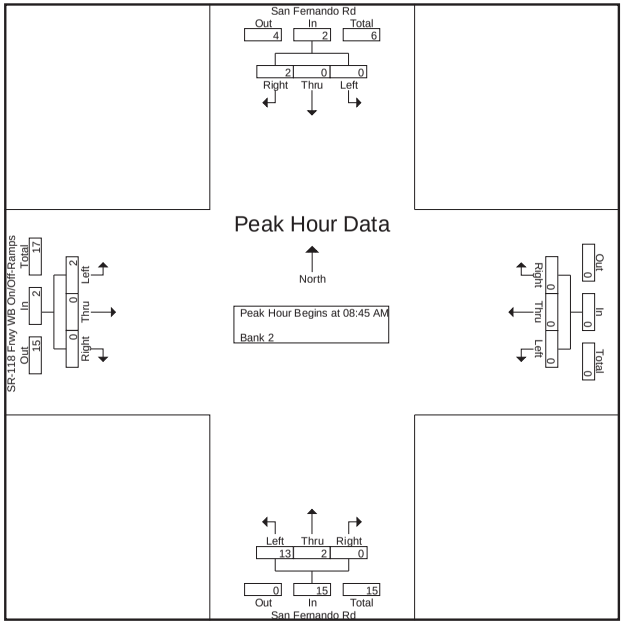
File Name : SanFernando_SR-118FrwyWBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	**1**	**1**	0	0	0	0	4	**1**	0	**5**	**1**	0	0	**1**	**7**
09:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	**5**	0	0	5	0	0	0	0	5
09:30 AM	0	0	1	1	0	0	0	0	2	1	0	3	1	0	0	1	5
Total Volume	0	0	2	2	0	0	0	0	13	2	0	15	2	0	0	2	19
% App. Total	0	0	100		0	0	0		86.7	13.3	0		100	0	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.650	.500	.000	.750	.500	.000	.000	.500	.679

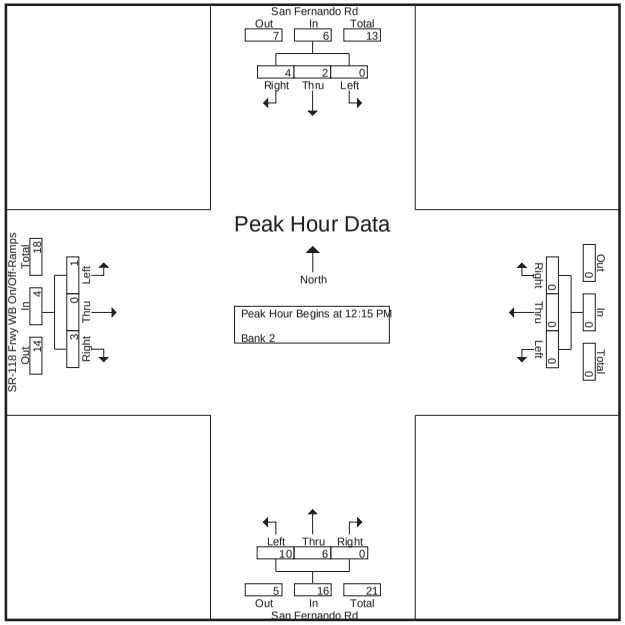


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	**1**	0	1	0	0	0	0	2	**2**	0	4	0	0	0	0	5
12:30 PM	0	1	0	1	0	0	0	0	**5**	1	0	**6**	**1**	0	1	**2**	**9**
12:45 PM	0	0	**2**	**2**	0	0	0	0	2	2	0	4	0	0	0	0	6
01:00 PM	0	0	2	2	0	0	0	0	1	1	0	2	0	0	**2**	2	6
Total Volume	0	2	4	6	0	0	0	0	10	6	0	16	1	0	3	4	26
% App. Total	0	33.3	66.7		0	0	0		62.5	37.5	0		25	0	75		
PHF	.000	.500	.500	.750	.000	.000	.000	.000	.500	.750	.000	.667	.250	.000	.375	.500	.722

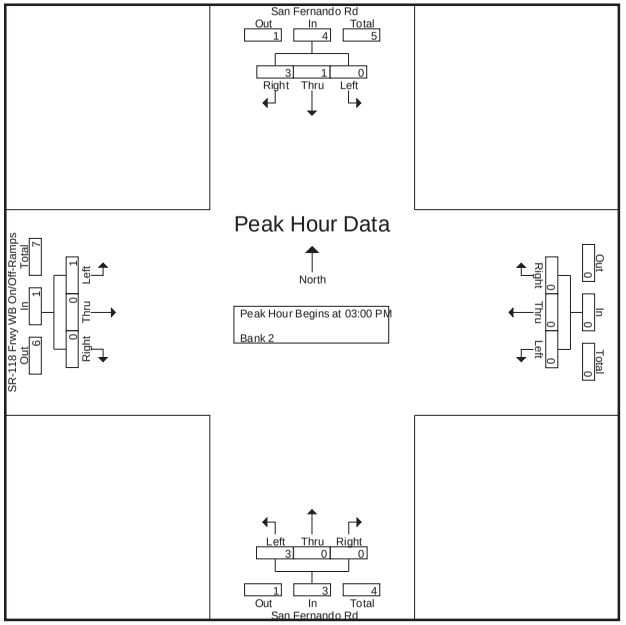


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando_SR-118FrwyWBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				SR-118 Frwy WB On/Off-Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	**1**	0	0	0	0	1	0	0	1	0	0	0	0	2
03:15 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
03:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	1	0	0	0	0	**2**	0	0	**2**	0	0	0	0	**3**
Total Volume	0	1	3	4	0	0	0	0	3	0	0	3	1	0	0	1	8
% App. Total	0	25	75		0	0	0		100	0	0		100	0	0		
PHF	.000	.250	.750	1.00	.000	.000	.000	.000	.375	.000	.000	.375	.250	.000	.000	.250	.667



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 26

File Name : Arleta_VanNuys
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

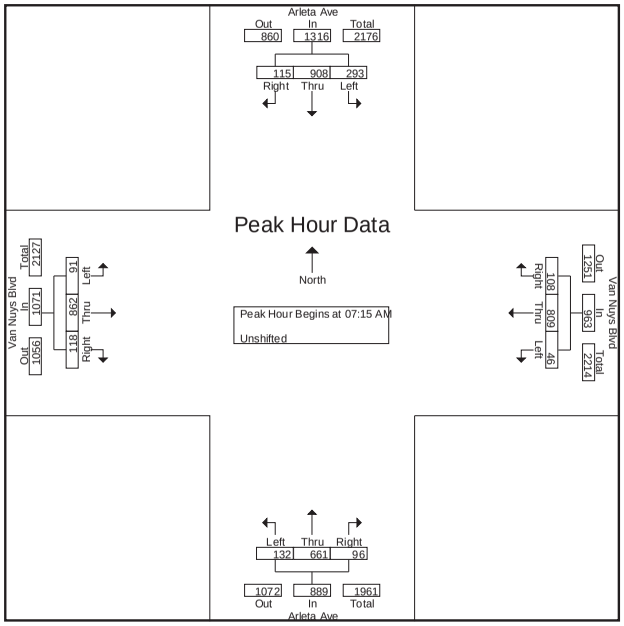
Groups Printed- Unshifted

	Arleta Ave Southbound			Van Nuys Blvd Westbound			Arleta Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	60	129	24	13	165	23	18	79	12	21	176	18	738
07:15 AM	52	188	25	12	172	22	25	125	19	18	230	20	908
07:30 AM	70	215	30	11	227	34	35	238	28	25	214	35	1162
07:45 AM	91	270	24	11	220	32	41	180	28	28	238	37	1200
Total	273	802	103	47	784	111	119	622	87	92	858	110	4008
08:00 AM	80	235	36	12	190	20	31	118	21	20	180	26	969
08:15 AM	80	149	19	11	162	17	32	77	16	11	181	21	776
08:30 AM	80	89	19	10	160	16	11	67	6	23	178	13	672
08:45 AM	53	66	15	10	176	18	15	61	2	10	183	13	622
Total	293	539	89	43	688	71	89	323	45	64	722	73	3039
09:00 AM	38	56	8	10	143	10	9	31	11	22	159	17	514
09:15 AM	30	41	15	10	171	15	16	53	10	12	168	16	557
09:30 AM	32	29	18	8	173	11	21	37	6	21	185	28	569
09:45 AM	31	37	25	15	196	14	30	40	11	24	205	37	665
Total	131	163	66	43	683	50	76	161	38	79	717	98	2305
12:00 PM	25	33	17	8	148	10	9	42	9	19	190	17	527
12:15 PM	23	31	13	14	175	24	20	36	13	27	185	8	569
12:30 PM	30	38	15	11	185	24	20	53	13	19	168	19	595
12:45 PM	18	37	17	11	177	13	19	51	15	11	153	11	533
Total	96	139	62	44	685	71	68	182	50	76	696	55	2224
01:00 PM	18	34	17	12	172	25	9	46	13	17	175	17	555
01:15 PM	21	39	15	8	179	21	11	41	17	15	183	21	571
01:30 PM	21	43	11	9	174	18	11	51	20	16	195	20	589
01:45 PM	28	71	20	12	197	24	27	62	19	12	200	14	686
Total	88	187	63	41	722	88	58	200	69	60	753	72	2401
03:00 PM	33	55	22	11	218	22	17	73	14	21	202	17	705
03:15 PM	30	69	18	11	217	30	32	96	21	23	210	13	770
03:30 PM	34	61	19	9	218	29	25	101	21	41	266	33	857
03:45 PM	34	77	20	9	200	30	34	113	23	27	279	42	888
Total	131	262	79	40	853	111	108	383	79	112	957	105	3220
04:00 PM	40	95	29	6	226	25	29	114	21	35	272	14	906
04:15 PM	29	75	13	10	221	28	41	130	21	30	260	30	888
04:30 PM	28	57	24	10	239	29	29	137	18	30	235	19	855
04:45 PM	42	88	17	6	241	30	29	164	31	33	255	39	975
Total	139	315	83	32	927	112	128	545	91	128	1022	102	3624
05:00 PM	45	87	17	10	220	34	21	163	29	38	256	34	954
05:15 PM	35	93	13	9	208	29	35	188	31	21	240	31	933
05:30 PM	33	93	8	13	194	27	31	151	32	31	282	28	923
05:45 PM	37	84	14	10	170	25	14	129	30	27	274	30	844
Total	150	357	52	42	792	115	101	631	122	117	1052	123	3654
Grand Total	1301	2764	597	332	6134	729	747	3047	581	728	6777	738	24475
Apprch %	27.9	59.3	12.8	4.6	85.3	10.1	17.1	69.6	13.3	8.8	82.2	9	
Total %	5.3	11.3	2.4	1.4	25.1	3	3.1	12.4	2.4	3	27.7	3	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Arleta_VanNuys
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	52	188	25	265	**12**	172	22	206	25	125	19	169	18	230	20	268	908
07:30 AM	70	215	30	315	11	**227**	**34**	**272**	35	**238**	**28**	**301**	25	214	35	274	1162
07:45 AM	**91**	**270**	24	**385**	11	220	32	263	**41**	180	28	249	**28**	**238**	**37**	**303**	**1200**
08:00 AM	80	235	**36**	351	12	190	20	222	31	118	21	170	20	180	26	226	969
Total Volume	293	908	115	1316	46	809	108	963	132	661	96	889	91	862	118	1071	4239
% App. Total	22.3	69	8.7		4.8	84	11.2		14.8	74.4	10.8		8.5	80.5	11		
PHF	.805	.841	.799	.855	.958	.891	.794	.885	.805	.694	.857	.738	.813	.905	.797	.884	.883



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Site Code : 00000000
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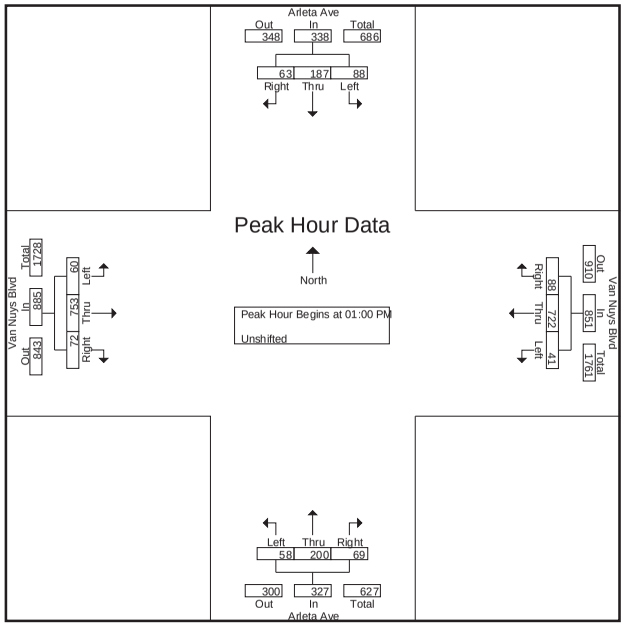
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	18	34	17	69	**12**	172	**25**	209	9	46	13	68	**17**	175	17	209	555
01:15 PM	21	39	15	75	8	179	21	208	11	41	17	69	15	183	**21**	219	571
01:30 PM	21	43	11	75	9	174	18	201	11	51	**20**	82	16	195	20	**231**	589
01:45 PM	**28**	**71**	**20**	**119**	12	**197**	24	**233**	**27**	**62**	19	**108**	12	**200**	14	226	**686**
Total Volume	88	187	63	338	41	722	88	851	58	200	69	327	60	753	72	885	2401
% App. Total	26	55.3	18.6		4.8	84.8	10.3		17.7	61.2	21.1		6.8	85.1	8.1		
PHF	.786	.658	.788	.710	.854	.916	.880	.913	.537	.806	.863	.757	.882	.941	.857	.958	.875



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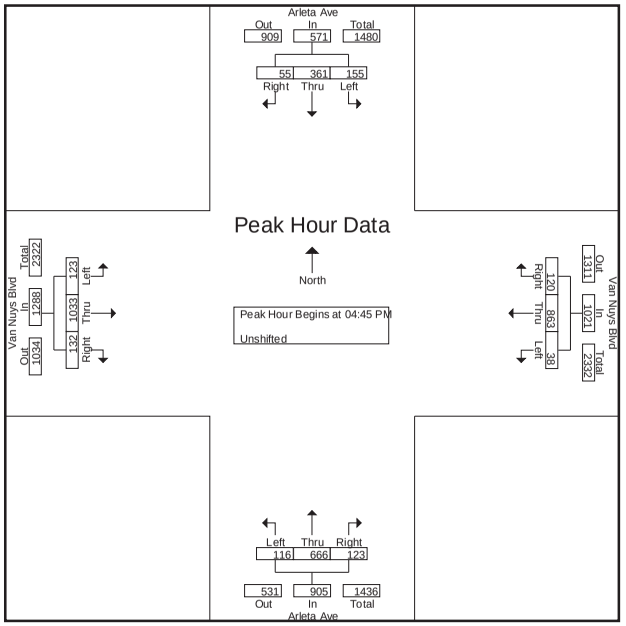
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	42	88	**17**	147	6	**241**	30	**277**	29	164	31	224	33	255	**39**	327	**975**
05:00 PM	**45**	87	17	**149**	10	220	**34**	264	21	163	29	213	**38**	256	34	328	954
05:15 PM	35	**93**	13	141	9	208	29	246	**35**	**188**	31	**254**	21	240	31	292	933
05:30 PM	33	93	8	134	**13**	194	27	234	31	151	**32**	214	31	**282**	28	**341**	923
Total Volume	155	361	55	571	38	863	120	1021	116	666	123	905	123	1033	132	1288	3785
% App. Total	27.1	63.2	9.6		3.7	84.5	11.8		12.8	73.6	13.6		9.5	80.2	10.2		
PHF	.861	.970	.809	.958	.731	.895	.882	.921	.829	.886	.961	.891	.809	.916	.846	.944	.971



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File Name : Arleta_VanNuys_Motorcycles
Site Code : 00000000
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Groups Printed- Bank 2

	Arleta Ave Southbound			Van Nuys Blvd Westbound			Arleta Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	1	0	3	0	5
08:15 AM	0	1	0	0	0	0	0	0	0	1	1	0	3
Total	0	1	0	0	0	0	0	0	0	1	1	0	3
09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	0	0	0	2
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
12:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	1	0	0	0	0	0	0	0	2	0	6
01:00 PM	0	0	0	0	1	0	0	0	0	1	1	0	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	1	2	0	4
03:00 PM	0	1	0	0	1	0	0	0	0	1	1	0	4
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	2	0	0	0	0	1	1	0	5
04:15 PM	0	1	0	0	2	0	0	0	0	0	1	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	1	0	0	2	0	0	0	0	0	2	0	5
05:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	1	0	0	0	0	0	0	3
Total	0	1	0	0	2	1	0	0	1	0	1	0	6
Grand Total	1	6	1	0	8	1	0	2	2	3	12	0	36
Apprch %	12.5	75	12.5	0	88.9	11.1	0	50	50	20	80	0	
Total %	2.8	16.7	2.8	0	22.2	2.8	0	5.6	5.6	8.3	33.3	0	

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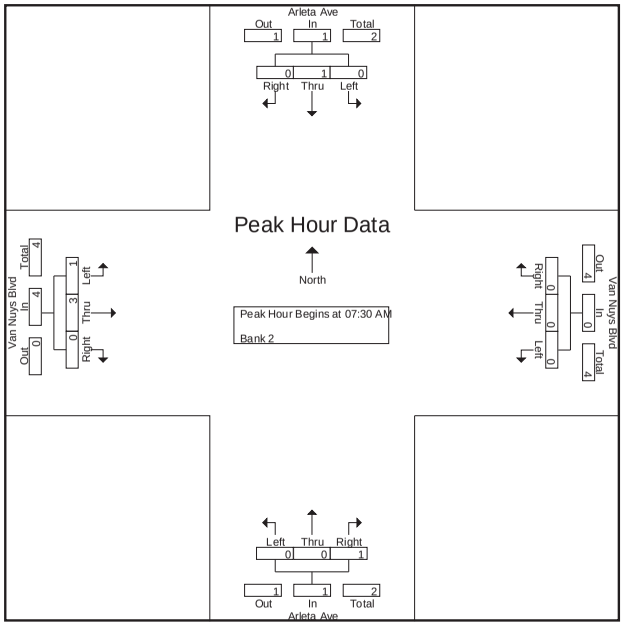
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**1**	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	1	0	**2**	**3**
Total Volume	0	1	0	1	0	0	0	0	0	0	1	1	1	3	0	4	6
% App. Total	0	100	0		0	0	0		0	0	100		25	75	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.250	.750	.000	.500	.500



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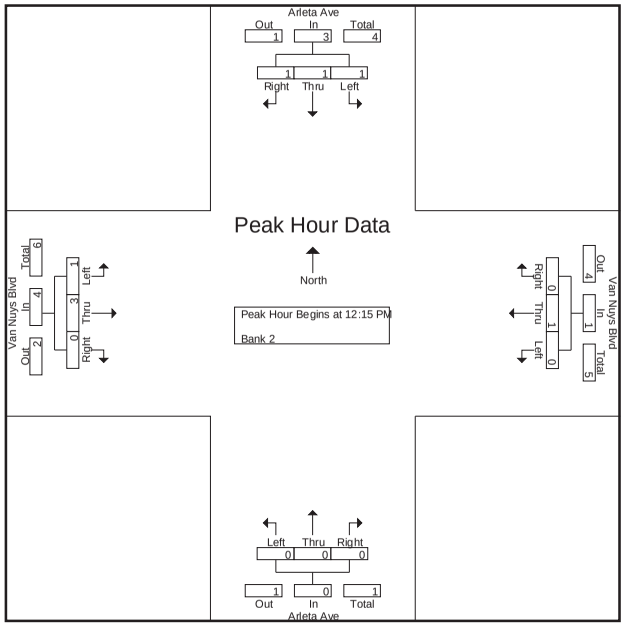
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	1	2
12:30 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	1	0	1	2
12:45 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**	1	0	**2**	**3**
Total Volume	1	1	1	3	0	1	0	1	0	0	0	0	1	3	0	4	8
% App. Total	33.3	33.3	33.3		0	100	0		0	0	0		25	75	0		
PHF	.250	.250	.250	.750	.000	.250	.000	.250	.000	.000	.000	.000	.250	.750	.000	.500	.667



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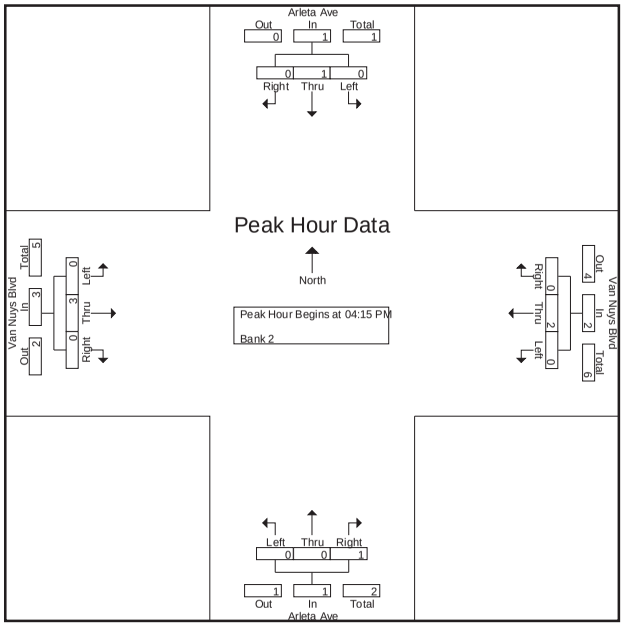
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	**4**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1	2
Total Volume	0	1	0	1	0	2	0	2	0	0	1	1	0	3	0	3	7
% App. Total	0	100	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250	.000	.750	.000	.750	.438



CITY TRAFFIC COUNTERS

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Groups Printed- Bank 1

	Arleta Ave Southbound			Van Nuys Blvd Westbound			Arleta Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	1	0	4	2	0	2	0	1	3	0	15
07:15 AM	0	2	1	0	2	1	1	2	0	1	5	2	17
07:30 AM	0	2	0	0	1	1	0	3	0	0	1	0	8
07:45 AM	0	3	0	1	2	0	0	2	0	0	4	0	12
Total	0	9	2	1	9	4	1	9	0	2	13	2	52
08:00 AM	0	1	0	0	2	0	0	1	0	0	3	0	7
08:15 AM	0	0	0	0	4	0	0	0	0	0	4	0	8
08:30 AM	0	2	0	1	2	0	0	1	0	0	3	0	9
08:45 AM	0	1	1	0	2	0	0	1	0	0	4	0	9
Total	0	4	1	1	10	0	0	3	0	0	14	0	33
09:00 AM	0	0	0	0	2	0	0	2	0	1	3	1	9
09:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:30 AM	0	1	0	0	2	0	0	0	0	0	3	0	6
09:45 AM	1	0	0	1	1	0	0	0	0	0	3	0	6
Total	1	1	0	1	6	0	0	2	0	1	11	1	24
12:00 PM	0	0	0	0	1	0	0	1	0	0	2	0	4
12:15 PM	0	2	0	0	1	1	0	0	0	0	2	0	6
12:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
12:45 PM	0	0	0	0	2	0	1	1	0	0	2	0	6
Total	0	2	0	0	5	1	1	2	0	0	9	0	20
01:00 PM	0	1	0	1	1	0	0	0	0	0	2	0	5
01:15 PM	0	1	0	0	3	0	0	0	0	0	2	0	6
01:30 PM	0	0	0	0	4	0	0	1	0	1	2	0	8
01:45 PM	0	1	1	0	3	1	0	2	0	0	2	0	10
Total	0	3	1	1	11	1	0	3	0	1	8	0	29
03:00 PM	0	1	0	0	4	0	1	1	1	0	2	0	10
03:15 PM	0	2	0	0	2	1	0	1	0	1	2	0	9
03:30 PM	1	0	0	0	2	0	0	2	1	1	1	1	9
03:45 PM	1	3	0	1	2	0	0	0	1	1	2	1	12
Total	2	6	0	1	10	1	1	4	3	3	7	2	40
04:00 PM	0	1	1	0	5	0	0	1	0	0	5	1	14
04:15 PM	0	1	0	0	3	0	0	1	0	1	4	0	10
04:30 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
04:45 PM	0	1	0	0	3	0	0	1	0	0	3	0	8
Total	0	3	1	0	14	0	0	3	0	1	14	1	37
05:00 PM	0	0	0	0	3	0	0	0	0	0	2	1	6
05:15 PM	0	1	0	0	2	0	0	0	0	0	1	0	4
05:30 PM	1	1	0	0	2	0	0	1	0	0	3	0	8
05:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	1	2	0	0	9	0	0	1	0	0	8	1	22
Grand Total	4	30	5	5	74	7	3	27	3	8	84	7	257
Apprch %	10.3	76.9	12.8	5.8	86	8.1	9.1	81.8	9.1	8.1	84.8	7.1	
Total %	1.6	11.7	1.9	1.9	28.8	2.7	1.2	10.5	1.2	3.1	32.7	2.7	

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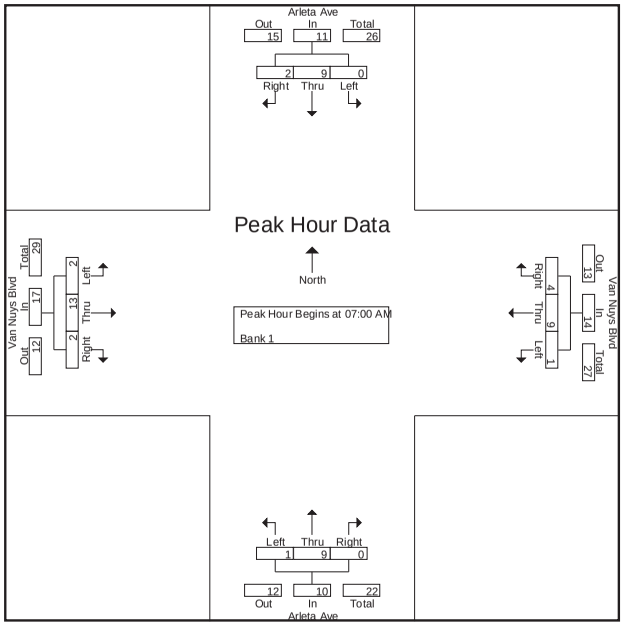
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	2	**1**	**3**	0	**4**	**2**	**6**	0	2	0	2	**1**	3	0	4	15
07:15 AM	0	2	1	3	0	2	1	3	**1**	2	0	**3**	1	**5**	**2**	**8**	**17**
07:30 AM	0	2	0	2	0	1	1	2	0	**3**	0	3	0	1	0	1	8
07:45 AM	0	**3**	0	3	**1**	2	0	3	0	2	0	2	0	4	0	4	12
Total Volume	0	9	2	11	1	9	4	14	1	9	0	10	2	13	2	17	52
% App. Total	0	81.8	18.2		7.1	64.3	28.6		10	90	0		11.8	76.5	11.8		
PHF	.000	.750	.500	.917	.250	.563	.500	.583	.250	.750	.000	.833	.500	.650	.250	.531	.765



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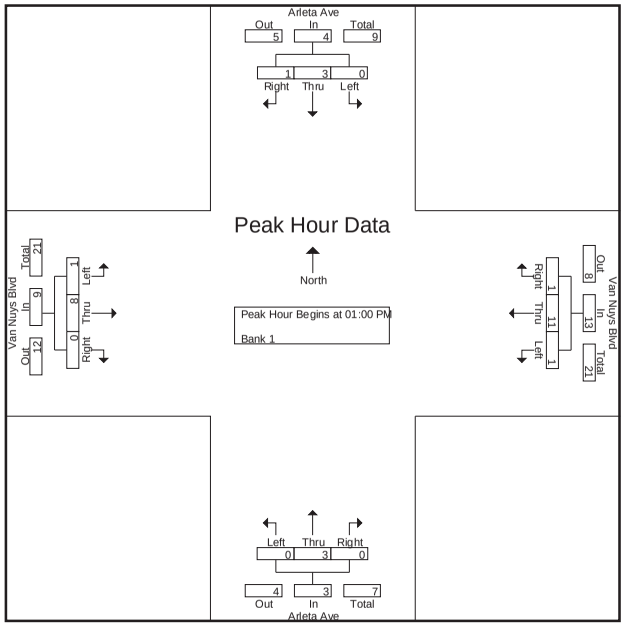
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	**1**	0	1	**1**	1	0	2	0	0	0	0	0	**2**	0	2	5
01:15 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	2	0	2	6
01:30 PM	0	0	0	0	0	**4**	0	**4**	0	1	0	1	**1**	2	0	**3**	8
01:45 PM	0	1	**1**	**2**	0	3	**1**	4	0	**2**	0	**2**	0	2	0	2	**10**
Total Volume	0	3	1	4	1	11	1	13	0	3	0	3	1	8	0	9	29
% App. Total	0	75	25		7.7	84.6	7.7		0	100	0		11.1	88.9	0		
PHF	.000	.750	.250	.500	.250	.688	.250	.813	.000	.375	.000	.375	.250	1.00	.000	.750	.725



File Name : Arleta_VanNuys_Buses
Site Code : 00000000
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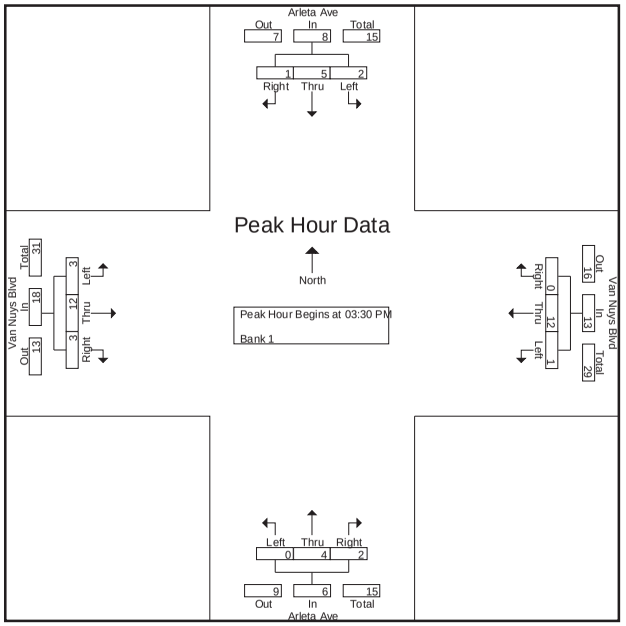
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**1**	0	0	1	0	2	0	2	0	**2**	**1**	**3**	**1**	1	**1**	3	9
03:45 PM	1	**3**	0	**4**	**1**	2	0	3	0	0	1	1	1	2	1	4	12
04:00 PM	0	1	**1**	2	0	**5**	0	**5**	0	1	0	1	0	**5**	1	**6**	**14**
04:15 PM	0	1	0	1	0	3	0	3	0	1	0	1	1	4	0	5	10
Total Volume	2	5	1	8	1	12	0	13	0	4	2	6	3	12	3	18	45
% App. Total	25	62.5	12.5		7.7	92.3	0		0	66.7	33.3		16.7	66.7	16.7		
PHF	.500	.417	.250	.500	.250	.600	.000	.650	.000	.500	.500	.500	.750	.600	.750	.750	.804



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Arleta_VanNuys_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
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Groups Printed- Unshifted

	Arleta Ave Southbound			Van Nuys Blvd Westbound			Arleta Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	3	1	0	3	3	2	2	2	4	4	2	28
07:15 AM	2	3	3	1	1	0	1	3	0	2	1	1	18
07:30 AM	3	1	1	2	3	3	1	1	2	1	5	1	24
07:45 AM	1	2	2	2	3	1	2	2	1	2	2	1	21
Total	8	9	7	5	10	7	6	8	5	9	12	5	91
08:00 AM	3	3	2	2	2	2	4	0	2	0	3	3	26
08:15 AM	5	2	0	1	1	3	1	4	4	1	7	2	31
08:30 AM	0	2	3	3	2	2	1	2	2	0	2	2	21
08:45 AM	2	2	2	2	1	1	2	2	1	2	4	1	22
Total	10	9	7	8	6	8	8	8	9	3	16	8	100
09:00 AM	2	1	1	2	2	3	1	2	1	1	4	2	22
09:15 AM	2	1	1	2	2	1	0	3	1	0	1	2	16
09:30 AM	1	3	0	3	2	2	2	2	1	2	2	3	23
09:45 AM	1	2	2	2	3	0	1	1	2	3	2	1	20
Total	6	7	4	9	9	6	4	8	5	6	9	8	81
12:00 PM	1	4	3	1	1	2	1	3	2	2	1	4	25
12:15 PM	4	2	1	2	3	1	0	4	1	1	7	0	26
12:30 PM	2	4	2	1	3	1	2	3	1	4	2	0	25
12:45 PM	1	2	1	2	2	1	1	1	0	2	2	3	18
Total	8	12	7	6	9	5	4	11	4	9	12	7	94
01:00 PM	3	3	1	1	1	0	2	5	3	1	7	2	29
01:15 PM	4	3	2	1	2	1	1	2	1	2	3	3	25
01:30 PM	2	1	1	2	2	2	2	2	2	4	4	2	26
01:45 PM	4	3	1	2	1	3	3	4	5	2	8	3	39
Total	13	10	5	6	6	6	8	13	11	9	22	10	119
03:00 PM	2	3	2	2	2	3	1	3	2	1	3	2	26
03:15 PM	4	2	2	3	2	3	3	2	2	2	5	2	32
03:30 PM	3	3	0	3	3	4	3	2	2	3	4	3	33
03:45 PM	3	5	2	2	3	3	1	3	4	3	4	3	36
Total	12	13	6	10	10	13	8	10	10	9	16	10	127
04:00 PM	3	4	4	2	4	3	4	5	3	4	5	2	43
04:15 PM	5	2	2	1	2	1	3	4	3	5	7	3	38
04:30 PM	3	3	2	3	3	2	2	2	3	3	4	4	34
04:45 PM	3	5	3	3	1	2	4	2	2	6	3	3	37
Total	14	14	11	9	10	8	13	13	11	18	19	12	152
05:00 PM	5	6	4	2	2	3	3	3	4	1	3	2	38
05:15 PM	2	2	1	2	2	2	2	4	2	2	4	1	26
05:30 PM	1	1	2	1	3	1	1	3	2	3	2	4	24
05:45 PM	4	2	2	1	2	1	4	2	3	1	8	2	32
Total	12	11	9	6	9	7	10	12	11	7	17	9	120
Grand Total	83	85	56	59	69	60	61	83	66	70	123	69	884
Apprch %	37.1	37.9	25	31.4	36.7	31.9	29	39.5	31.4	26.7	46.9	26.3	
Total %	9.4	9.6	6.3	6.7	7.8	6.8	6.9	9.4	7.5	7.9	13.9	7.8	

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File Name : Arleta_VanNuys_2-Axle
Site Code : 00000000
Start Date : 5/24/2016

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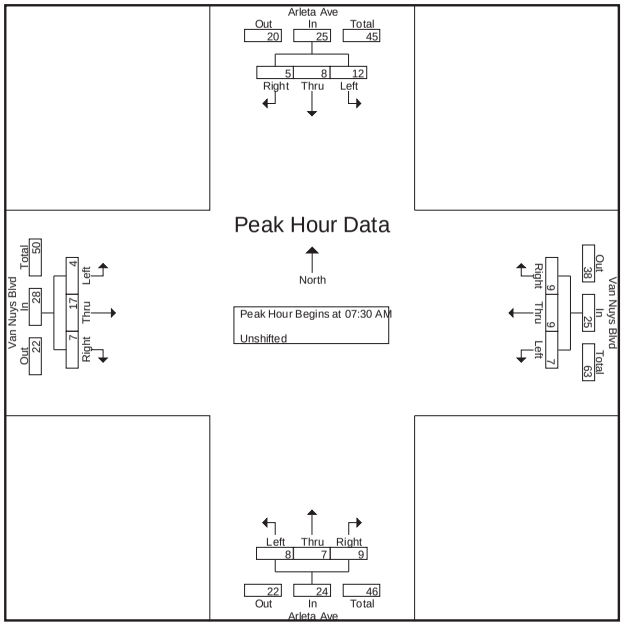
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	1	1	5	**2**	**3**	**3**	**8**	1	1	2	4	1	5	1	7	24
07:45 AM	1	2	**2**	5	2	3	1	6	2	2	1	5	**2**	2	1	5	21
08:00 AM	3	**3**	2	**8**	2	2	2	6	**4**	0	2	6	0	3	**3**	6	26
08:15 AM	**5**	2	0	7	1	1	3	5	1	**4**	**4**	**9**	1	**7**	2	**10**	**31**
Total Volume	12	8	5	25	7	9	9	25	8	7	9	24	4	17	7	28	102
% App. Total	48	32	20		28	36	36		33.3	29.2	37.5		14.3	60.7	25		
PHF	.600	.667	.625	.781	.875	.750	.750	.781	.500	.438	.563	.667	.500	.607	.583	.700	.823

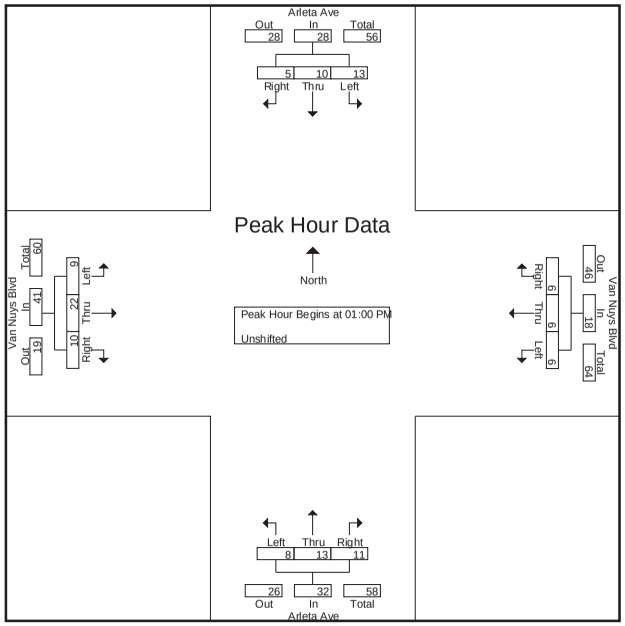


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Arleta_VanNuys_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	3	**3**	1	7	1	1	0	2	2	**5**	3	10	1	7	2	10	29
01:15 PM	**4**	3	**2**	**9**	1	**2**	1	4	1	2	1	4	2	3	**3**	8	25
01:30 PM	2	1	1	4	**2**	2	2	**6**	2	2	2	6	**4**	4	2	10	26
01:45 PM	4	3	1	8	2	1	**3**	6	**3**	4	**5**	**12**	2	**8**	3	**13**	**39**
Total Volume	13	10	5	28	6	6	6	18	8	13	11	32	9	22	10	41	119
% App. Total	46.4	35.7	17.9		33.3	33.3	33.3		25	40.6	34.4		22	53.7	24.4		
PHF	.813	.833	.625	.778	.750	.750	.500	.750	.667	.650	.550	.667	.563	.688	.833	.788	.763



CITY TRAFFIC COUNTERS

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Site Code : 00000000
Start Date : 5/24/2016
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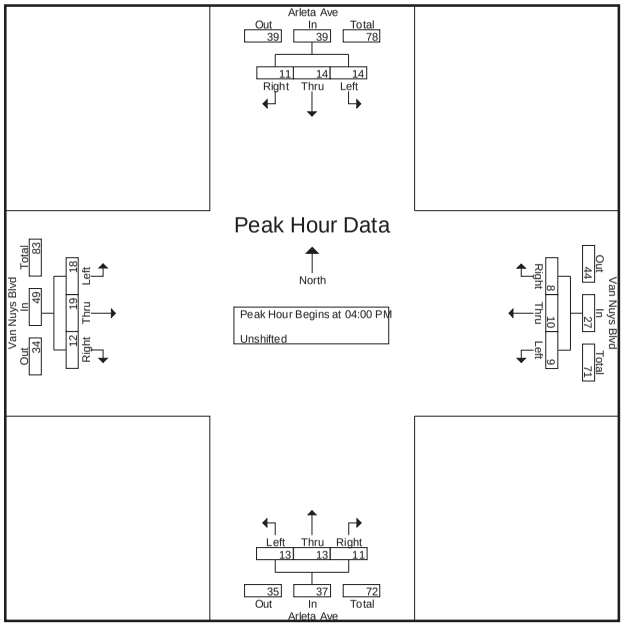
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	4	**4**	**11**	2	**4**	**3**	**9**	**4**	**5**	**3**	**12**	4	5	2	11	**43**
04:15 PM	**5**	2	2	9	1	2	1	4	3	4	3	10	5	**7**	3	**15**	38
04:30 PM	3	3	2	8	**3**	3	2	8	2	2	3	7	3	4	**4**	11	34
04:45 PM	3	**5**	3	11	3	1	2	6	4	2	2	8	**6**	3	3	12	37
Total Volume	14	14	11	39	9	10	8	27	13	13	11	37	18	19	12	49	152
% App. Total	35.9	35.9	28.2		33.3	37	29.6		35.1	35.1	29.7		36.7	38.8	24.5		
PHF	.700	.700	.688	.886	.750	.625	.667	.750	.813	.650	.917	.771	.750	.679	.750	.817	.884



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www.ctcounters.com

File Name : Arleta_VanNuys_3-Axle
Site Code : 00000000
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Groups Printed- Bank 1

	Arleta Ave Southbound			Van Nuys Blvd Westbound			Arleta Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	1	1	1	0	0	3	0	0	3	0	10
07:15 AM	0	1	0	1	1	0	0	0	0	0	2	0	5
07:30 AM	0	3	0	0	1	0	0	3	0	0	1	1	9
07:45 AM	0	3	0	0	0	0	0	0	0	0	2	0	5
Total	0	8	1	2	3	0	0	6	0	0	8	1	29
08:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:15 AM	1	1	0	0	0	0	0	0	0	0	2	1	5
08:30 AM	0	0	1	1	0	0	0	0	0	0	1	0	3
08:45 AM	1	0	0	0	0	1	0	0	0	1	1	0	4
Total	2	1	1	1	1	1	0	0	0	1	5	1	14
09:00 AM	0	0	2	0	2	0	0	1	0	1	1	1	8
09:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
09:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	3
09:45 AM	1	0	0	0	0	1	0	0	0	0	3	0	5
Total	2	0	2	0	4	2	0	1	0	1	5	1	18
12:00 PM	0	0	0	0	1	0	1	0	0	1	1	0	4
12:15 PM	0	1	0	0	1	0	0	0	0	1	2	1	6
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
12:45 PM	0	1	0	1	0	1	0	1	1	0	0	0	5
Total	1	2	0	1	3	1	1	1	1	2	3	1	17
01:00 PM	0	0	0	0	0	0	0	0	0	1	3	0	4
01:15 PM	0	0	0	0	0	1	0	0	1	0	1	0	3
01:30 PM	0	0	1	0	1	0	0	0	0	0	1	1	4
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	1	0	1	1	0	0	1	1	6	1	12
03:00 PM	0	1	0	0	1	0	0	1	0	0	2	1	6
03:15 PM	1	1	0	0	1	0	0	0	0	1	1	0	5
03:30 PM	1	1	0	0	1	0	0	0	0	0	1	1	5
03:45 PM	0	1	0	0	0	0	1	1	0	0	1	0	4
Total	2	4	0	0	3	0	1	2	0	1	5	2	20
04:00 PM	0	0	1	0	3	0	0	1	1	0	2	0	8
04:15 PM	0	2	0	0	0	0	0	0	0	0	3	0	5
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
Total	0	2	1	0	4	0	0	2	1	0	6	0	16
05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
05:15 PM	0	0	0	0	0	0	0	0	2	1	1	0	4
05:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	1	2	1	2	0	8
Grand Total	7	17	6	4	20	5	3	13	5	7	40	7	134
Apprch %	23.3	56.7	20	13.8	69	17.2	14.3	61.9	23.8	13	74.1	13	
Total %	5.2	12.7	4.5	3	14.9	3.7	2.2	9.7	3.7	5.2	29.9	5.2	

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Site Code : 00000000
Start Date : 5/24/2016

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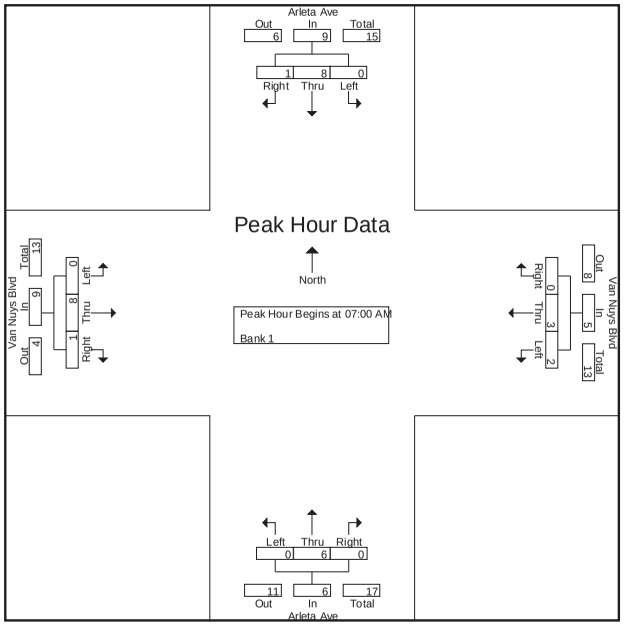
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	**1**	2	**1**	**1**	0	**2**	0	**3**	0	**3**	0	**3**	0	**3**	**10**
07:15 AM	0	1	0	1	1	1	0	2	0	0	0	0	0	2	0	2	5
07:30 AM	0	**3**	0	**3**	0	1	0	1	0	3	0	3	0	1	**1**	2	9
07:45 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
Total Volume	0	8	1	9	2	3	0	5	0	6	0	6	0	8	1	9	29
% App. Total	0	88.9	11.1		40	60	0		0	100	0		0	88.9	11.1		
PHF	.000	.667	.250	.750	.500	.750	.000	.625	.000	.500	.000	.500	.000	.667	.250	.750	.725



CITY TRAFFIC COUNTERS
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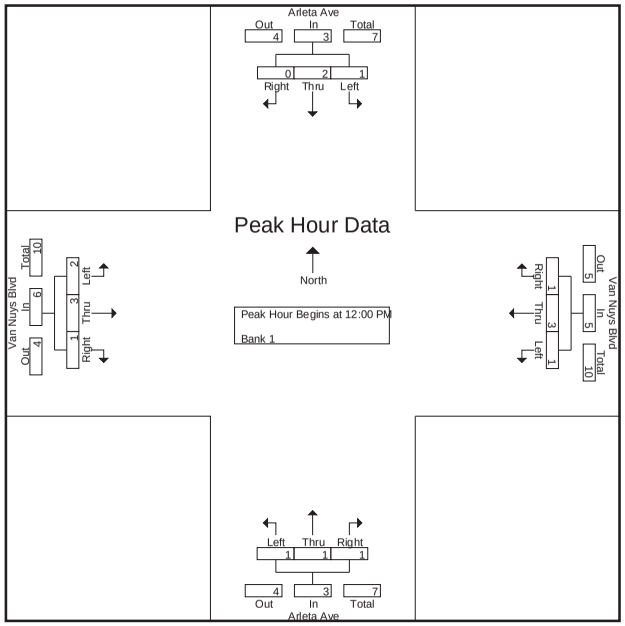
File Name : Arleta_VanNuys_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**1**	0	1	**1**	0	0	1	**1**	1	0	2	4
12:15 PM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	1	**2**	**1**	**4**	**6**
12:30 PM	**1**	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
12:45 PM	0	1	0	1	**1**	0	**1**	**2**	0	**1**	**1**	**2**	0	0	0	0	5
Total Volume	1	2	0	3	1	3	1	5	1	1	1	3	2	3	1	6	17
% App. Total	33.3	66.7	0		20	60	20		33.3	33.3	33.3		33.3	50	16.7		
PHF	.250	.500	.000	.750	.250	.750	.250	.625	.250	.250	.250	.375	.500	.375	.250	.375	.708



CITY TRAFFIC COUNTERS
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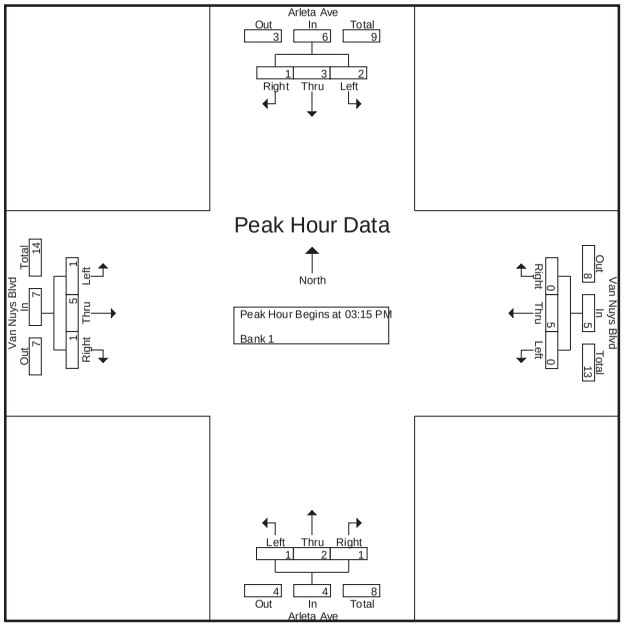
File Name : Arleta_VanNuys_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	**1**	**1**	0	**2**	0	1	0	1	0	0	0	0	**1**	1	0	**2**	5
03:30 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	1	**1**	2	5
03:45 PM	0	1	0	1	0	0	0	0	**1**	**1**	0	**2**	0	1	0	1	4
04:00 PM	0	0	**1**	1	0	**3**	0	**3**	0	1	**1**	2	0	**2**	0	2	**8**
Total Volume	2	3	1	6	0	5	0	5	1	2	1	4	1	5	1	7	22
% App. Total	33.3	50	16.7		0	100	0		25	50	25		14.3	71.4	14.3		
PHF	.500	.750	.250	.750	.000	.417	.000	.417	.250	.500	.250	.500	.250	.625	.250	.875	.688



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Arleta_VanNuys_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

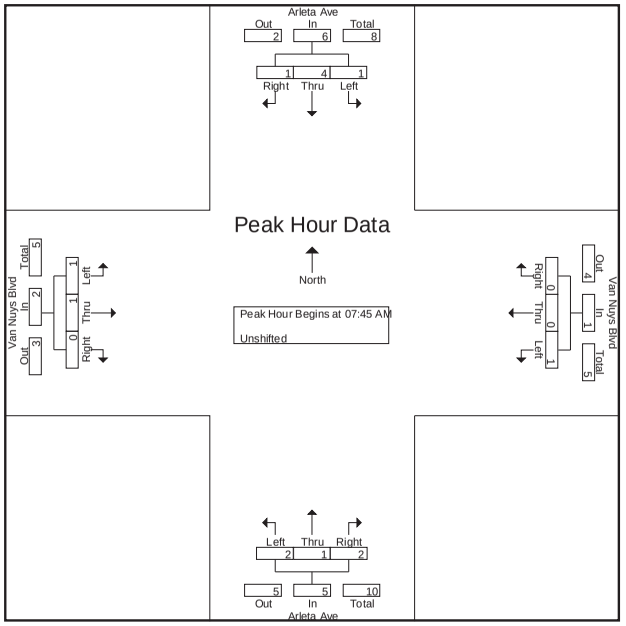
Groups Printed- Unshifted

	Arleta Ave Southbound			Van Nuys Blvd Westbound			Arleta Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	2	0	1	1	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	2
07:30 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
07:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	1	1	0	1	2	0	2	2	1	0	0	1	11
08:00 AM	1	1	0	0	0	0	1	0	0	0	0	0	3
08:15 AM	0	1	1	0	0	0	0	0	1	1	1	0	5
08:30 AM	0	1	0	1	0	0	0	1	1	0	0	0	4
08:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	2
Total	2	3	1	1	0	0	1	1	3	1	1	0	14
09:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	2
09:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
09:45 AM	0	0	2	0	0	0	0	2	0	2	0	0	6
Total	0	1	2	0	0	0	1	3	0	2	0	1	10
12:00 PM	0	0	1	0	2	0	0	1	0	0	0	0	4
12:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
12:30 PM	1	0	0	0	0	0	1	0	1	0	0	2	5
12:45 PM	0	2	0	0	0	0	0	0	0	1	1	1	5
Total	1	3	1	0	2	0	2	1	1	1	1	3	16
01:00 PM	0	0	2	0	0	0	0	1	0	0	0	2	5
01:15 PM	0	0	1	0	0	0	2	0	0	1	0	0	4
01:30 PM	0	1	0	0	0	0	1	0	0	0	0	1	3
01:45 PM	2	0	1	0	0	0	0	1	0	1	0	0	5
Total	2	1	4	0	0	0	3	2	0	2	0	3	17
03:00 PM	1	1	1	0	1	0	0	0	0	0	0	0	4
03:15 PM	0	0	1	0	0	0	1	1	0	1	0	0	4
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
03:45 PM	0	0	1	0	0	1	0	1	0	0	0	0	3
Total	1	1	3	0	1	1	1	3	0	1	0	1	13
04:00 PM	0	0	1	0	0	0	1	1	0	0	0	1	4
04:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	3
04:30 PM	0	1	1	0	0	2	2	1	0	0	0	2	9
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	3
Total	0	2	2	0	0	2	3	3	0	3	0	4	19
05:00 PM	1	1	0	0	0	0	0	1	0	0	0	1	4
05:15 PM	0	0	2	0	0	0	1	0	1	2	1	0	7
05:30 PM	0	2	0	0	1	0	1	1	0	1	1	0	7
05:45 PM	0	0	1	0	0	0	2	0	0	0	0	2	5
Total	1	3	3	0	1	0	4	2	1	3	2	3	23
Grand Total	8	15	16	2	6	3	17	17	6	13	4	16	123
Apprch %	20.5	38.5	41	18.2	54.5	27.3	42.5	42.5	15	39.4	12.1	48.5	
Total %	6.5	12.2	13	1.6	4.9	2.4	13.8	13.8	4.9	10.6	3.3	13	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Arleta_VanNuys_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

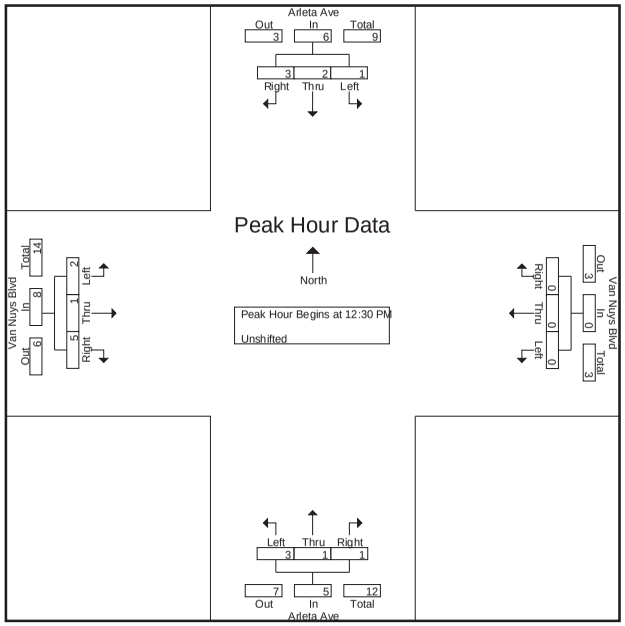
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**1**	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	2
08:00 AM	**1**	1	0	**2**	0	0	0	0	1	0	0	1	0	0	0	0	3
08:15 AM	0	1	**1**	2	0	0	0	0	0	0	**1**	1	**1**	**1**	0	**2**	**5**
08:30 AM	0	1	0	1	**1**	0	0	**1**	0	**1**	1	**2**	0	0	0	0	4
Total Volume	1	4	1	6	1	0	0	1	2	1	2	5	1	1	0	2	14
% App. Total	16.7	66.7	16.7		100	0	0		40	20	40		50	50	0		
PHF	.250	1.00	.250	.750	.250	.000	.000	.250	.500	.250	.500	.625	.250	.250	.000	.250	.700



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Arleta_VanNuys_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

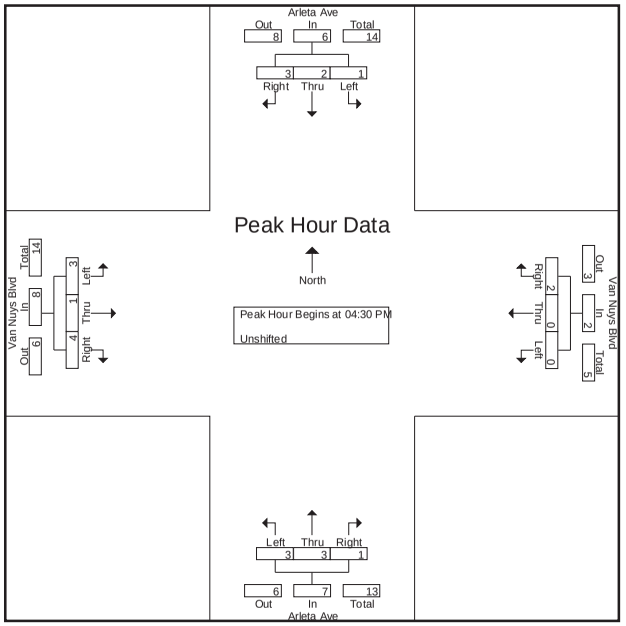
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	**1**	0	0	1	0	0	0	0	1	0	**1**	**2**	0	0	**2**	2	**5**
12:45 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**1**	**1**	1	**3**	5
01:00 PM	0	0	**2**	2	0	0	0	0	0	**1**	0	1	0	0	2	2	5
01:15 PM	0	0	1	1	0	0	0	0	**2**	0	0	2	1	0	0	1	4
Total Volume	1	2	3	6	0	0	0	0	3	1	1	5	2	1	5	8	19
% App. Total	16.7	33.3	50		0	0	0		60	20	20		25	12.5	62.5		
PHF	.250	.250	.375	.750	.000	.000	.000	.000	.375	.250	.250	.625	.500	.250	.625	.667	.950



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Arleta_VanNuys_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	1	**2**	0	0	**2**	**2**	**2**	**1**	0	**3**	0	0	**2**	2	**9**
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2	3
05:00 PM	**1**	1	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
05:15 PM	0	0	**2**	2	0	0	0	0	1	0	**1**	2	**2**	**1**	0	**3**	7
Total Volume	1	2	3	6	0	0	2	2	3	3	1	7	3	1	4	8	23
% App. Total	16.7	33.3	50		0	0	100		42.9	42.9	14.3		37.5	12.5	50		
PHF	.250	.500	.375	.750	.000	.000	.250	.250	.375	.750	.250	.583	.375	.250	.500	.667	.639



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Arleta_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 2

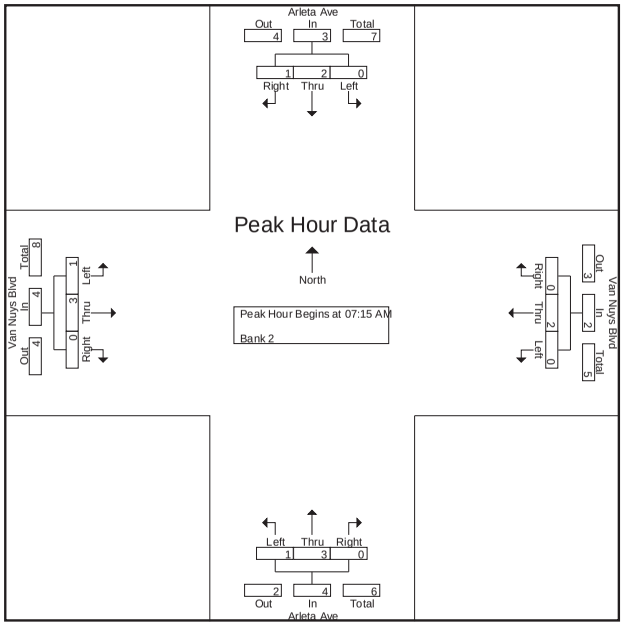
	Arleta Ave Southbound			Van Nuys Blvd Westbound			Arleta Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
07:15 AM	0	1	0	0	0	0	1	1	0	1	1	0	5
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	0	1	0	0	1	0	4
Total	0	2	1	0	1	0	1	3	0	1	2	1	12
08:00 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	2	0	0	0	0	1	0	0	4
Total	0	2	0	0	3	0	0	1	0	1	1	0	8
09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15 AM	0	1	0	0	1	0	1	0	0	0	0	0	3
09:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
09:45 AM	0	0	0	0	0	0	1	1	0	0	2	0	4
Total	0	2	0	0	2	0	2	2	0	0	3	0	11
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	1	0	0	0	0	0	0	0	1	0	0	2
01:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	0	1	1	0	0	0	0	1	1	0	1	0	5
Total	1	2	1	0	0	0	0	2	1	0	1	0	8
03:00 PM	0	1	0	0	0	0	0	1	0	0	0	1	3
03:15 PM	1	0	0	0	0	1	1	0	0	1	0	0	4
03:30 PM	0	0	0	1	0	0	0	1	1	0	0	0	3
03:45 PM	0	1	0	0	1	0	0	0	0	1	1	1	5
Total	1	2	0	1	1	1	1	2	1	2	1	2	15
04:00 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
04:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
Total	1	2	0	0	0	1	1	2	0	0	0	0	7
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	1	0	0	0	1	0	3
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	1	1	0	0	0	1	1	0	0	2	0	6
Grand Total	3	14	3	1	7	2	6	13	2	5	10	3	69
Apprch %	15	70	15	10	70	20	28.6	61.9	9.5	27.8	55.6	16.7	
Total %	4.3	20.3	4.3	1.4	10.1	2.9	8.7	18.8	2.9	7.2	14.5	4.3	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Arleta_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

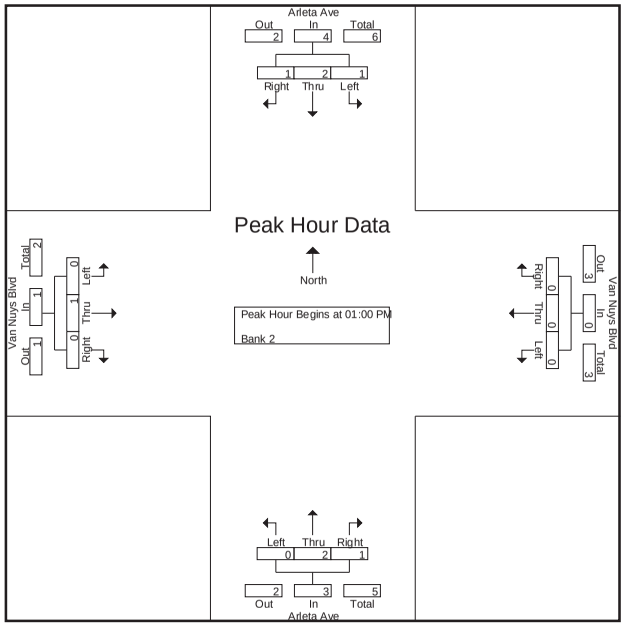
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	**1**	0	0	0	0	**1**	**1**	0	**2**	**1**	**1**	0	**2**	**5**
07:30 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	**1**	0	**1**	0	1	0	1	0	1	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	3
Total Volume	0	2	1	3	0	2	0	2	1	3	0	4	1	3	0	4	13
% App. Total	0	66.7	33.3		0	100	0		25	75	0		25	75	0		
PHF	.000	.500	.250	.750	.000	.500	.000	.500	.250	.750	.000	.500	.250	.750	.000	.500	.650



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Arleta_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

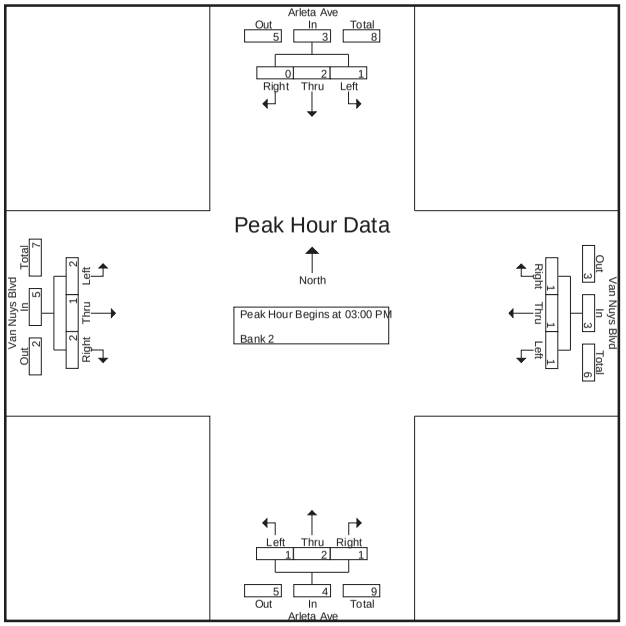
	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
01:45 PM	0	1	**1**	2	0	0	0	0	0	1	**1**	**2**	0	**1**	0	**1**	**5**
Total Volume	1	2	1	4	0	0	0	0	0	2	1	3	0	1	0	1	8
% App. Total	25	50	25		0	0	0		0	66.7	33.3		0	100	0		
PHF	.250	.500	.250	.500	.000	.000	.000	.000	.000	.500	.250	.375	.000	.250	.000	.250	.400



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Arleta_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Arleta Ave Southbound				Van Nuys Blvd Westbound				Arleta Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	0	0	**1**	1	3
03:15 PM	**1**	0	0	1	0	0	**1**	**1**	**1**	0	0	1	0	0	0	0	4
03:30 PM	0	0	0	0	**1**	0	0	1	0	1	**1**	**2**	0	0	0	0	3
03:45 PM	0	1	0	1	0	**1**	0	1	0	0	0	0	1	**1**	1	**3**	**5**
Total Volume	1	2	0	3	1	1	1	3	1	2	1	4	2	1	2	5	15
% App. Total	33.3	66.7	0		33.3	33.3	33.3		25	50	25		40	20	40		
PHF	.250	.500	.000	.750	.250	.250	.250	.750	.250	.500	.250	.500	.500	.250	.500	.417	.750



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 27

File Name : Bartee_VanNuys
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

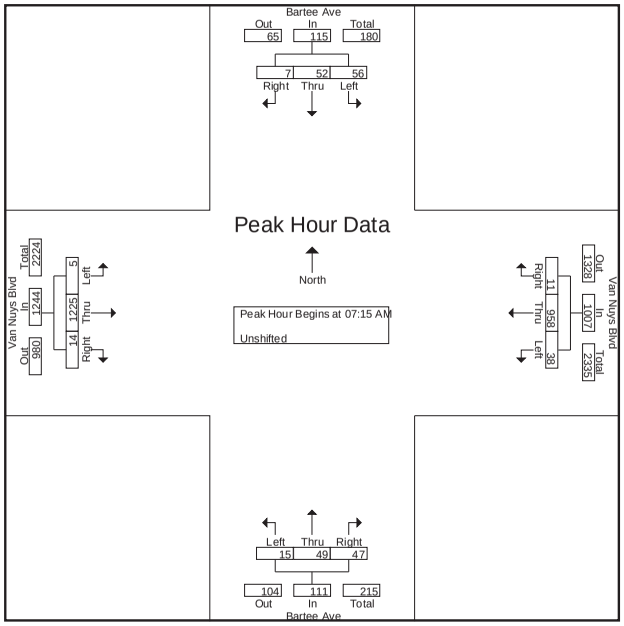
Groups Printed- Unshifted

	Bartee Ave Southbound			Van Nuys Blvd Westbound			Bartee Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	5	6	4	5	206	2	0	7	6	0	239	3	483
07:15 AM	16	11	1	16	205	2	3	8	9	2	293	5	571
07:30 AM	17	31	0	11	275	0	4	12	15	2	313	4	684
07:45 AM	14	9	3	8	256	6	6	24	16	0	343	3	688
Total	52	57	8	40	942	10	13	51	46	4	1188	15	2426
08:00 AM	9	1	3	3	222	3	2	5	7	1	276	2	534
08:15 AM	11	0	1	4	190	1	0	1	1	5	262	0	476
08:30 AM	9	1	1	2	185	3	2	3	5	0	239	4	454
08:45 AM	8	0	1	2	213	3	1	1	4	0	224	2	459
Total	37	2	6	11	810	10	5	10	17	6	1001	8	1923
09:00 AM	4	1	1	2	168	1	1	0	7	2	203	1	391
09:15 AM	2	0	3	2	197	1	4	3	5	0	208	1	426
09:30 AM	8	1	1	4	202	4	3	1	6	1	219	3	453
09:45 AM	5	1	3	7	231	0	1	0	4	0	236	4	492
Total	19	3	8	15	798	6	9	4	22	3	866	9	1762
12:00 PM	4	1	3	16	173	3	2	1	4	1	214	2	424
12:15 PM	3	0	4	4	208	3	3	2	2	1	227	1	458
12:30 PM	7	1	2	10	230	5	2	0	11	0	197	5	470
12:45 PM	9	0	5	6	200	5	3	1	8	0	188	4	429
Total	23	2	14	36	811	16	10	4	25	2	826	12	1781
01:00 PM	3	0	1	6	206	3	3	3	5	1	208	6	445
01:15 PM	5	3	2	9	212	0	5	1	7	0	229	4	477
01:30 PM	5	6	2	9	208	5	1	1	5	1	245	4	492
01:45 PM	7	7	2	6	239	4	2	5	5	0	254	2	533
Total	20	16	7	30	865	12	11	10	22	2	936	16	1947
03:00 PM	7	2	3	7	252	4	5	3	7	1	241	5	537
03:15 PM	7	1	4	12	267	4	0	4	2	1	259	4	565
03:30 PM	4	1	3	7	260	6	5	3	11	1	321	8	630
03:45 PM	1	2	4	7	233	4	3	0	9	8	333	3	607
Total	19	6	14	33	1012	18	13	10	29	11	1154	20	2339
04:00 PM	5	3	0	5	267	2	2	0	8	4	331	5	632
04:15 PM	7	3	4	2	254	4	4	5	6	6	306	5	606
04:30 PM	7	5	6	10	281	9	2	3	7	4	273	3	610
04:45 PM	4	5	6	7	287	7	1	0	6	2	336	1	662
Total	23	16	16	24	1089	22	9	8	27	16	1246	14	2510
05:00 PM	7	2	2	4	262	6	5	2	4	3	315	4	616
05:15 PM	8	3	6	4	239	4	1	4	3	4	293	3	572
05:30 PM	5	4	5	3	228	7	1	0	4	3	328	4	592
05:45 PM	7	1	3	10	203	8	1	1	5	3	320	8	570
Total	27	10	16	21	932	25	8	7	16	13	1256	19	2350
Grand Total	220	112	89	210	7259	119	78	104	204	57	8473	113	17038
Apprch %	52.3	26.6	21.1	2.8	95.7	1.6	20.2	26.9	52.8	0.7	98	1.3	
Total %	1.3	0.7	0.5	1.2	42.6	0.7	0.5	0.6	1.2	0.3	49.7	0.7	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bartee_VanNuys
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	16	11	1	28	**16**	205	2	223	3	8	9	20	**2**	293	**5**	300	571
07:30 AM	**17**	**31**	0	**48**	11	**275**	0	**286**	4	12	15	31	2	313	4	319	684
07:45 AM	14	9	**3**	26	8	256	**6**	270	**6**	**24**	**16**	**46**	0	**343**	3	**346**	**688**
08:00 AM	9	1	3	13	3	222	3	228	2	5	7	14	1	276	2	279	534
Total Volume	56	52	7	115	38	958	11	1007	15	49	47	111	5	1225	14	1244	2477
% App. Total	48.7	45.2	6.1		3.8	95.1	1.1		13.5	44.1	42.3		0.4	98.5	1.1		
PHF	.824	.419	.583	.599	.594	.871	.458	.880	.625	.510	.734	.603	.625	.893	.700	.899	.900

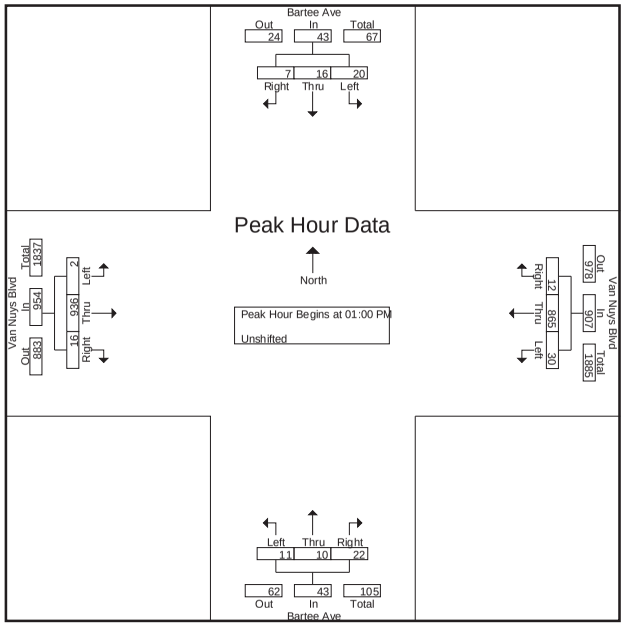


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bartee_VanNuys
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	3	0	1	4	6	206	3	215	3	3	5	11	**1**	208	**6**	215	445
01:15 PM	5	3	**2**	10	**9**	212	0	221	**5**	1	**7**	**13**	0	229	4	233	477
01:30 PM	5	6	2	13	9	208	**5**	222	1	1	5	7	1	245	4	250	492
01:45 PM	**7**	**7**	2	**16**	6	**239**	4	**249**	2	**5**	5	12	0	**254**	2	**256**	**533**
Total Volume	20	16	7	43	30	865	12	907	11	10	22	43	2	936	16	954	1947
% App. Total	46.5	37.2	16.3		3.3	95.4	1.3		25.6	23.3	51.2		0.2	98.1	1.7		
PHF	.714	.571	.875	.672	.833	.905	.600	.911	.550	.500	.786	.827	.500	.921	.667	.932	.913

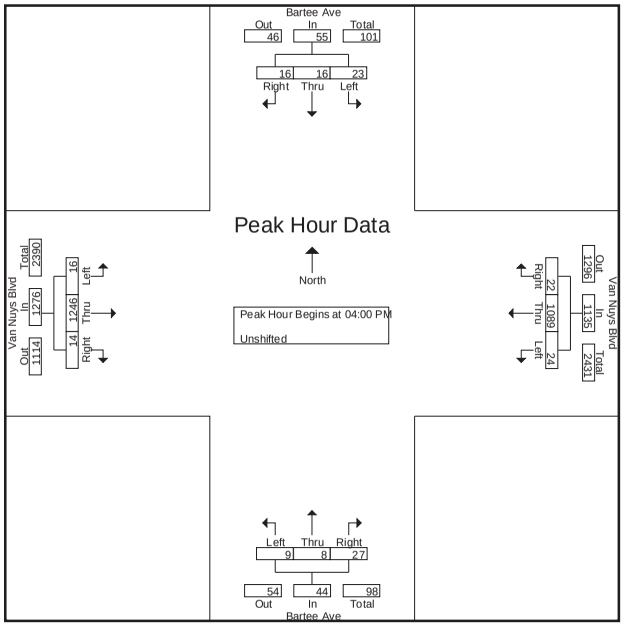


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bartee_VanNuys
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	3	0	8	5	267	2	274	2	0	**8**	10	4	331	**5**	**340**	632
04:15 PM	**7**	3	4	14	2	254	4	260	**4**	**5**	6	**15**	**6**	306	5	317	606
04:30 PM	7	**5**	**6**	**18**	**10**	281	**9**	300	2	3	7	12	4	273	3	280	610
04:45 PM	4	5	6	15	7	**287**	7	**301**	1	0	6	7	2	**336**	1	339	**662**
Total Volume	23	16	16	55	24	1089	22	1135	9	8	27	44	16	1246	14	1276	2510
% App. Total	41.8	29.1	29.1		2.1	95.9	1.9		20.5	18.2	61.4		1.3	97.6	1.1		
PHF	.821	.800	.667	.764	.600	.949	.611	.943	.563	.400	.844	.733	.667	.927	.700	.938	.948



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bartee_VanNuys_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 2

	Bartee Ave Southbound			Van Nuys Blvd Westbound			Bartee Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:30 AM	1	0	0	0	0	0	0	0	0	0	2	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	1	0	0	0	1	0	0	0	0	0	4	0	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	1	0	0	0	0	0	3	0	5
01:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	1	0	0	0	0	0	1	1	3
03:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	0	0	0	1	0	3
04:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	2	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
Grand Total	1	0	0	1	9	0	1	0	0	0	14	1	27
Apprch %	100	0	0	10	90	0	100	0	0	0	93.3	6.7	
Total %	3.7	0	0	3.7	33.3	0	3.7	0	0	0	51.9	3.7	

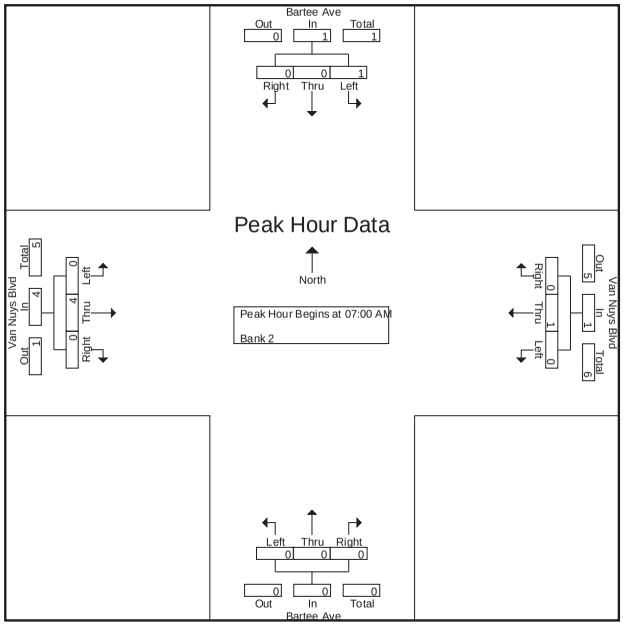
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bartee_VanNuys_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
07:30 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	4	0	4	6
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500

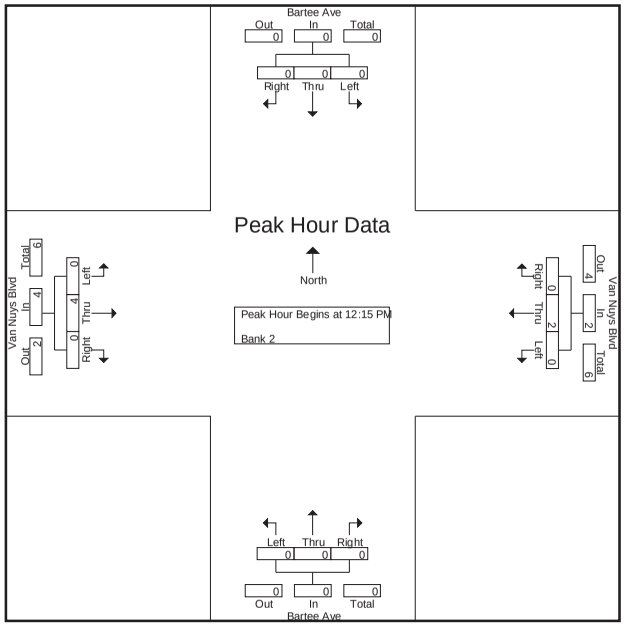


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bartee_VanNuys_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	1.00	.000	1.00	.750

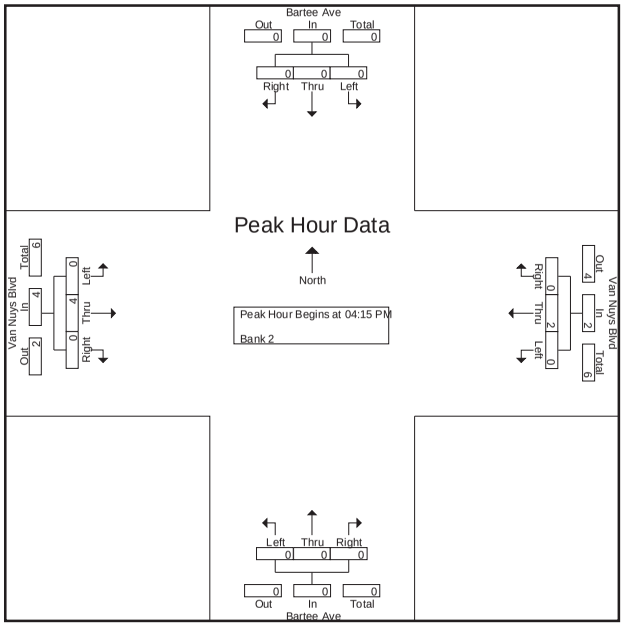


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bartee_VanNuys_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	**3**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bartee_VanNuys_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 1

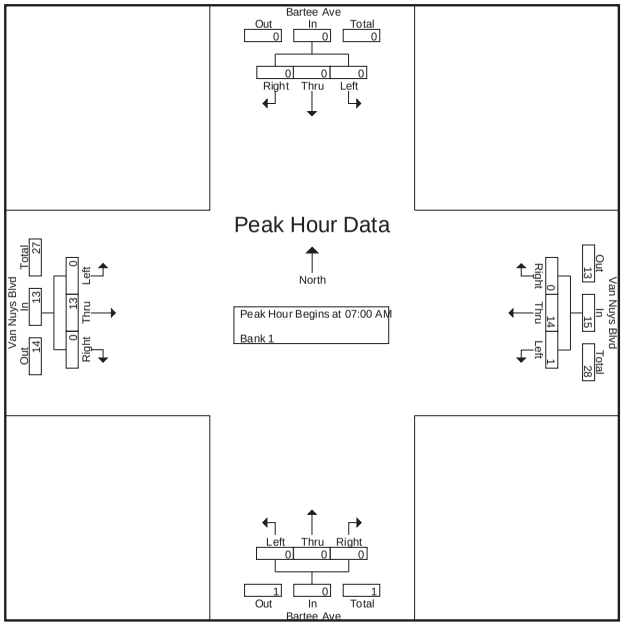
	Bartee Ave Southbound			Van Nuys Blvd Westbound			Bartee Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	6	0	0	0	0	0	3	0	9
07:15 AM	0	0	0	1	3	0	0	0	0	0	5	0	9
07:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	0	3	0	0	0	0	0	4	0	7
Total	0	0	0	1	14	0	0	0	0	0	13	0	28
08:00 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
08:15 AM	0	0	0	0	4	0	0	0	0	0	3	0	7
08:30 AM	0	0	0	0	3	0	0	0	0	0	4	0	7
08:45 AM	0	0	0	0	2	0	0	0	0	0	4	0	6
Total	0	0	0	0	11	0	0	0	0	0	14	0	25
09:00 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
09:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:30 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
09:45 AM	0	0	0	0	2	0	0	0	0	0	4	0	6
Total	0	0	0	0	7	0	0	0	0	0	12	0	19
12:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
12:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
12:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	0	6	0	0	0	0	0	9	0	15
01:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
01:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
01:30 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
01:45 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
Total	0	0	0	0	13	0	0	0	0	0	8	0	21
03:00 PM	0	0	0	0	4	0	0	0	0	0	3	0	7
03:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
03:30 PM	0	0	0	0	2	0	0	0	1	0	3	0	6
03:45 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
Total	0	0	0	0	12	0	0	0	1	0	12	0	25
04:00 PM	0	0	0	0	5	0	0	0	0	0	5	0	10
04:15 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
04:30 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
04:45 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
Total	0	0	0	0	14	0	0	0	0	0	14	0	28
05:00 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
05:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
05:30 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
05:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	0	9	0	0	0	0	0	9	0	18
Grand Total	0	0	0	1	86	0	0	0	1	0	91	0	179
Apprch %	0	0	0	1.1	98.9	0	0	0	100	0	100	0	
Total %	0	0	0	0.6	48	0	0	0	0.6	0	50.8	0	

CITY TRAFFIC COUNTERS
www.ctcounters.com

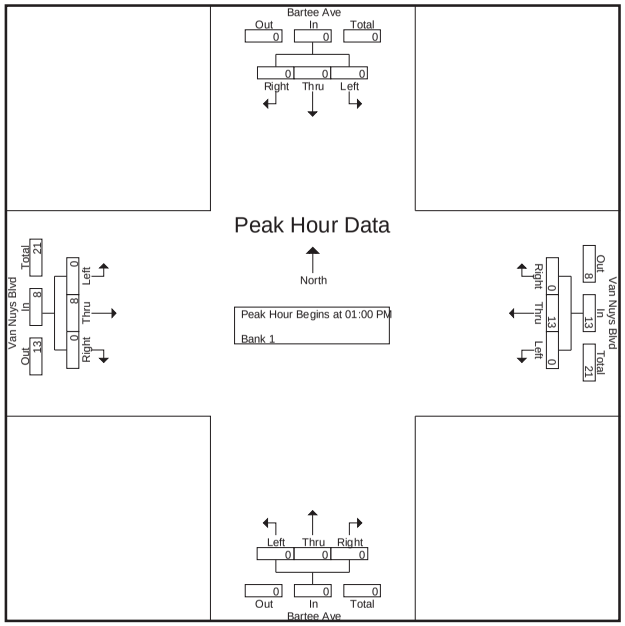
File Name : Bartee_VanNuys_Buses
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

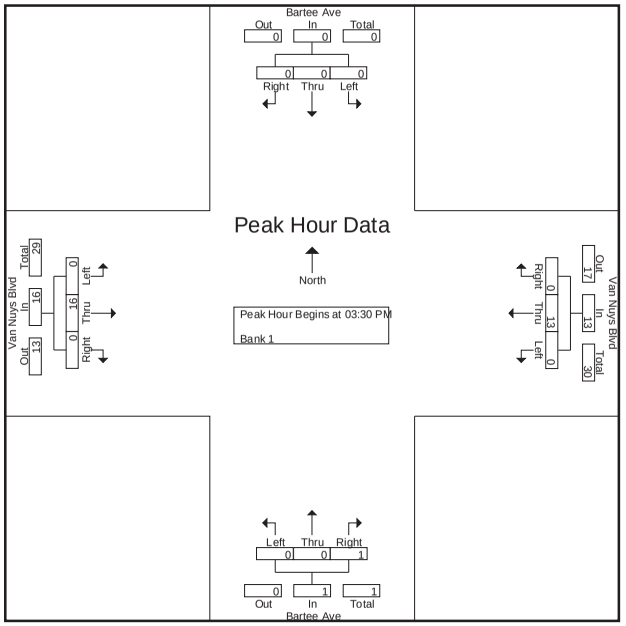
	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	3	0	3	**9**
07:15 AM	0	0	0	0	**1**	3	0	4	0	0	0	0	0	**5**	0	**5**	9
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total Volume	0	0	0	0	1	14	0	15	0	0	0	0	0	13	0	13	28
% App. Total	0	0	0		6.7	93.3	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.583	.000	.625	.000	.000	.000	.000	.000	.650	.000	.650	.778



	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	4
01:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
01:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2	**6**
01:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	0	8	0	8	21
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.813	.000	.813	.000	.000	.000	.000	.000	1.00	.000	1.00	.875



	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	2	0	2	0	0	**1**	**1**	0	3	0	3	6
03:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
04:00 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	**5**	0	**5**	**10**
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total Volume	0	0	0	0	0	13	0	13	0	0	1	1	0	16	0	16	30
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.650	.000	.650	.000	.000	.250	.250	.000	.800	.000	.800	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bartee_VanNuys_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	Bartee Ave Southbound			Van Nuys Blvd Westbound			Bartee Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	6	0	0	0	0	0	6	0	12
07:15 AM	0	0	0	0	2	0	0	0	1	0	3	0	6
07:30 AM	0	0	0	0	8	0	0	0	0	0	10	0	18
07:45 AM	0	0	1	1	5	1	0	0	1	0	4	0	13
Total	0	0	1	1	21	1	0	0	2	0	23	0	49
08:00 AM	0	0	0	0	6	0	0	0	0	3	4	1	14
08:15 AM	1	0	0	0	5	0	0	0	0	0	16	0	22
08:30 AM	3	0	1	0	6	1	0	0	1	0	8	0	20
08:45 AM	0	0	0	1	5	0	0	0	1	0	6	0	13
Total	4	0	1	1	22	1	0	0	2	3	34	1	69
09:00 AM	0	0	0	0	7	0	0	0	0	0	7	0	14
09:15 AM	0	0	0	0	5	1	0	0	0	0	4	0	10
09:30 AM	1	0	0	0	7	0	0	0	0	0	4	0	12
09:45 AM	0	0	0	0	5	0	0	0	0	0	5	0	10
Total	1	0	0	0	24	1	0	0	0	0	20	0	46
12:00 PM	1	0	0	0	4	0	0	0	0	0	4	0	9
12:15 PM	0	0	0	0	6	0	0	0	0	0	13	0	19
12:30 PM	0	0	0	0	4	0	1	0	0	0	5	0	10
12:45 PM	0	0	0	0	5	0	0	0	1	1	2	0	9
Total	1	0	0	0	19	0	1	0	1	1	24	0	47
01:00 PM	0	0	0	0	2	0	0	0	0	0	13	0	15
01:15 PM	1	0	0	0	4	0	0	0	0	0	8	0	13
01:30 PM	0	0	0	1	6	1	0	0	0	0	8	0	16
01:45 PM	0	0	0	0	6	0	0	0	0	0	17	0	23
Total	1	0	0	1	18	1	0	0	0	0	46	0	67
03:00 PM	0	1	0	0	6	0	0	0	0	0	7	0	14
03:15 PM	1	1	0	0	8	0	0	0	0	0	11	0	21
03:30 PM	0	0	0	0	10	0	0	0	0	0	8	0	18
03:45 PM	0	2	0	0	8	0	0	0	0	0	11	0	21
Total	1	4	0	0	32	0	0	0	0	0	37	0	74
04:00 PM	0	0	0	0	9	0	0	0	0	0	11	0	20
04:15 PM	0	0	0	0	4	0	0	1	1	0	15	0	21
04:30 PM	0	0	0	0	8	1	0	0	0	1	9	0	19
04:45 PM	0	0	0	1	6	1	0	0	0	0	8	0	16
Total	0	0	0	1	27	2	0	1	1	1	43	0	76
05:00 PM	0	0	1	0	6	0	0	0	1	0	11	1	20
05:15 PM	0	0	0	0	6	0	0	0	0	0	8	0	14
05:30 PM	0	0	0	1	5	0	0	0	1	0	5	0	12
05:45 PM	0	0	0	0	4	0	0	0	0	1	10	0	15
Total	0	0	1	1	21	0	0	0	2	1	34	1	61
Grand Total	8	4	3	5	184	6	1	1	8	6	261	2	489
Apprch %	53.3	26.7	20	2.6	94.4	3.1	10	10	80	2.2	97	0.7	
Total %	1.6	0.8	0.6	1	37.6	1.2	0.2	0.2	1.6	1.2	53.4	0.4	

CITY TRAFFIC COUNTERS

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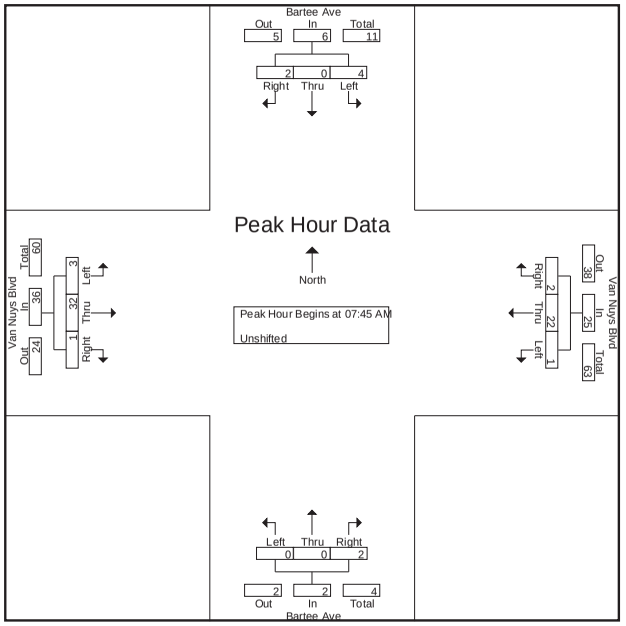
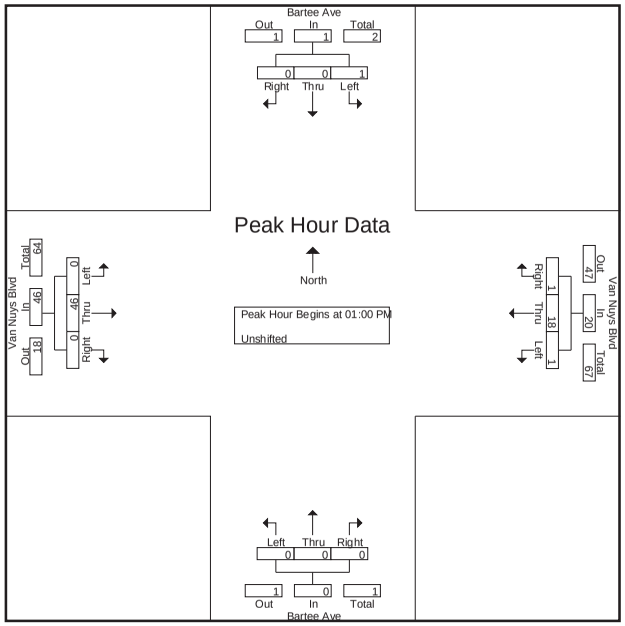
File Name : Bartee_VanNuys_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

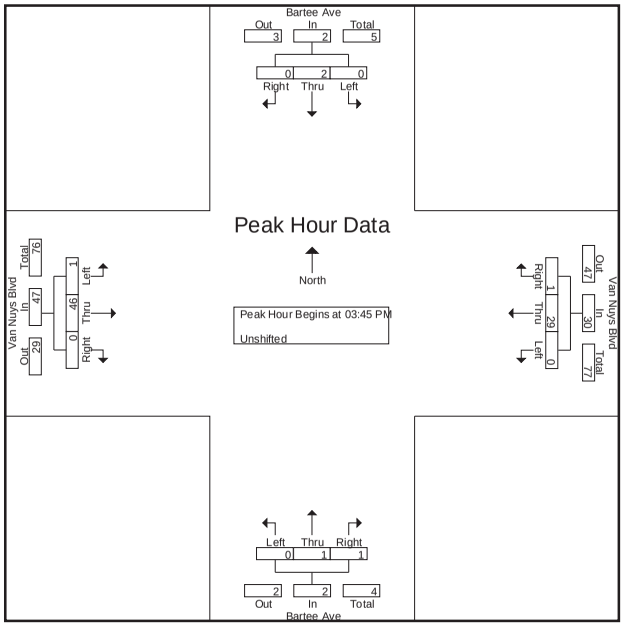
	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**1**	1	**1**	5	**1**	**7**	0	0	**1**	**1**	0	4	0	4	13
08:00 AM	0	0	0	0	0	**6**	0	6	0	0	0	0	**3**	4	**1**	8	14
08:15 AM	1	0	0	1	0	5	0	5	0	0	0	0	0	**16**	0	**16**	**22**
08:30 AM	**3**	0	1	**4**	0	6	1	7	0	0	1	1	0	8	0	8	20
Total Volume	4	0	2	6	1	22	2	25	0	0	2	2	3	32	1	36	69
% App. Total	66.7	0	33.3		4	88	8		0	0	100		8.3	88.9	2.8		
PHF	.333	.000	.500	.375	.250	.917	.500	.893	.000	.000	.500	.500	.250	.500	.250	.563	.784



	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	13	0	13	15
01:15 PM	**1**	0	0	**1**	0	4	0	4	0	0	0	0	0	8	0	8	13
01:30 PM	0	0	0	0	**1**	**6**	**1**	**8**	0	0	0	0	0	8	0	8	16
01:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	**17**	0	**17**	**23**
Total Volume	1	0	0	1	1	18	1	20	0	0	0	0	0	46	0	46	67
% App. Total	100	0	0		5	90	5		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.250	.750	.250	.625	.000	.000	.000	.000	.000	.676	.000	.676	.728



	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	**2**	0	**2**	0	8	0	8	0	0	0	0	0	11	0	11	**21**
04:00 PM	0	0	0	0	0	**9**	0	**9**	0	0	0	0	0	11	0	11	20
04:15 PM	0	0	0	0	0	4	0	4	0	**1**	**1**	**2**	0	**15**	0	**15**	21
04:30 PM	0	0	0	0	0	8	**1**	9	0	0	0	0	**1**	9	0	10	19
Total Volume	0	2	0	2	0	29	1	30	0	1	1	2	1	46	0	47	81
% App. Total	0	100	0		0	96.7	3.3		0	50	50		2.1	97.9	0		
PHF	.000	.250	.000	.250	.000	.806	.250	.833	.000	.250	.250	.250	.250	.767	.000	.783	.964



CITY TRAFFIC COUNTERS
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File Name : Bartee_VanNuys_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
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Groups Printed- Bank 1

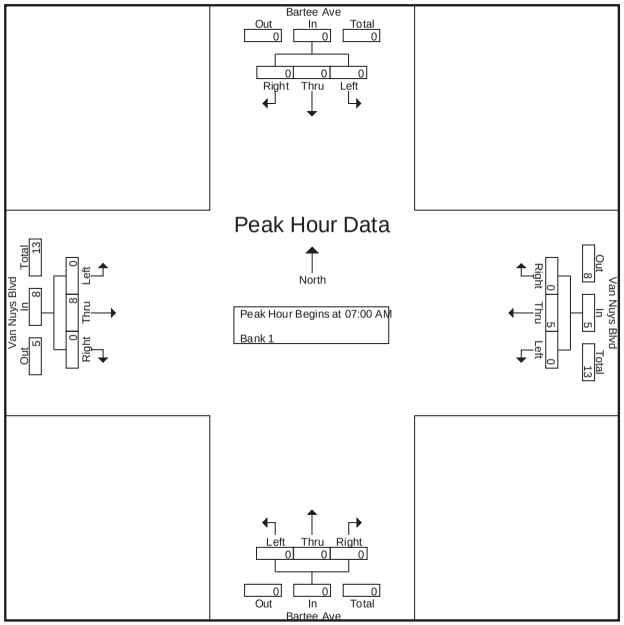
	Bartee Ave Southbound			Van Nuys Blvd Westbound			Bartee Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
07:15 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
07:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	5	0	0	0	0	0	8	0	13
08:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
08:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	3	0	0	0	0	0	7	0	10
09:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
09:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:45 AM	0	0	0	0	1	0	0	0	0	0	4	0	5
Total	0	0	0	0	4	0	0	0	0	0	7	0	11
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	5	0	0	0	0	0	5	0	10
01:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
01:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
01:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	7	0	9
03:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
03:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
03:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	7	0	10
04:00 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
04:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	4	0	0	0	0	0	7	0	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	4	0	5
Grand Total	0	0	0	0	27	0	0	0	0	0	52	0	79
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	34.2	0	0	0	0	0	65.8	0	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bartee_VanNuys_3-Axle
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

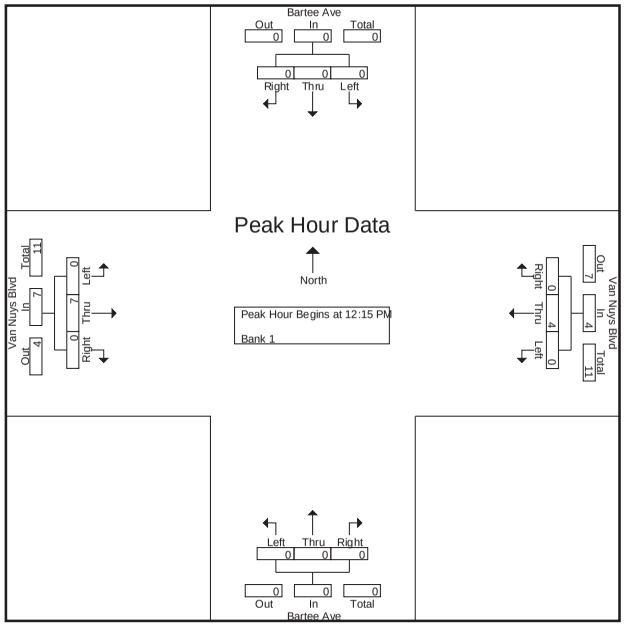
	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	**5**
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.667	.000	.667	.650



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bartee_VanNuys_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

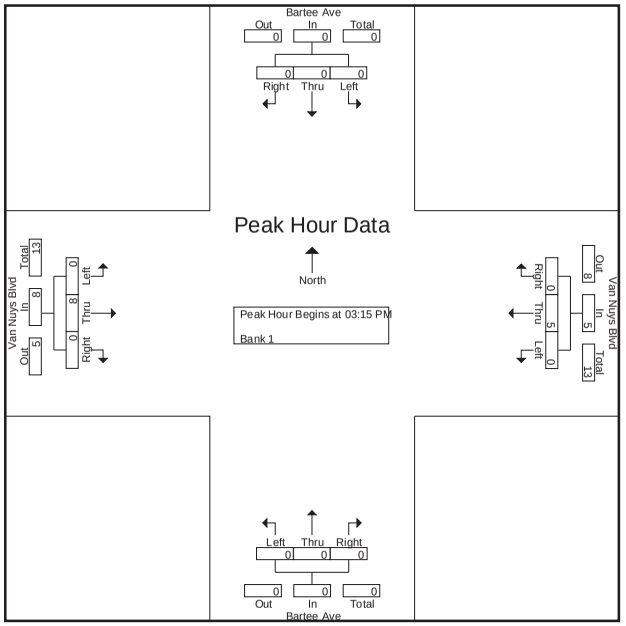
	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	**3**
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.917



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bartee_VanNuys_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**3**	0	**3**	**6**
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.667	.000	.667	.542



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bartee_VanNuys_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

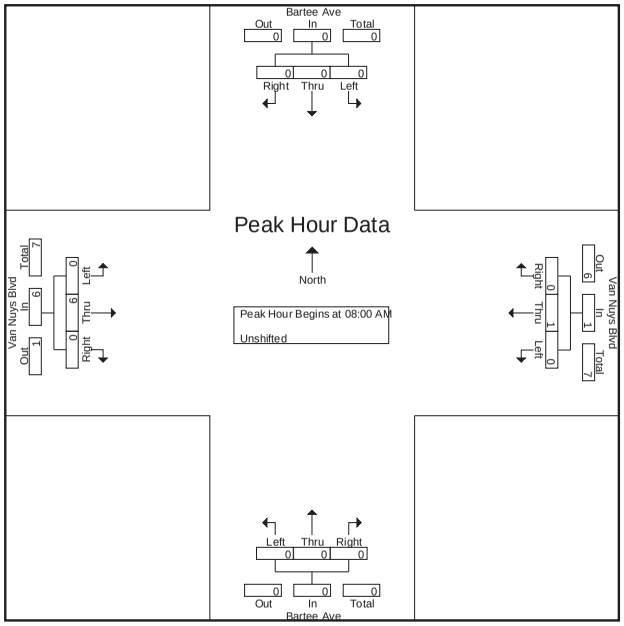
	Bartee Ave Southbound			Van Nuys Blvd Westbound			Bartee Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	1	0	0	0	0	0	6	0	7
12:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	3	0	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
03:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	4	0	5
Grand Total	0	0	0	0	10	0	0	0	0	0	18	0	28
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	35.7	0	0	0	0	0	64.3	0	

CITY TRAFFIC COUNTERS
www.ctcounters.com

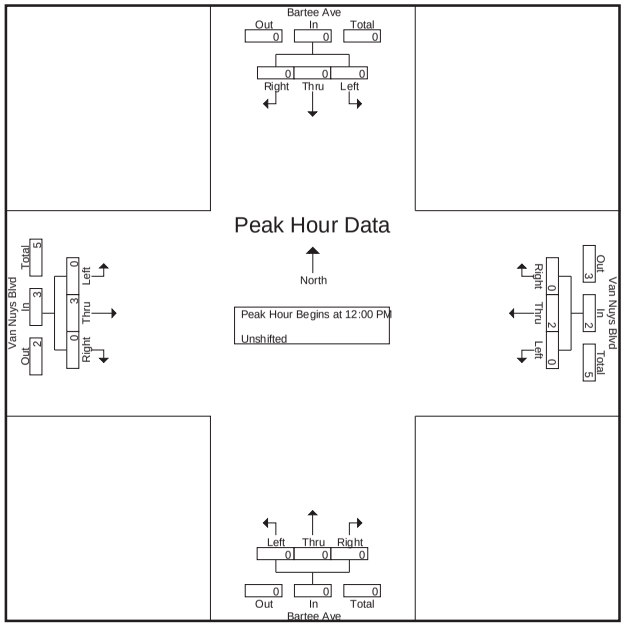
File Name : Bartee_VanNuys_4-Axle
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

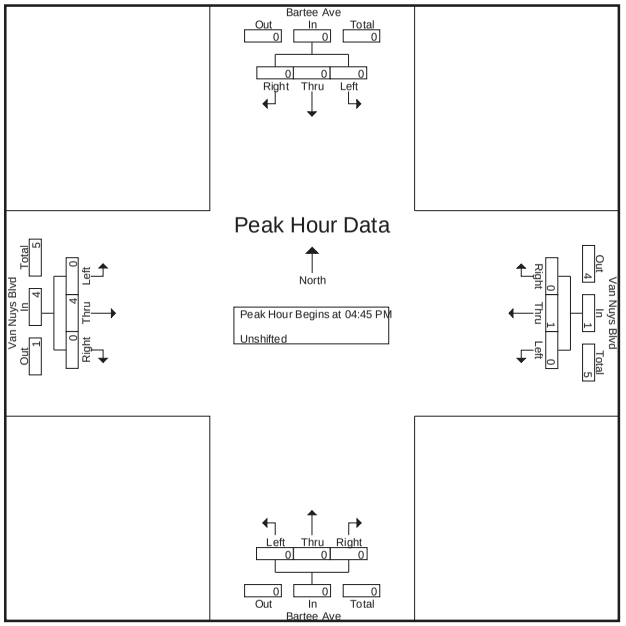
	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
08:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	.875



	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.625



	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
05:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.625



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bartee_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 2

	Bartee Ave Southbound			Van Nuys Blvd Westbound			Bartee Ave Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
08:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	0	0	0	0	0	3	0	5
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	4	0	4
03:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	3	0	0	0	0	0	3	0	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	0	3
Grand Total	0	0	0	0	10	0	0	0	0	0	18	0	28
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	35.7	0	0	0	0	0	64.3	0	

CITY TRAFFIC COUNTERS
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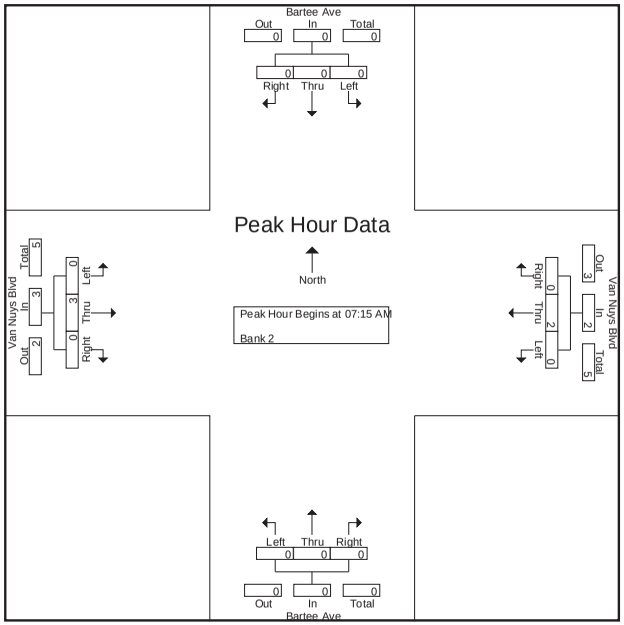
File Name : Bartee_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016

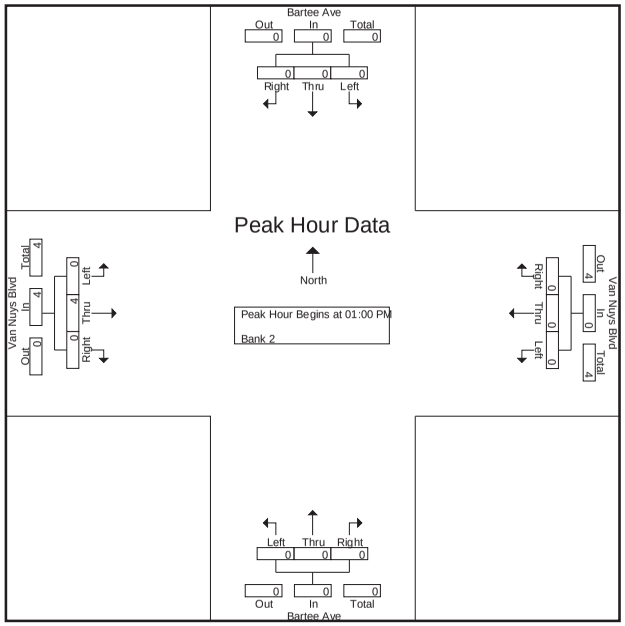
Page No : 2

	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	**2**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.625



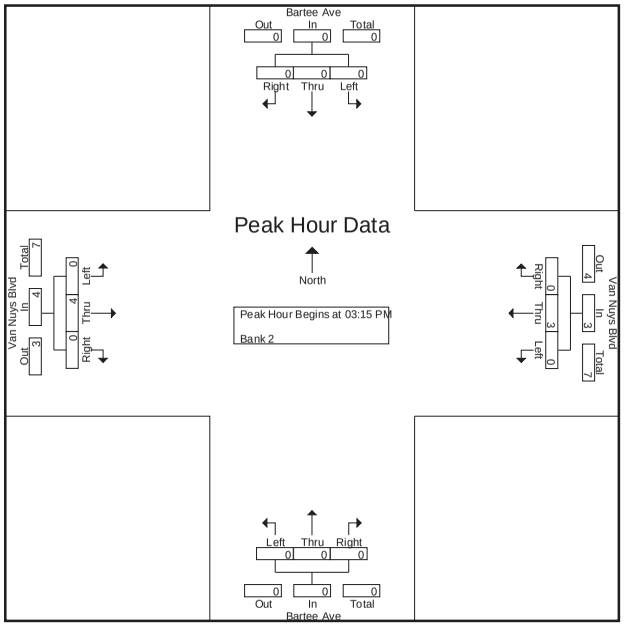
File Name : Bartee_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500



File Name : Bartee_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Bartee Ave Southbound				Van Nuys Blvd Westbound				Bartee Ave Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	1.00	.000	1.00	.875



CITY TRAFFIC COUNTERS

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INT. 28

File Name : I-5FrwyNBOff-Ramps_VanNuys
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	I-5 Frwy NB Off-Ramp Southbound			Van Nuys Blvd Westbound			I-5 Frwy NB Off-Ramp Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	33	0	270	0	0	0	33	0	157	0	493
07:15 AM	0	0	37	0	300	0	0	0	31	0	213	0	581
07:30 AM	0	0	36	0	370	0	0	0	37	0	242	0	685
07:45 AM	0	0	47	0	363	0	0	0	46	0	279	0	735
Total	0	0	153	0	1303	0	0	0	147	0	891	0	2494
08:00 AM	0	0	43	0	325	0	0	0	38	0	207	0	613
08:15 AM	0	0	34	0	285	0	0	0	35	0	183	0	537
08:30 AM	0	0	36	0	218	0	0	0	35	0	178	0	467
08:45 AM	0	0	45	0	220	0	0	0	45	0	173	0	483
Total	0	0	158	0	1048	0	0	0	153	0	741	0	2100
09:00 AM	0	0	32	0	194	0	0	0	25	0	141	0	392
09:15 AM	0	0	40	0	198	0	0	0	24	0	160	0	422
09:30 AM	0	0	33	0	210	0	0	0	41	0	185	0	469
09:45 AM	0	0	33	0	232	0	0	0	50	0	211	0	526
Total	0	0	138	0	834	0	0	0	140	0	697	0	1809
12:00 PM	0	0	38	0	215	0	0	0	46	0	194	0	493
12:15 PM	0	0	40	0	236	0	0	0	46	0	209	0	531
12:30 PM	0	0	41	0	250	0	0	0	36	0	200	0	527
12:45 PM	0	0	41	0	235	0	0	0	42	0	182	0	500
Total	0	0	160	0	936	0	0	0	170	0	785	0	2051
01:00 PM	0	0	49	0	230	0	0	0	48	0	194	0	521
01:15 PM	0	0	48	0	229	0	0	0	49	0	197	0	523
01:30 PM	0	0	45	0	234	0	0	0	47	0	194	0	520
01:45 PM	0	0	46	0	259	0	0	0	41	0	237	0	583
Total	0	0	188	0	952	0	0	0	185	0	822	0	2147
03:00 PM	0	0	56	0	260	0	0	0	53	0	212	0	581
03:15 PM	0	0	68	0	283	0	0	0	63	0	234	0	648
03:30 PM	0	0	60	0	258	0	0	0	67	0	281	0	666
03:45 PM	0	0	54	0	251	0	0	0	52	0	301	0	658
Total	0	0	238	0	1052	0	0	0	235	0	1028	0	2553
04:00 PM	0	0	56	0	276	0	0	0	59	0	311	0	702
04:15 PM	0	0	63	0	260	0	0	0	53	0	272	0	648
04:30 PM	0	0	64	0	282	0	0	0	42	0	275	0	663
04:45 PM	0	0	51	0	288	0	0	0	67	0	306	0	712
Total	0	0	234	0	1106	0	0	0	221	0	1164	0	2725
05:00 PM	0	0	62	0	284	0	0	0	40	0	300	0	686
05:15 PM	0	0	46	0	263	0	0	0	40	0	283	0	632
05:30 PM	0	0	71	0	243	0	0	0	49	0	296	0	659
05:45 PM	0	0	48	0	251	0	0	0	57	0	337	0	693
Total	0	0	227	0	1041	0	0	0	186	0	1216	0	2670
Grand Total	0	0	1496	0	8272	0	0	0	1437	0	7344	0	18549
Apprch %	0	0	100	0	100	0	0	0	100	0	100	0	
Total %	0	0	8.1	0	44.6	0	0	0	7.7	0	39.6	0	

CITY TRAFFIC COUNTERS

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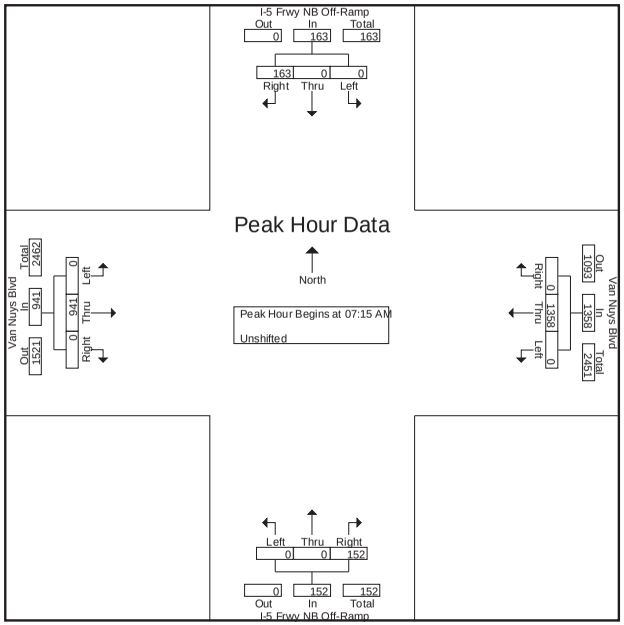
File Name : I-5FrwyNBOff-Ramps_VanNuys
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	37	37	0	300	0	300	0	0	31	31	0	213	0	213	581
07:30 AM	0	0	36	36	0	**370**	0	**370**	0	0	37	37	0	242	0	242	685
07:45 AM	0	0	**47**	**47**	0	363	0	363	0	0	**46**	**46**	0	**279**	0	**279**	**735**
08:00 AM	0	0	43	43	0	325	0	325	0	0	38	38	0	207	0	207	613
Total Volume	0	0	163	163	0	1358	0	1358	0	0	152	152	0	941	0	941	2614
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.867	.867	.000	.918	.000	.918	.000	.000	.826	.826	.000	.843	.000	.843	.889

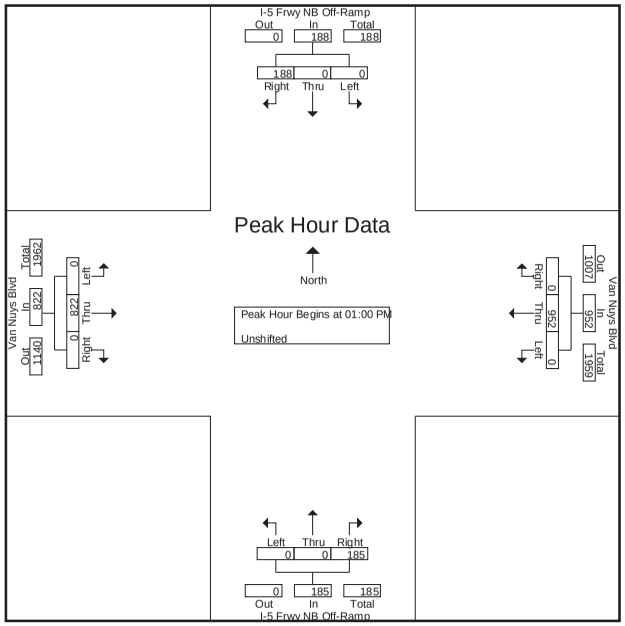


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	**49**	**49**	0	230	0	230	0	0	48	48	0	194	0	194	521
01:15 PM	0	0	48	48	0	229	0	229	0	0	**49**	**49**	0	197	0	197	523
01:30 PM	0	0	45	45	0	234	0	234	0	0	47	47	0	194	0	194	520
01:45 PM	0	0	46	46	0	**259**	0	**259**	0	0	41	41	0	**237**	0	**237**	**583**
Total Volume	0	0	188	188	0	952	0	952	0	0	185	185	0	822	0	822	2147
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.959	.959	.000	.919	.000	.919	.000	.000	.944	.944	.000	.867	.000	.867	.921

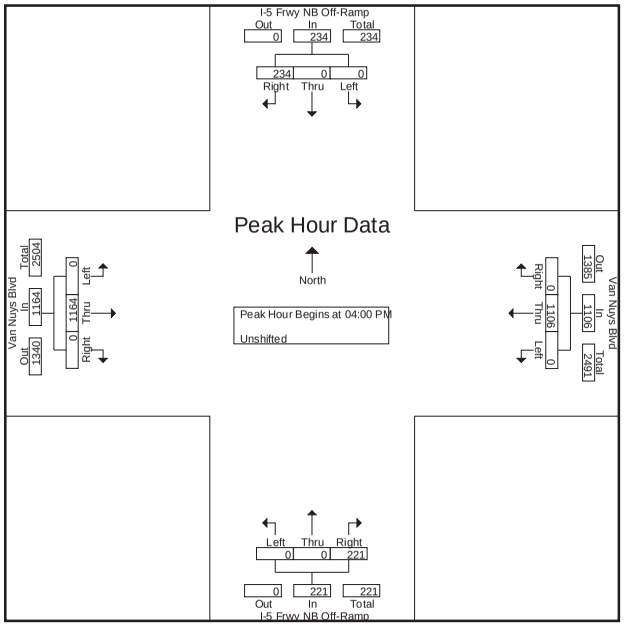


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	56	56	0	276	0	276	0	0	59	59	0	**311**	0	**311**	702
04:15 PM	0	0	63	63	0	260	0	260	0	0	53	53	0	272	0	272	648
04:30 PM	0	0	**64**	**64**	0	282	0	282	0	0	42	42	0	275	0	275	663
04:45 PM	0	0	51	51	0	**288**	0	**288**	0	0	**67**	**67**	0	306	0	306	**712**
Total Volume	0	0	234	234	0	1106	0	1106	0	0	221	221	0	1164	0	1164	2725
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.914	.914	.000	.960	.000	.960	.000	.000	.825	.825	.000	.936	.000	.936	.957



CITY TRAFFIC COUNTERS

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File Name : I-5FrwyNBOff-Ramps_VanNuys_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
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Groups Printed- Bank 2

	I-5 Frwy NB Off-Ramp Southbound			Van Nuys Blvd Westbound			I-5 Frwy NB Off-Ramp Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
12:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
12:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	3
Total	0	0	2	0	1	0	0	0	0	0	2	0	5
01:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	3
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	1	0	2	0	0	0	0	0	1	0	4
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	2	0	1	0	0	0	0	0	0	0	3
Grand Total	0	0	7	0	7	0	0	0	0	0	4	0	18
Apprch %	0	0	100	0	100	0	0	0	0	0	100	0	
Total %	0	0	38.9	0	38.9	0	0	0	0	0	22.2	0	

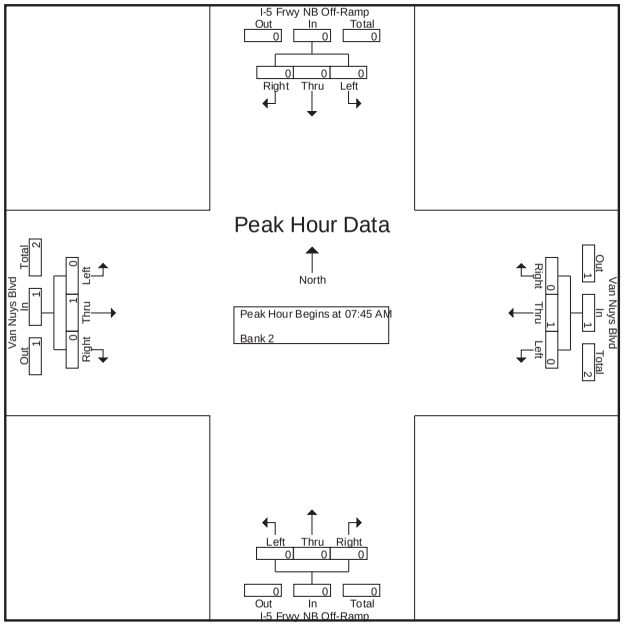
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
08:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

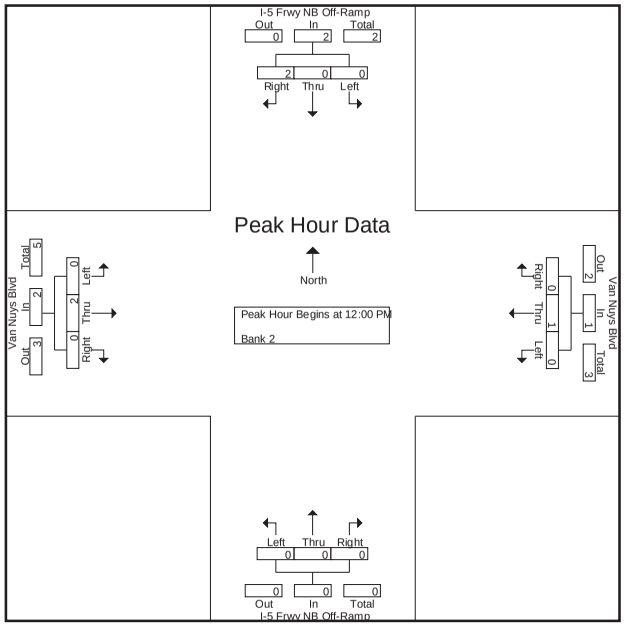


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
12:15 PM	0	0	1	1	0	**1**	0	**1**	0	0	0	0	0	1	0	1	**3**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	1	0	1	0	0	0	0	0	2	0	2	5
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.417

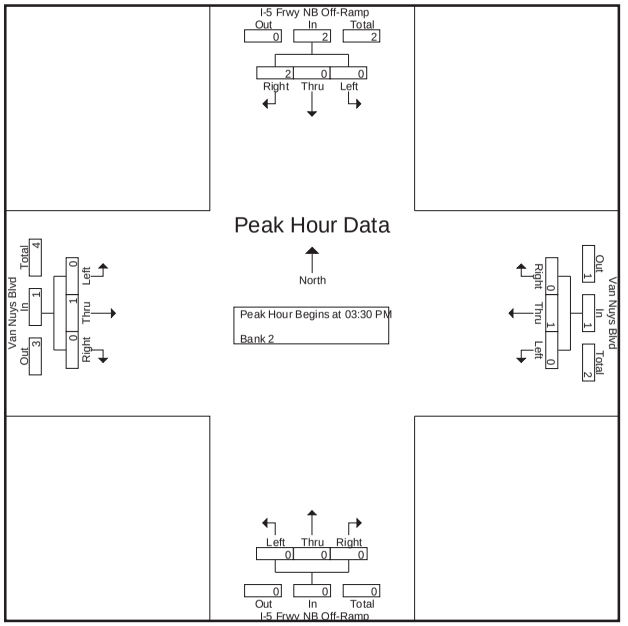


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**3**
Total Volume	0	0	2	2	0	1	0	1	0	0	0	0	0	1	0	1	4
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.333



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 1

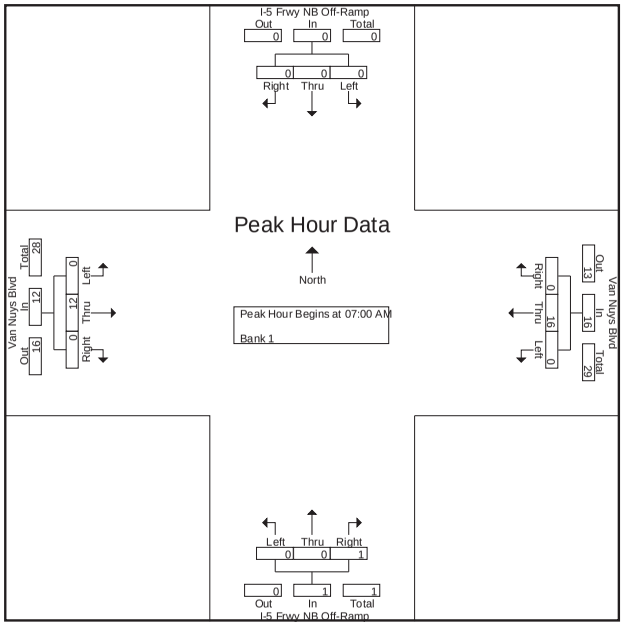
	I-5 Frwy NB Off-Ramp Southbound			Van Nuys Blvd Westbound			I-5 Frwy NB Off-Ramp Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	6	0	0	0	0	0	3	0	9
07:15 AM	0	0	0	0	4	0	0	0	1	0	5	0	10
07:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	0	4	0	0	0	0	0	3	0	7
Total	0	0	0	0	16	0	0	0	1	0	12	0	29
08:00 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
08:15 AM	0	0	0	0	4	0	0	0	0	0	3	0	7
08:30 AM	0	0	0	0	3	0	0	0	0	0	4	0	7
08:45 AM	0	0	0	0	2	0	0	0	1	0	3	0	6
Total	0	0	0	0	11	0	0	0	1	0	13	0	25
09:00 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
09:15 AM	0	0	1	0	1	0	0	0	2	0	2	0	6
09:30 AM	0	0	1	0	1	0	0	0	0	0	2	0	4
09:45 AM	0	0	1	0	1	0	0	0	0	0	4	0	6
Total	0	0	3	0	5	0	0	0	2	0	10	0	20
12:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
12:30 PM	0	0	0	0	1	0	0	0	1	0	3	0	5
12:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	0	6	0	0	0	1	0	9	0	16
01:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
01:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
01:30 PM	0	0	0	0	4	0	0	0	1	0	2	0	7
01:45 PM	0	0	1	0	3	0	0	0	2	0	2	0	8
Total	0	0	1	0	12	0	0	0	3	0	7	0	23
03:00 PM	0	0	1	0	3	0	0	0	1	0	3	0	8
03:15 PM	0	0	1	0	2	0	0	0	0	0	1	0	4
03:30 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
03:45 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
Total	0	0	2	0	10	0	0	0	1	0	12	0	25
04:00 PM	0	0	1	0	4	0	0	0	0	0	5	0	10
04:15 PM	0	0	0	0	4	0	0	0	0	0	3	0	7
04:30 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
04:45 PM	0	0	1	0	2	0	0	0	0	0	3	0	6
Total	0	0	2	0	13	0	0	0	0	0	13	0	28
05:00 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
05:15 PM	0	0	0	0	2	0	0	0	1	0	1	0	4
05:30 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
05:45 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
Total	0	0	0	0	11	0	0	0	1	0	9	0	21
Grand Total	0	0	8	0	84	0	0	0	10	0	85	0	187
Apprch %	0	0	100	0	100	0	0	0	100	0	100	0	
Total %	0	0	4.3	0	44.9	0	0	0	5.3	0	45.5	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

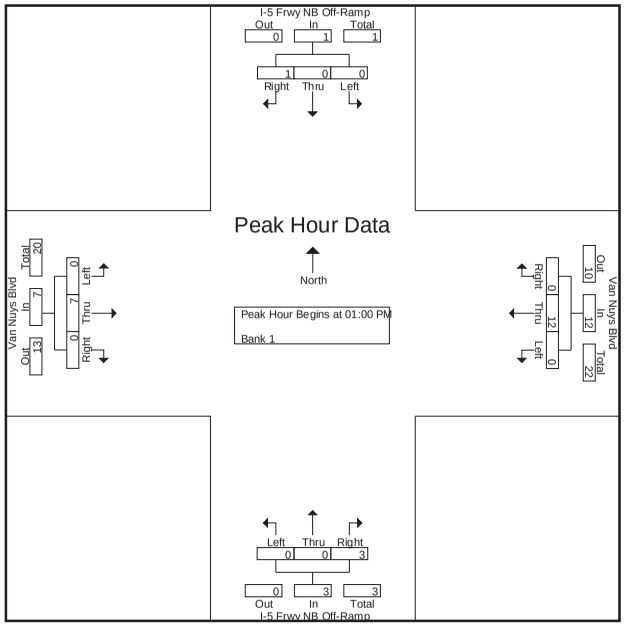
	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	3	0	3	9
07:15 AM	0	0	0	0	0	4	0	4	0	0	**1**	**1**	0	**5**	0	**5**	**10**
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total Volume	0	0	0	0	0	16	0	16	0	0	1	1	0	12	0	12	29
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.250	.250	.000	.600	.000	.600	.725



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

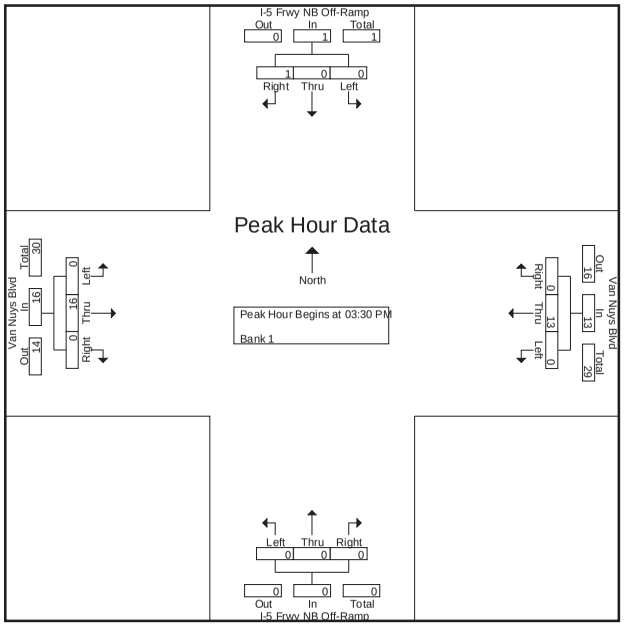
	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
01:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**2**	0	**2**	5
01:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	1	1	0	2	0	2	7
01:45 PM	0	0	**1**	**1**	0	3	0	3	0	0	**2**	**2**	0	2	0	2	**8**
Total Volume	0	0	1	1	0	12	0	12	0	0	3	3	0	7	0	7	23
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.375	.375	.000	.875	.000	.875	.719



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
03:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
04:00 PM	0	0	**1**	**1**	0	**4**	0	**4**	0	0	0	0	0	**5**	0	**5**	**10**
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total Volume	0	0	1	1	0	13	0	13	0	0	0	0	0	16	0	16	30
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.813	.000	.813	.000	.000	.000	.000	.000	.800	.000	.800	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	I-5 Frwy NB Off-Ramp Southbound			Van Nuys Blvd Westbound			I-5 Frwy NB Off-Ramp Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	4	0	2	0	0	0	3	0	3	0	12
07:15 AM	0	0	1	0	4	0	0	0	4	0	1	0	10
07:30 AM	0	0	3	0	6	0	0	0	4	0	4	0	17
07:45 AM	0	0	1	0	9	0	0	0	3	0	1	0	14
Total	0	0	9	0	21	0	0	0	14	0	9	0	53
08:00 AM	0	0	2	0	8	0	0	0	1	0	4	0	15
08:15 AM	0	0	1	0	5	0	0	0	2	0	8	0	16
08:30 AM	0	0	2	0	6	0	0	0	4	0	7	0	19
08:45 AM	0	0	1	0	9	0	0	0	3	0	5	0	18
Total	0	0	6	0	28	0	0	0	10	0	24	0	68
09:00 AM	0	0	5	0	2	0	0	0	2	0	3	0	12
09:15 AM	0	0	1	0	6	0	0	0	2	0	4	0	13
09:30 AM	0	0	2	0	7	0	0	0	3	0	4	0	16
09:45 AM	0	0	3	0	5	0	0	0	1	0	3	0	12
Total	0	0	11	0	20	0	0	0	8	0	14	0	53
12:00 PM	0	0	4	0	3	0	0	0	1	0	5	0	13
12:15 PM	0	0	1	0	8	0	0	0	4	0	5	0	18
12:30 PM	0	0	1	0	5	0	0	0	3	0	2	0	11
12:45 PM	0	0	2	0	7	0	0	0	2	0	3	0	14
Total	0	0	8	0	23	0	0	0	10	0	15	0	56
01:00 PM	0	0	1	0	4	0	0	0	2	0	5	0	12
01:15 PM	0	0	3	0	3	0	0	0	3	0	4	0	13
01:30 PM	0	0	2	0	7	0	0	0	1	0	8	0	18
01:45 PM	0	0	1	0	7	0	0	0	4	0	8	0	20
Total	0	0	7	0	21	0	0	0	10	0	25	0	63
03:00 PM	0	0	3	0	4	0	0	0	2	0	3	0	12
03:15 PM	0	0	3	0	5	0	0	0	4	0	4	0	16
03:30 PM	0	0	6	0	8	0	0	0	2	0	5	0	21
03:45 PM	0	0	3	0	7	0	0	0	5	0	4	0	19
Total	0	0	15	0	24	0	0	0	13	0	16	0	68
04:00 PM	0	0	5	0	6	0	0	0	3	0	5	0	19
04:15 PM	0	0	1	0	5	0	0	0	4	0	6	0	16
04:30 PM	0	0	2	0	7	0	0	0	5	0	5	0	19
04:45 PM	0	0	2	0	8	0	0	0	3	0	4	0	17
Total	0	0	10	0	26	0	0	0	15	0	20	0	71
05:00 PM	0	0	3	0	5	0	0	0	2	0	4	0	14
05:15 PM	0	0	3	0	3	0	0	0	2	0	2	0	10
05:30 PM	0	0	2	0	6	0	0	0	1	0	3	0	12
05:45 PM	0	0	1	0	5	0	0	0	4	0	4	0	14
Total	0	0	9	0	19	0	0	0	9	0	13	0	50
Grand Total	0	0	75	0	182	0	0	0	89	0	136	0	482
Apprch %	0	0	100	0	100	0	0	0	100	0	100	0	
Total %	0	0	15.6	0	37.8	0	0	0	18.5	0	28.2	0	

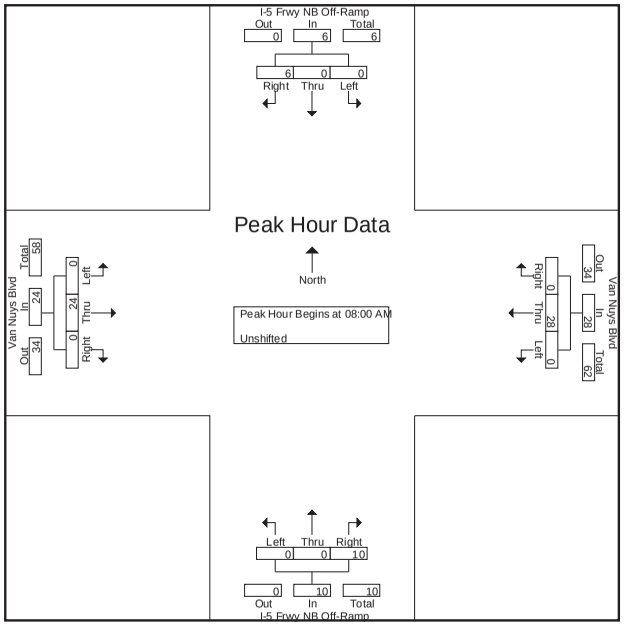
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_2-Axle
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	**2**	**2**	0	8	0	8	0	0	1	1	0	4	0	4	15
08:15 AM	0	0	1	1	0	5	0	5	0	0	2	2	0	**8**	0	**8**	16
08:30 AM	0	0	2	2	0	6	0	6	0	0	**4**	**4**	0	7	0	7	**19**
08:45 AM	0	0	1	1	0	**9**	0	**9**	0	0	3	3	0	5	0	5	18
Total Volume	0	0	6	6	0	28	0	28	0	0	10	10	0	24	0	24	68
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.750	.750	.000	.778	.000	.778	.000	.000	.625	.625	.000	.750	.000	.750	.895

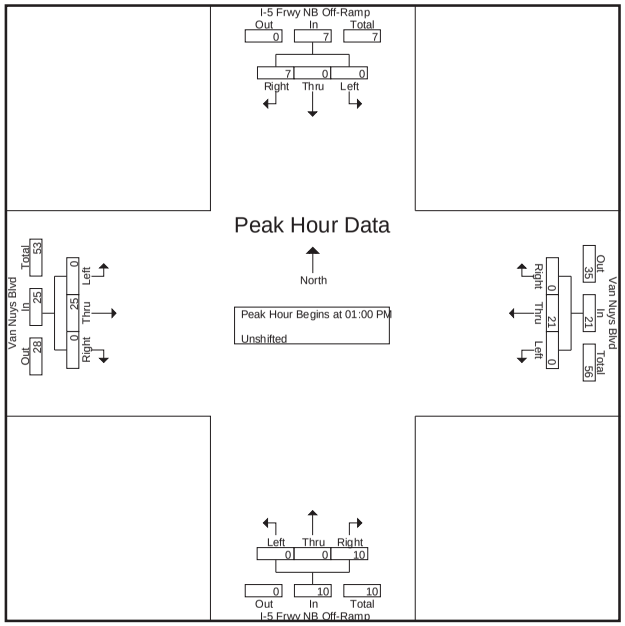


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	1	1	0	4	0	4	0	0	2	2	0	5	0	5	12
01:15 PM	0	0	**3**	**3**	0	3	0	3	0	0	3	3	0	4	0	4	13
01:30 PM	0	0	2	2	0	**7**	0	**7**	0	0	1	1	0	**8**	0	**8**	18
01:45 PM	0	0	1	1	0	7	0	7	0	0	**4**	**4**	0	8	0	8	**20**
Total Volume	0	0	7	7	0	21	0	21	0	0	10	10	0	25	0	25	63
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.583	.583	.000	.750	.000	.750	.000	.000	.625	.625	.000	.781	.000	.781	.788

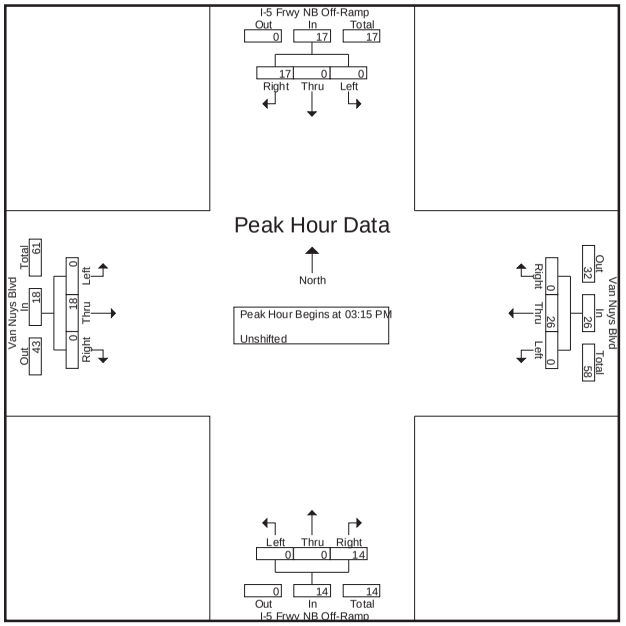


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	3	3	0	5	0	5	0	0	4	4	0	4	0	4	16
03:30 PM	0	0	**6**	**6**	0	**8**	0	**8**	0	0	2	2	0	**5**	0	**5**	**21**
03:45 PM	0	0	3	3	0	7	0	7	0	0	**5**	**5**	0	4	0	4	19
04:00 PM	0	0	5	5	0	6	0	6	0	0	3	3	0	5	0	5	19
Total Volume	0	0	17	17	0	26	0	26	0	0	14	14	0	18	0	18	75
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.708	.708	.000	.813	.000	.813	.000	.000	.700	.700	.000	.900	.000	.900	.893



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 1

	I-5 Frwy NB Off-Ramp Southbound			Van Nuys Blvd Westbound			I-5 Frwy NB Off-Ramp Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
07:15 AM	0	0	1	0	2	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	1	0	6	0	0	0	0	0	3	0	10
08:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
08:45 AM	0	0	1	0	1	0	0	0	0	0	1	0	3
Total	0	0	2	0	5	0	0	0	0	0	3	0	10
09:00 AM	0	0	1	0	1	0	0	0	0	0	1	0	3
09:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
09:30 AM	0	0	1	0	0	0	0	0	0	0	2	0	3
09:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	3	0	3	0	0	0	0	0	4	0	10
12:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	3
Total	0	0	3	0	2	0	0	0	0	0	3	0	8
01:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	0	0	2
03:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
03:15 PM	0	0	1	0	0	0	0	0	1	0	1	0	3
03:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	2	0	1	0	0	0	2	0	3	0	8
04:00 PM	0	0	1	0	2	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	1	0	3	0	0	0	0	0	1	0	5
05:00 PM	0	0	1	0	0	0	0	0	1	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	1	0	1	0	4
Grand Total	0	0	16	0	20	0	0	0	3	0	18	0	57
Apprch %	0	0	100	0	100	0	0	0	100	0	100	0	
Total %	0	0	28.1	0	35.1	0	0	0	5.3	0	31.6	0	

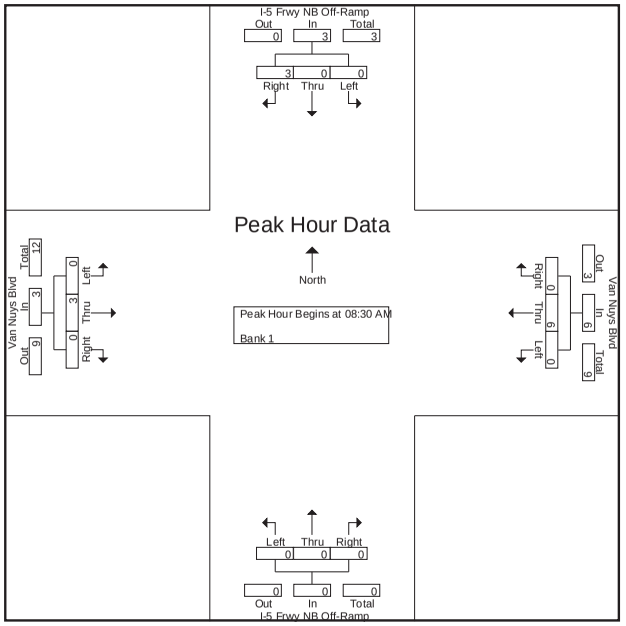
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_3-Axle
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	**4**
08:45 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	1	0	1	3
09:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
09:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	0	3	3	0	6	0	6	0	0	0	0	0	3	0	3	12
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.750	.750	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.750

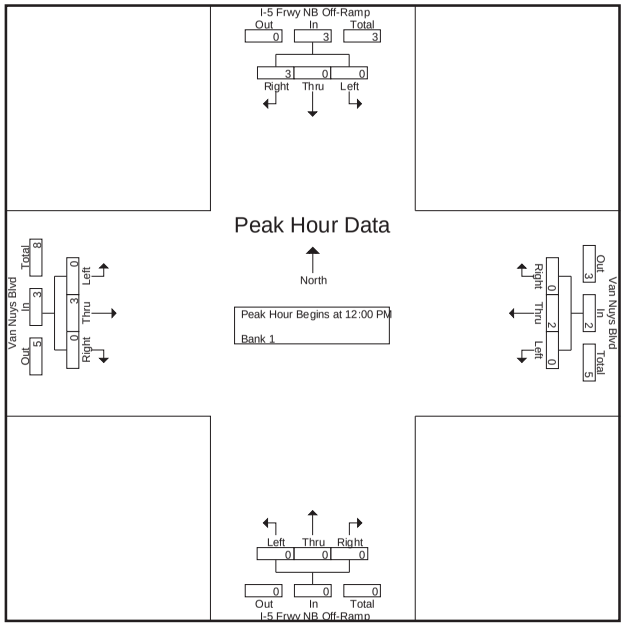


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
12:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	**3**
Total Volume	0	0	3	3	0	2	0	2	0	0	0	0	0	3	0	3	8
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.750	.750	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.667

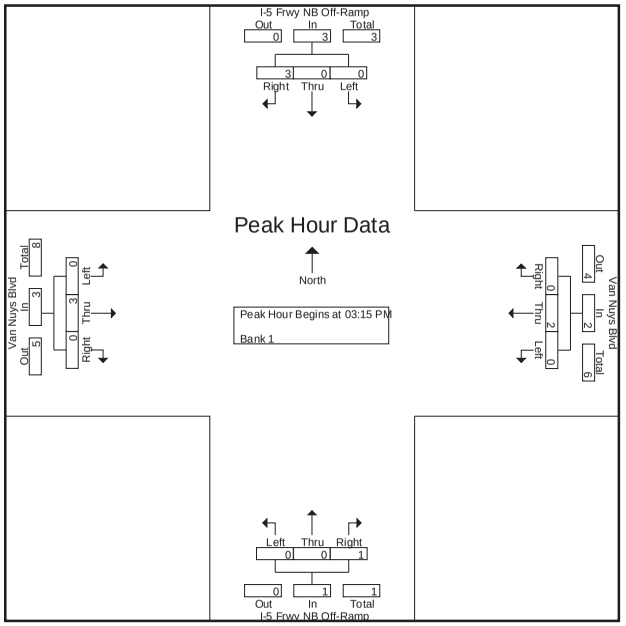


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	**3**
03:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:00 PM	0	0	1	1	0	**2**	0	**2**	0	0	0	0	0	0	0	0	3
Total Volume	0	0	3	3	0	2	0	2	0	0	1	1	0	3	0	3	9
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.750	.750	.000	.250	.000	.250	.000	.000	.250	.250	.000	.750	.000	.750	.750



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

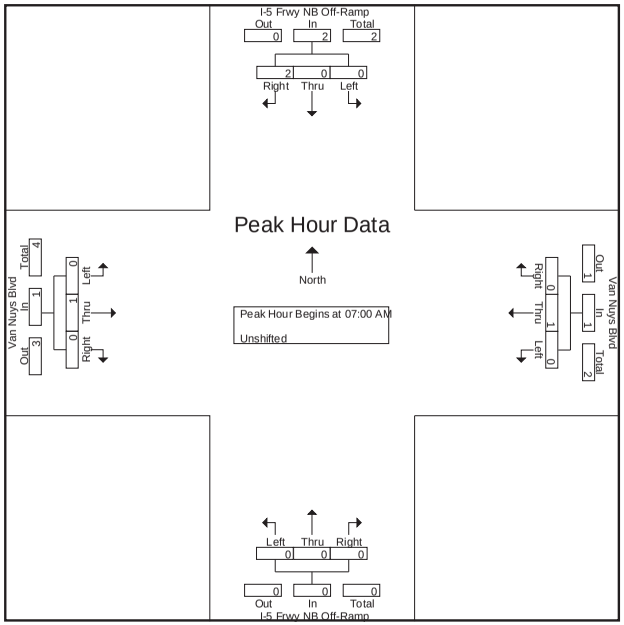
Groups Printed- Unshifted

	I-5 Frwy NB Off-Ramp Southbound			Van Nuys Blvd Westbound			I-5 Frwy NB Off-Ramp Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	2	0	1	0	0	0	0	0	1	0	4
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
Total	0	0	1	0	1	0	0	0	0	0	1	0	3
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
Total	0	0	1	0	1	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	1	0	2	0	0	0	0	0	1	0	4
Grand Total	0	0	8	0	6	0	0	0	0	0	3	0	17
Apprch %	0	0	100	0	100	0	0	0	0	0	100	0	
Total %	0	0	47.1	0	35.3	0	0	0	0	0	17.6	0	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**2**	**2**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**3**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	1	0	1	0	0	0	0	0	1	0	1	4
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.333

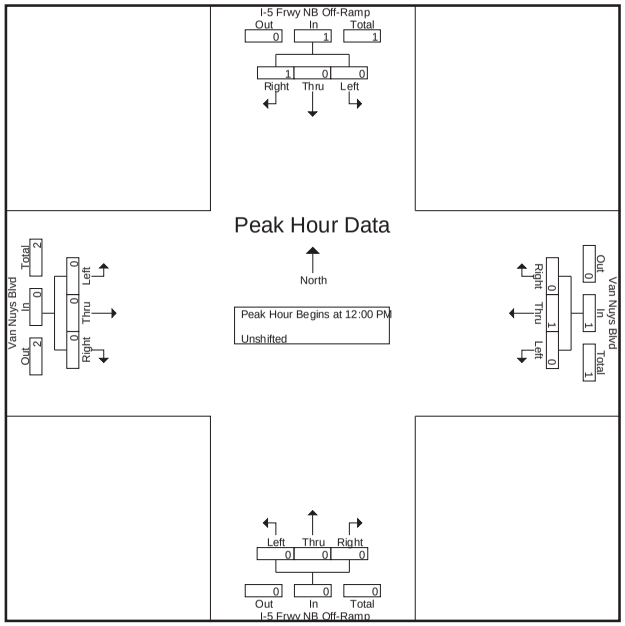


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

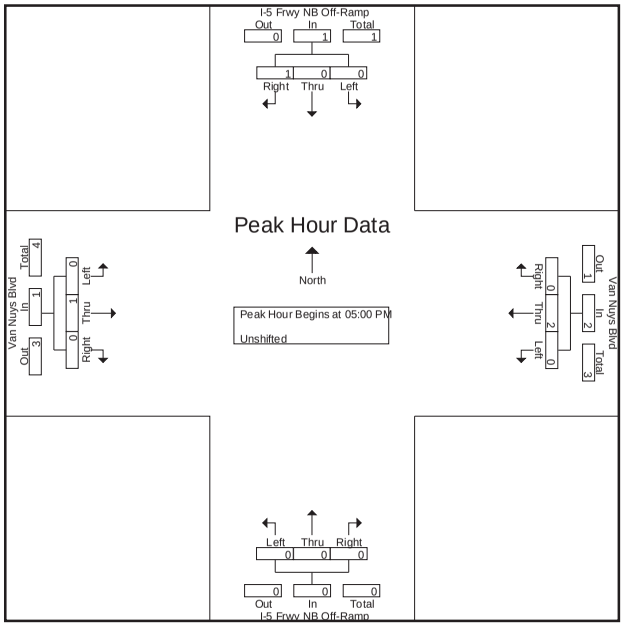


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.500



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 2

	I-5 Frwy NB Off-Ramp Southbound			Van Nuys Blvd Westbound			I-5 Frwy NB Off-Ramp Northbound			Van Nuys Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
08:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
08:45 AM	0	0	1	0	1	0	0	0	1	0	0	0	3
Total	0	0	1	0	4	0	0	0	1	0	1	0	7
09:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	1	0	2	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
01:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	1	0	3
03:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	1	0	0	0	1	0	1	0	3
03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	1	0	0	0	1	0	1	0	5
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
Total	0	0	0	0	1	0	0	0	2	0	0	0	3
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	5	0	14	0	0	0	4	0	5	0	28
Apprch %	0	0	100	0	100	0	0	0	100	0	100	0	
Total %	0	0	17.9	0	50	0	0	0	14.3	0	17.9	0	

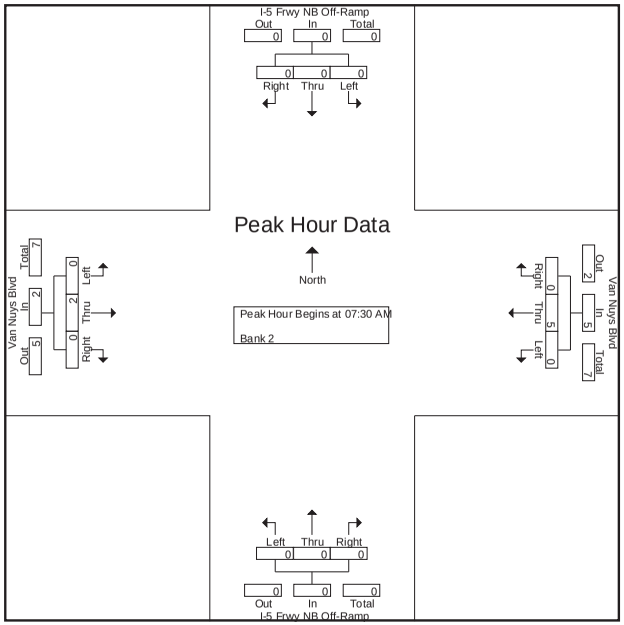
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

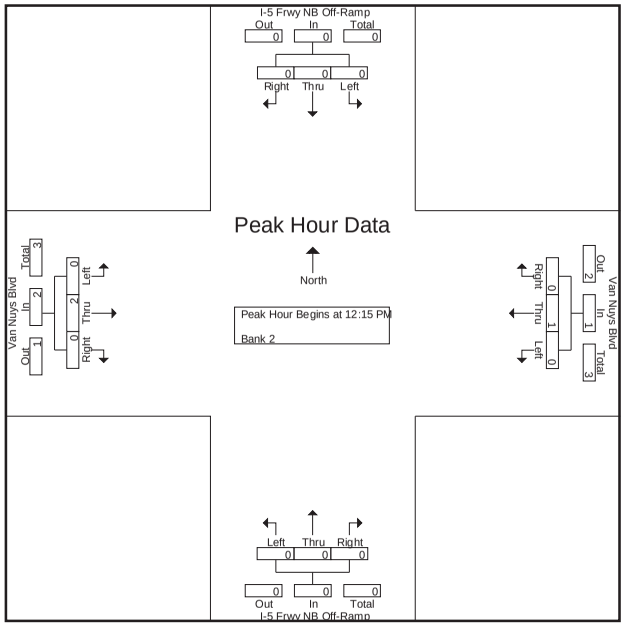
	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**2**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.875



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

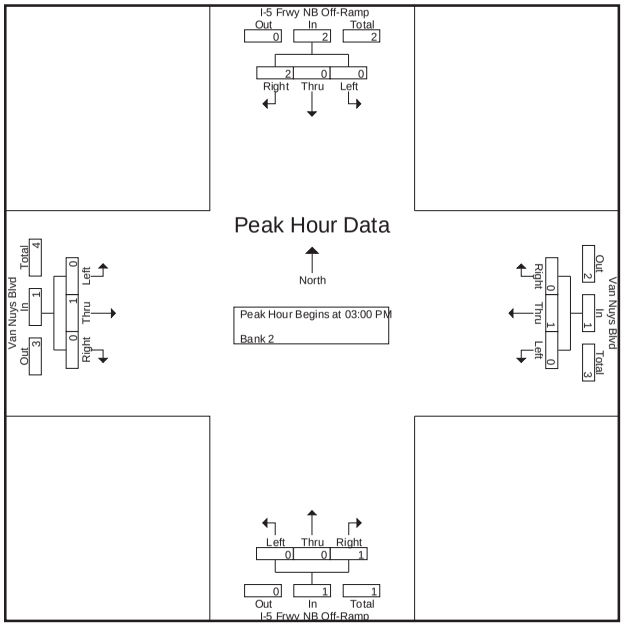
	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	**2**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.375



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : I-5FrwyNBOff-Ramps_VanNuys_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	I-5 Frwy NB Off-Ramp Southbound				Van Nuys Blvd Westbound				I-5 Frwy NB Off-Ramp Northbound				Van Nuys Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	**1**	**3**
03:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	2	0	1	0	1	0	0	1	1	0	1	0	1	5
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.417



CITY TRAFFIC COUNTERS
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INT. 29

File Name : Glenoaks_Osborne
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Osborne St Westbound			Glenoaks Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	9	236	42	121	119	1	2	49	8	9	33	15	644
07:15 AM	6	245	32	120	112	2	1	80	20	49	67	14	748
07:30 AM	14	262	44	125	102	5	3	93	64	64	102	7	885
07:45 AM	27	264	56	125	133	4	4	95	58	55	115	9	945
Total	56	1007	174	491	466	12	10	317	150	177	317	45	3222
08:00 AM	26	193	52	127	143	5	9	73	45	29	81	10	793
08:15 AM	11	157	54	77	89	7	7	75	33	31	68	9	618
08:30 AM	10	150	34	60	88	4	6	64	35	24	82	4	561
08:45 AM	8	122	37	71	69	11	5	63	28	26	42	3	485
Total	55	622	177	335	389	27	27	275	141	110	273	26	2457
09:00 AM	10	97	20	70	82	3	7	54	23	18	49	5	438
09:15 AM	11	96	20	62	62	6	5	55	26	17	60	7	427
09:30 AM	11	108	21	44	78	12	4	54	30	21	32	5	420
09:45 AM	15	85	33	54	46	9	11	63	33	12	58	3	422
Total	47	386	94	230	268	30	27	226	112	68	199	20	1707
12:00 PM	11	73	27	41	48	7	16	88	37	30	57	2	437
12:15 PM	5	88	37	50	59	7	11	92	53	32	73	4	511
12:30 PM	11	85	32	47	73	5	11	93	48	30	51	4	490
12:45 PM	14	70	37	60	70	4	11	79	48	24	70	6	493
Total	41	316	133	198	250	23	49	352	186	116	251	16	1931
01:00 PM	14	77	27	43	57	5	17	94	53	41	64	4	496
01:15 PM	7	73	20	53	58	4	8	89	40	34	67	4	457
01:30 PM	9	103	25	53	62	8	5	94	59	38	72	7	535
01:45 PM	18	85	25	40	89	2	6	84	51	31	81	6	518
Total	48	338	97	189	266	19	36	361	203	144	284	21	2006
03:00 PM	20	89	36	51	72	6	16	136	111	43	101	6	687
03:15 PM	31	107	36	40	68	4	12	142	89	42	73	3	647
03:30 PM	16	86	45	59	89	2	16	197	108	52	115	4	789
03:45 PM	19	113	49	55	108	13	15	183	99	45	122	7	828
Total	86	395	166	205	337	25	59	658	407	182	411	20	2951
04:00 PM	14	85	38	79	92	6	10	181	93	46	109	19	772
04:15 PM	13	98	35	55	85	9	14	185	113	42	95	4	748
04:30 PM	18	96	41	63	80	7	11	193	128	58	150	4	849
04:45 PM	21	96	32	61	77	11	11	251	158	44	121	4	887
Total	66	375	146	258	334	33	46	810	492	190	475	31	3256
05:00 PM	23	90	34	59	82	10	13	225	136	57	154	5	888
05:15 PM	18	110	38	56	78	7	10	224	136	52	137	7	873
05:30 PM	16	88	29	61	101	9	12	241	159	63	158	5	942
05:45 PM	29	109	41	54	79	10	15	229	139	51	104	5	865
Total	86	397	142	230	340	36	50	919	570	223	553	22	3568
Grand Total	485	3836	1129	2136	2650	205	304	3918	2261	1210	2763	201	21098
Apprch %	8.9	70.4	20.7	42.8	53.1	4.1	4.7	60.4	34.9	29	66.2	4.8	
Total %	2.3	18.2	5.4	10.1	12.6	1	1.4	18.6	10.7	5.7	13.1	1	

CITY TRAFFIC COUNTERS
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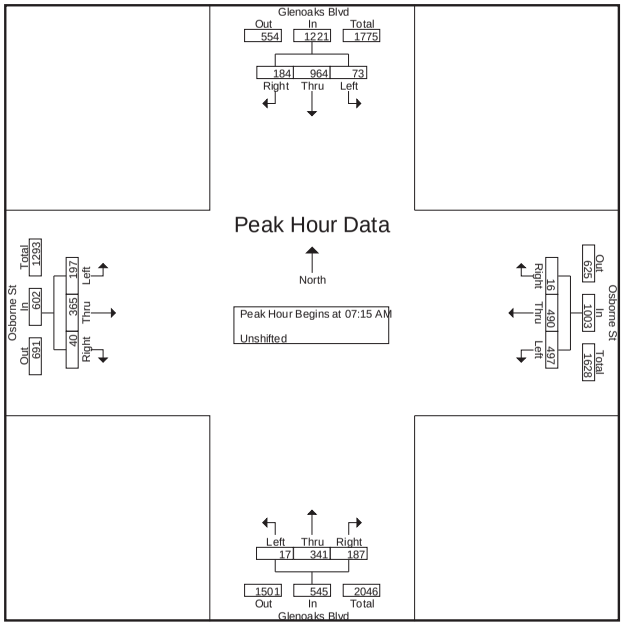
File Name : Glenoaks_Osborne
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

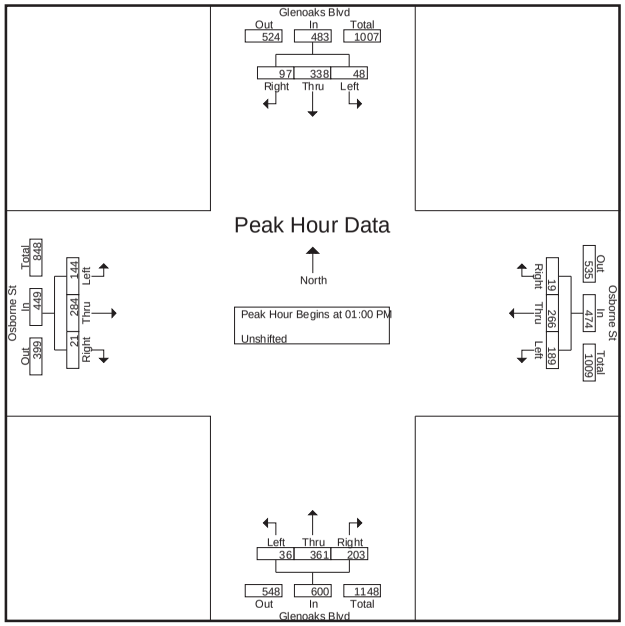
	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	245	32	283	120	112	2	234	1	80	20	101	49	67	**14**	130	748
07:30 AM	14	262	44	320	125	102	**5**	232	3	93	**64**	**160**	**64**	102	7	173	885
07:45 AM	**27**	**264**	**56**	**347**	125	133	4	262	4	**95**	58	157	55	**115**	9	**179**	**945**
08:00 AM	26	193	52	271	**127**	**143**	5	**275**	**9**	73	45	127	29	81	10	120	793
Total Volume	73	964	184	1221	497	490	16	1003	17	341	187	545	197	365	40	602	3371
% App. Total	6	79	15.1		49.6	48.9	1.6		3.1	62.6	34.3		32.7	60.6	6.6		
PHF	.676	.913	.821	.880	.978	.857	.800	.912	.472	.897	.730	.852	.770	.793	.714	.841	.892



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Osborne
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

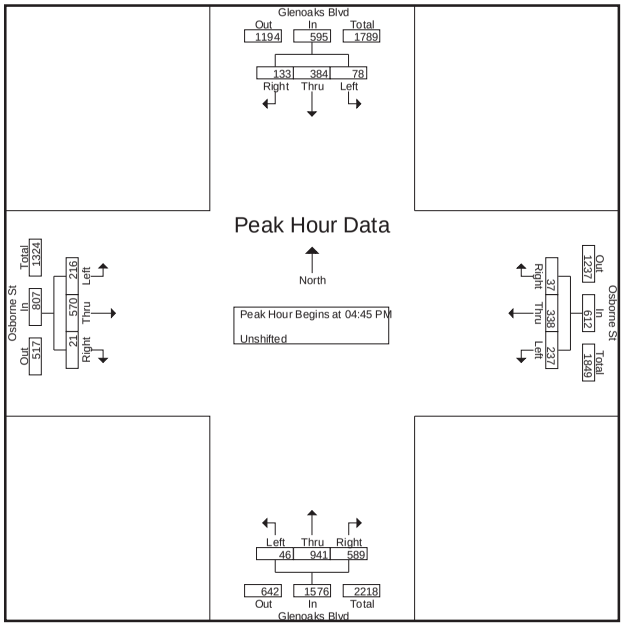
	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	14	77	**27**	118	43	57	5	105	**17**	**94**	53	**164**	**41**	64	4	109	496
01:15 PM	7	73	20	100	**53**	58	4	115	8	89	40	137	34	67	4	105	457
01:30 PM	9	**103**	25	**137**	53	62	**8**	123	5	94	**59**	158	38	72	**7**	117	**535**
01:45 PM	**18**	85	25	128	40	**89**	2	**131**	6	84	51	141	31	**81**	6	**118**	518
Total Volume	48	338	97	483	189	266	19	474	36	361	203	600	144	284	21	449	2006
% App. Total	9.9	70	20.1		39.9	56.1	4		6	60.2	33.8		32.1	63.3	4.7		
PHF	.667	.820	.898	.881	.892	.747	.594	.905	.529	.960	.860	.915	.878	.877	.750	.951	.937



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Osborne
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	21	96	32	149	**61**	77	**11**	149	11	**251**	158	**420**	44	121	4	169	887
05:00 PM	**23**	90	34	147	59	82	10	151	**13**	225	136	374	57	154	5	216	888
05:15 PM	18	**110**	**38**	**166**	56	78	7	141	10	224	136	370	52	137	**7**	196	873
05:30 PM	16	88	29	133	61	**101**	9	**171**	12	241	**159**	412	**63**	**158**	5	**226**	**942**
Total Volume	78	384	133	595	237	338	37	612	46	941	589	1576	216	570	21	807	3590
% App. Total	13.1	64.5	22.4		38.7	55.2	6		2.9	59.7	37.4		26.8	70.6	2.6		
PHF	.848	.873	.875	.896	.971	.837	.841	.895	.885	.937	.926	.938	.857	.902	.750	.893	.953



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File Name : Glenoaks_Osborne_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
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Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Osborne St Westbound			Glenoaks Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	4
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	2
07:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	3	1	0	0	0	0	0	0	0	9
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	1	1	2	0	0	0	0	1	0	0	5
09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
Total	0	0	0	0	0	0	0	0	1	0	1	0	2
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
04:15 PM	0	2	0	0	1	1	0	0	0	0	0	0	4
04:30 PM	0	2	0	0	1	1	0	0	0	0	0	0	4
04:45 PM	0	1	0	0	0	0	0	1	0	0	0	1	3
Total	0	5	0	0	3	2	0	2	0	0	0	1	13
05:00 PM	0	0	0	0	0	2	0	1	0	0	2	0	5
05:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
05:30 PM	0	0	0	0	1	1	0	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	0	0	1	4	0	3	0	0	3	0	12
Grand Total	0	11	1	4	8	6	1	6	1	1	4	1	44
Apprch %	0	91.7	8.3	22.2	44.4	33.3	12.5	75	12.5	16.7	66.7	16.7	
Total %	0	25	2.3	9.1	18.2	13.6	2.3	13.6	2.3	2.3	9.1	2.3	

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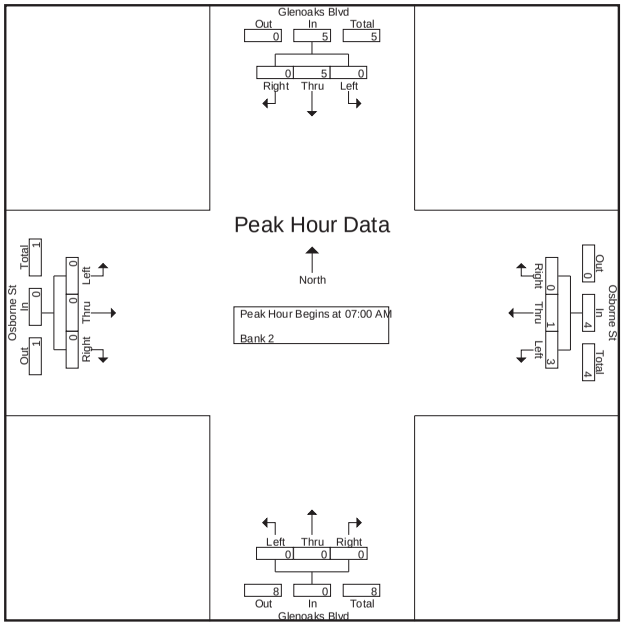
File Name : Glenoaks_Osborne_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	0	**2**	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**4**
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	**1**	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	3	1	0	4	0	0	0	0	0	0	0	0	9
% App. Total	0	100	0		75	25	0		0	0	0		0	0	0		
PHF	.000	.625	.000	.625	.375	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.563

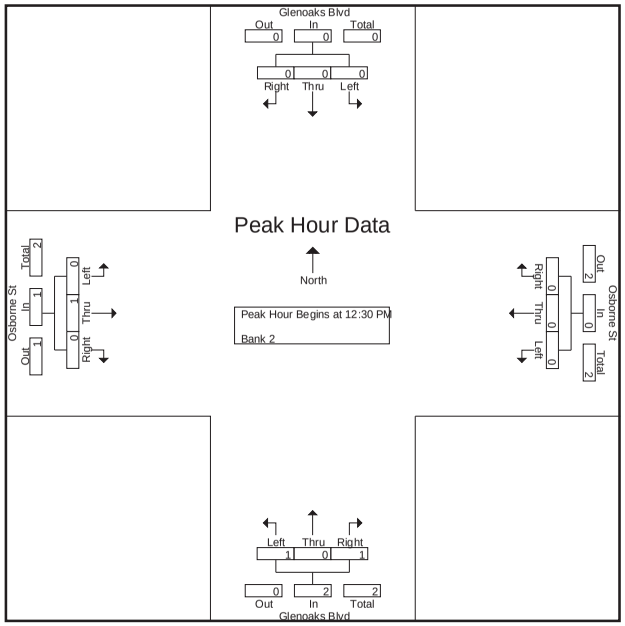


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	**1**	0	**1**	**2**
Total Volume	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
% App. Total	0	0	0		0	0	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.250	.000	.250	.375

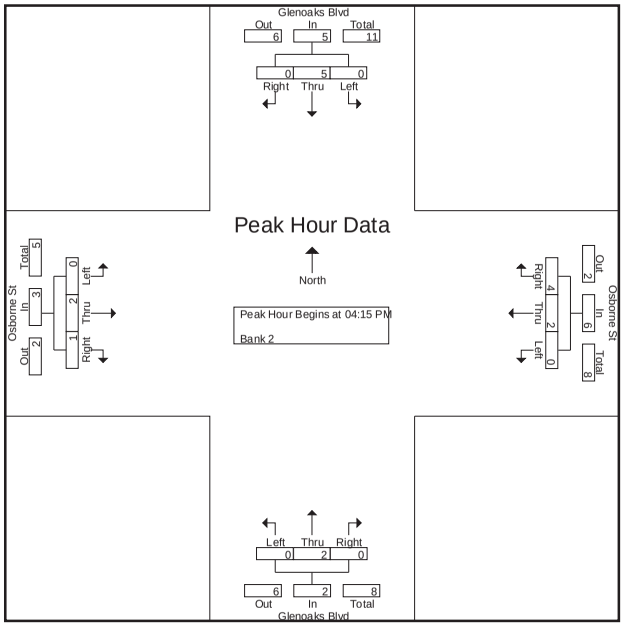


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**2**	0	**2**	0	**1**	1	**2**	0	0	0	0	0	0	0	0	4
04:30 PM	0	2	0	2	0	1	1	2	0	0	0	0	0	0	0	0	4
04:45 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	**1**	1	3
05:00 PM	0	0	0	0	0	0	**2**	2	0	1	0	1	0	**2**	0	**2**	**5**
Total Volume	0	5	0	5	0	2	4	6	0	2	0	2	0	2	1	3	16
% App. Total	0	100	0		0	33.3	66.7		0	100	0		0	66.7	33.3		
PHF	.000	.625	.000	.625	.000	.500	.500	.750	.000	.500	.000	.500	.000	.250	.250	.375	.800



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 1

	Glenoaks Blvd Southbound			Osborne St Westbound			Glenoaks Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	2	1	0	0	2	2	0	0	1	2	11
07:15 AM	0	2	1	2	0	1	2	3	0	0	2	1	14
07:30 AM	0	2	0	0	0	0	2	2	0	0	1	1	8
07:45 AM	0	3	0	2	2	0	2	1	0	0	2	1	13
Total	0	8	3	5	2	1	8	8	0	0	6	5	46
08:00 AM	1	3	1	1	0	1	2	2	0	1	0	2	14
08:15 AM	0	7	0	0	3	0	0	1	0	0	0	2	13
08:30 AM	0	4	0	0	0	0	2	1	0	0	0	1	8
08:45 AM	0	4	0	2	1	0	1	0	1	0	0	1	10
Total	1	18	1	3	4	1	5	4	1	1	0	6	45
09:00 AM	0	6	0	0	0	0	0	1	1	0	0	2	10
09:15 AM	0	5	0	0	0	0	1	0	0	0	0	1	7
09:30 AM	0	8	0	1	0	0	0	1	0	0	1	0	11
09:45 AM	0	8	0	0	0	0	1	0	0	0	0	1	10
Total	0	27	0	1	0	0	2	2	1	0	1	4	38
12:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	1	0	0	0	1	0	1	0	3
12:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
12:45 PM	0	0	0	1	0	1	0	0	0	0	3	0	5
Total	0	0	0	2	4	1	0	0	1	0	6	0	14
01:00 PM	0	1	0	0	1	1	1	0	1	0	0	1	6
01:15 PM	0	0	0	1	1	1	1	1	1	0	2	0	8
01:30 PM	0	0	0	1	1	0	0	2	0	0	1	0	5
01:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	1	0	2	5	2	2	3	2	0	4	1	22
03:00 PM	0	0	0	1	1	1	0	3	0	0	3	0	9
03:15 PM	0	0	1	2	1	0	2	0	1	0	1	1	9
03:30 PM	0	3	0	1	3	0	1	0	0	0	1	1	10
03:45 PM	0	0	1	1	1	1	4	1	0	0	4	1	14
Total	0	3	2	5	6	2	7	4	1	0	9	3	42
04:00 PM	1	0	1	0	3	1	0	0	1	0	2	0	9
04:15 PM	0	0	0	1	1	1	1	0	2	0	1	1	8
04:30 PM	0	1	0	1	2	0	1	0	1	0	2	1	9
04:45 PM	1	1	0	0	1	1	1	0	1	0	1	0	7
Total	2	2	1	2	7	3	3	0	5	0	6	2	33
05:00 PM	0	0	0	1	1	0	0	0	1	0	2	1	6
05:15 PM	1	1	0	1	2	0	0	0	1	0	0	0	6
05:30 PM	1	2	0	1	2	0	0	0	0	0	2	0	8
05:45 PM	1	1	0	1	1	0	0	0	1	0	2	2	9
Total	3	4	0	4	6	0	0	0	3	0	6	3	29
Grand Total	6	63	7	24	34	10	27	21	14	1	38	24	269
Apprch %	7.9	82.9	9.2	35.3	50	14.7	43.5	33.9	22.6	1.6	60.3	38.1	
Total %	2.2	23.4	2.6	8.9	12.6	3.7	10	7.8	5.2	0.4	14.1	8.9	

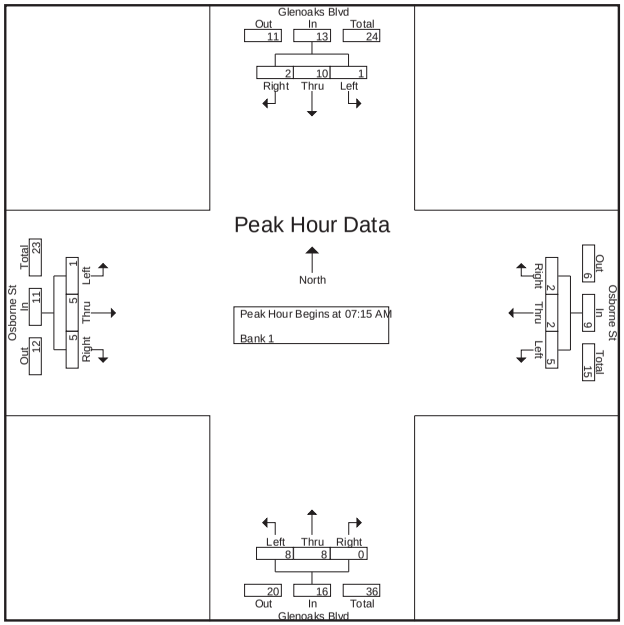
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_Buses
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	**1**	3	**2**	0	**1**	3	**2**	**3**	0	**5**	0	**2**	1	**3**	**14**
07:30 AM	0	2	0	2	0	0	0	0	2	2	0	4	0	1	1	2	8
07:45 AM	0	**3**	0	3	2	**2**	0	**4**	2	1	0	3	0	2	1	3	13
08:00 AM	**1**	3	1	**5**	1	0	1	2	2	2	0	4	**1**	0	**2**	3	14
Total Volume	1	10	2	13	5	2	2	9	8	8	0	16	1	5	5	11	49
% App. Total	7.7	76.9	15.4		55.6	22.2	22.2		50	50	0		9.1	45.5	45.5		
PHF	.250	.833	.500	.650	.625	.250	.500	.563	1.00	.667	.000	.800	.250	.625	.625	.917	.875

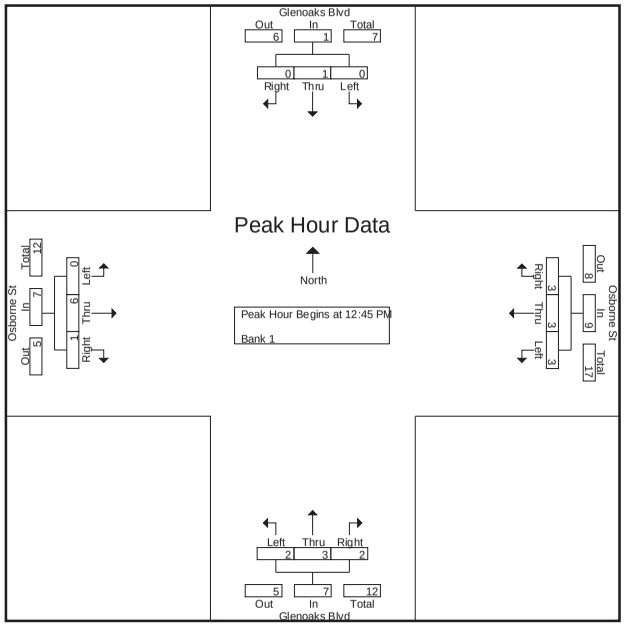


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	**1**	0	**1**	2	0	0	0	0	0	**3**	0	**3**	5
01:00 PM	0	**1**	0	**1**	0	**1**	1	2	**1**	0	**1**	2	0	0	**1**	1	6
01:15 PM	0	0	0	0	1	1	1	**3**	1	1	1	**3**	0	2	0	2	**8**
01:30 PM	0	0	0	0	1	1	0	2	0	**2**	0	2	0	1	0	1	5
Total Volume	0	1	0	1	3	3	3	9	2	3	2	7	0	6	1	7	24
% App. Total	0	100	0		33.3	33.3	33.3		28.6	42.9	28.6		0	85.7	14.3		
PHF	.000	.250	.000	.250	.750	.750	.750	.750	.500	.375	.500	.583	.000	.500	.250	.583	.750

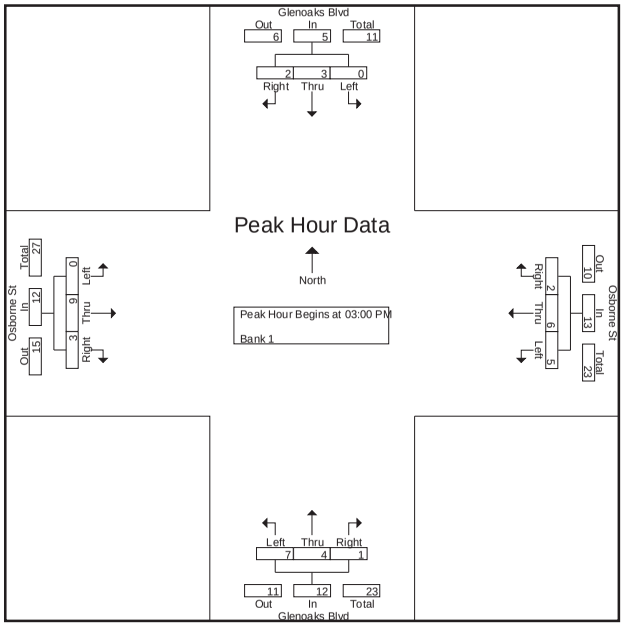


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	1	1	**1**	3	0	**3**	0	3	0	3	0	3	9
03:15 PM	0	0	**1**	1	**2**	1	0	3	2	0	**1**	3	0	1	**1**	2	9
03:30 PM	0	**3**	0	**3**	1	**3**	0	**4**	1	0	0	1	0	1	1	2	10
03:45 PM	0	0	1	1	1	1	1	3	**4**	1	0	**5**	0	**4**	1	**5**	**14**
Total Volume	0	3	2	5	5	6	2	13	7	4	1	12	0	9	3	12	42
% App. Total	0	60	40		38.5	46.2	15.4		58.3	33.3	8.3		0	75	25		
PHF	.000	.250	.500	.417	.625	.500	.500	.813	.438	.333	.250	.600	.000	.563	.750	.600	.750



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Osborne_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

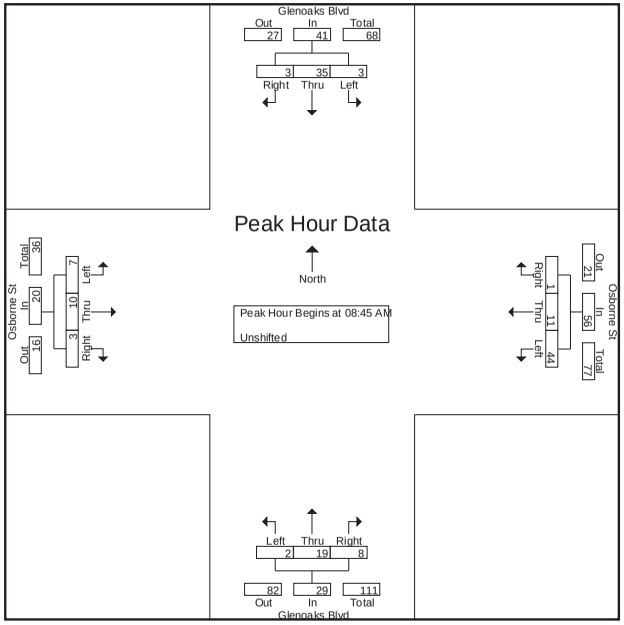
Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Osborne St Westbound			Glenoaks Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	1	7	5	0	0	5	0	0	4	0	26
07:15 AM	0	5	2	4	2	0	1	2	2	0	6	1	25
07:30 AM	1	10	0	5	5	0	2	5	3	0	2	0	33
07:45 AM	0	7	2	2	2	0	1	8	0	1	4	1	28
Total	1	26	5	18	14	0	4	20	5	1	16	2	112
08:00 AM	0	10	0	0	2	0	1	3	3	1	4	2	26
08:15 AM	0	8	1	3	2	0	2	8	4	2	2	0	32
08:30 AM	0	5	1	1	2	0	2	8	2	1	2	0	24
08:45 AM	0	10	0	4	3	0	0	8	3	1	3	2	34
Total	0	33	2	8	9	0	5	27	12	5	11	4	116
09:00 AM	1	8	1	6	2	1	0	2	1	1	3	0	26
09:15 AM	1	8	1	24	4	0	1	5	1	2	2	0	49
09:30 AM	1	9	1	10	2	0	1	4	3	3	2	1	37
09:45 AM	2	4	2	2	0	1	1	7	3	2	2	0	26
Total	5	29	5	42	8	2	3	18	8	8	9	1	138
12:00 PM	2	5	0	0	6	4	1	4	0	0	6	4	32
12:15 PM	0	7	0	2	7	1	0	2	1	1	3	2	26
12:30 PM	2	3	0	3	8	4	5	1	0	0	4	1	31
12:45 PM	2	4	1	2	8	5	2	3	1	1	5	1	35
Total	6	19	1	7	29	14	8	10	2	2	18	8	124
01:00 PM	6	4	0	0	6	2	3	4	0	0	3	3	31
01:15 PM	5	7	1	1	7	5	2	1	0	0	4	1	34
01:30 PM	3	5	0	2	7	5	4	3	3	0	3	1	36
01:45 PM	1	2	0	1	2	5	2	4	0	0	6	3	26
Total	15	18	1	4	22	17	11	12	3	0	16	8	127
03:00 PM	3	6	1	1	5	6	2	9	1	0	5	1	40
03:15 PM	8	4	0	1	8	9	3	5	1	1	3	1	44
03:30 PM	3	6	0	1	9	4	1	3	1	0	4	1	33
03:45 PM	4	7	0	1	6	2	4	2	0	2	5	4	37
Total	18	23	1	4	28	21	10	19	3	3	17	7	154
04:00 PM	3	3	0	0	5	9	2	4	0	1	5	2	34
04:15 PM	3	7	1	0	3	3	0	5	0	0	4	2	28
04:30 PM	2	3	0	0	8	3	1	4	0	1	4	0	26
04:45 PM	1	1	0	0	6	5	1	1	0	0	4	1	20
Total	9	14	1	0	22	20	4	14	0	2	17	5	108
05:00 PM	3	2	1	0	3	6	1	2	0	0	0	2	20
05:15 PM	2	3	0	0	7	6	0	3	2	1	4	0	28
05:30 PM	2	5	0	0	6	5	3	4	0	1	6	0	32
05:45 PM	3	3	0	0	2	9	1	3	0	0	0	1	22
Total	10	13	1	0	18	26	5	12	2	2	10	3	102
Grand Total	64	175	17	83	150	100	50	132	35	23	114	38	981
Apprch %	25	68.4	6.6	24.9	45	30	23	60.8	16.1	13.1	65.1	21.7	
Total %	6.5	17.8	1.7	8.5	15.3	10.2	5.1	13.5	3.6	2.3	11.6	3.9	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Osborne_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**10**	0	10	4	3	0	7	0	**8**	**3**	**11**	1	**3**	**2**	**6**	34
09:00 AM	**1**	8	**1**	10	6	2	**1**	9	0	2	1	3	1	3	0	4	26
09:15 AM	1	8	1	10	**24**	**4**	0	**28**	**1**	5	1	7	2	2	0	4	**49**
09:30 AM	1	9	1	**11**	10	2	0	12	1	4	3	8	**3**	2	1	6	37
Total Volume	3	35	3	41	44	11	1	56	2	19	8	29	7	10	3	20	146
% App. Total	7.3	85.4	7.3		78.6	19.6	1.8		6.9	65.5	27.6		35	50	15		
PHF	.750	.875	.750	.932	.458	.688	.250	.500	.500	.594	.667	.659	.583	.833	.375	.833	.745

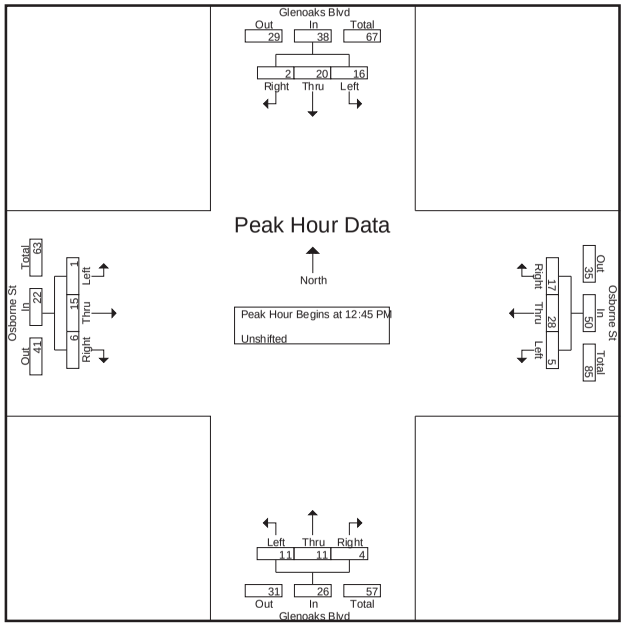


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	2	4	**1**	7	**2**	**8**	**5**	**15**	2	3	1	6	**1**	**5**	1	**7**	35
01:00 PM	**6**	4	0	10	0	6	2	8	3	**4**	0	7	0	3	**3**	6	31
01:15 PM	5	**7**	1	**13**	1	7	5	13	2	1	0	3	0	4	1	5	34
01:30 PM	3	5	0	8	2	7	5	14	**4**	3	**3**	**10**	0	3	1	4	**36**
Total Volume	16	20	2	38	5	28	17	50	11	11	4	26	1	15	6	22	136
% App. Total	42.1	52.6	5.3		10	56	34		42.3	42.3	15.4		4.5	68.2	27.3		
PHF	.667	.714	.500	.731	.625	.875	.850	.833	.688	.688	.333	.650	.250	.750	.500	.786	.944

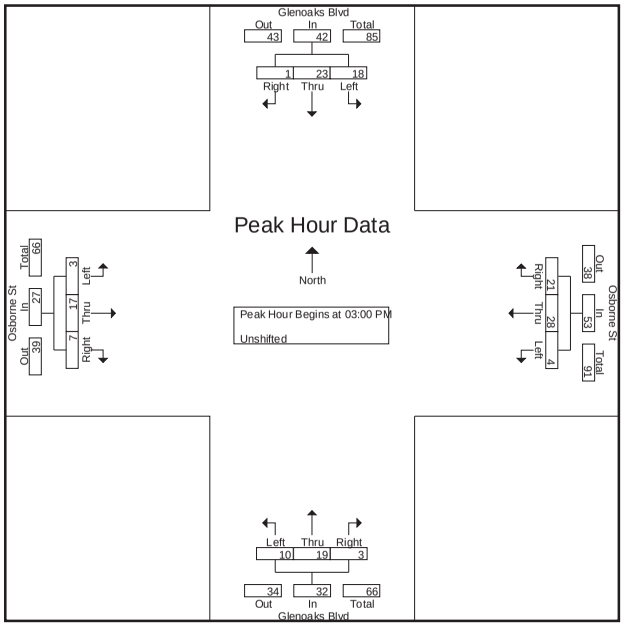


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	3	6	**1**	10	**1**	5	6	12	2	**9**	**1**	**12**	0	**5**	1	6	40
03:15 PM	**8**	4	0	**12**	1	8	**9**	**18**	3	5	1	9	1	3	1	5	**44**
03:30 PM	3	6	0	9	1	**9**	4	14	1	3	1	5	0	4	1	5	33
03:45 PM	4	**7**	0	11	1	6	2	9	**4**	2	0	6	**2**	5	**4**	**11**	37
Total Volume	18	23	1	42	4	28	21	53	10	19	3	32	3	17	7	27	154
% App. Total	42.9	54.8	2.4		7.5	52.8	39.6		31.2	59.4	9.4		11.1	63	25.9		
PHF	.563	.821	.250	.875	1.00	.778	.583	.736	.625	.528	.750	.667	.375	.850	.438	.614	.875



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Osborne_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

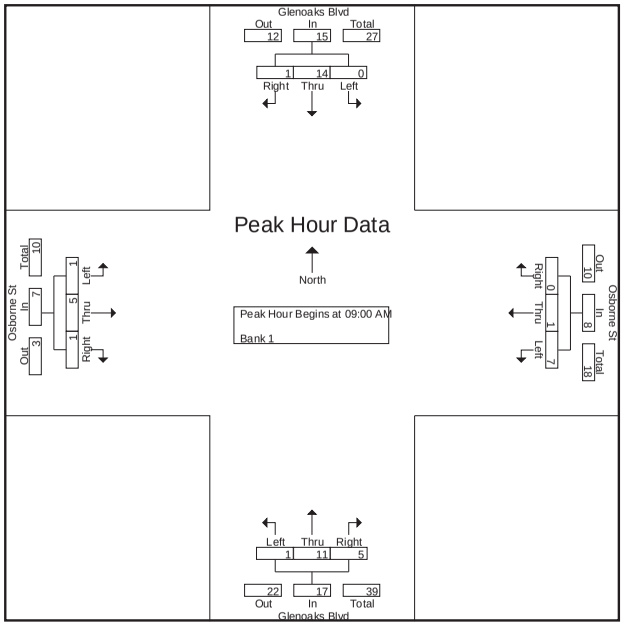
Groups Printed- Bank 1

	Glenoaks Blvd Southbound			Osborne St Westbound			Glenoaks Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	0	1	0	0	0	1	0	0	1	0	7
07:15 AM	0	0	0	1	0	0	0	3	3	0	0	0	7
07:30 AM	0	2	0	2	0	0	0	2	0	0	1	0	7
07:45 AM	0	1	0	0	1	0	0	2	2	0	0	0	6
Total	0	7	0	4	1	0	0	8	5	0	2	0	27
08:00 AM	0	3	0	1	2	0	1	3	1	0	0	0	11
08:15 AM	0	3	0	3	0	0	1	0	1	0	1	0	9
08:30 AM	0	2	1	1	1	0	0	2	1	0	1	0	9
08:45 AM	0	2	0	4	1	0	0	1	0	0	1	0	9
Total	0	10	1	9	4	0	2	6	3	0	3	0	38
09:00 AM	0	1	1	1	0	0	0	1	1	0	0	0	5
09:15 AM	0	4	0	0	0	0	1	4	2	0	0	0	11
09:30 AM	0	5	0	3	1	0	0	2	2	1	3	1	18
09:45 AM	0	4	0	3	0	0	0	4	0	0	2	0	13
Total	0	14	1	7	1	0	1	11	5	1	5	1	47
12:00 PM	1	2	0	0	0	2	0	1	0	0	3	0	9
12:15 PM	4	4	0	0	1	2	0	0	1	0	0	0	12
12:30 PM	0	1	0	0	2	0	0	1	0	0	0	0	4
12:45 PM	1	1	0	0	0	1	0	1	0	0	1	0	5
Total	6	8	0	0	3	5	0	3	1	0	4	0	30
01:00 PM	1	1	0	0	2	5	0	2	0	0	3	0	14
01:15 PM	0	1	0	0	1	2	0	2	0	0	1	0	7
01:30 PM	1	2	0	1	1	0	0	1	0	0	1	1	8
01:45 PM	0	1	0	0	6	4	0	1	0	0	2	1	15
Total	2	5	0	1	10	11	0	6	0	0	7	2	44
03:00 PM	3	4	0	1	2	0	0	1	0	0	3	1	15
03:15 PM	2	2	0	1	3	1	0	1	0	0	5	0	15
03:30 PM	2	3	0	0	2	2	0	3	0	0	3	0	15
03:45 PM	0	1	0	1	3	2	1	2	1	0	1	0	12
Total	7	10	0	3	10	5	1	7	1	0	12	1	57
04:00 PM	0	3	0	0	1	1	0	1	0	0	4	0	10
04:15 PM	0	1	0	0	1	1	0	1	0	0	4	0	8
04:30 PM	0	2	1	1	1	2	0	1	0	0	2	0	10
04:45 PM	1	4	0	0	0	1	0	1	0	0	5	0	12
Total	1	10	1	1	3	5	0	4	0	0	15	0	40
05:00 PM	2	2	0	0	1	0	1	1	0	0	2	0	9
05:15 PM	1	3	0	0	3	3	0	4	0	0	4	0	18
05:30 PM	0	1	0	0	3	1	0	2	0	0	1	0	8
05:45 PM	0	0	0	0	2	1	0	3	0	0	1	1	8
Total	3	6	0	0	9	5	1	10	0	0	8	1	43
Grand Total	19	70	3	25	41	31	5	55	15	1	56	5	326
Apprch %	20.7	76.1	3.3	25.8	42.3	32	6.7	73.3	20	1.6	90.3	8.1	
Total %	5.8	21.5	0.9	7.7	12.6	9.5	1.5	16.9	4.6	0.3	17.2	1.5	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Osborne_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	1	**1**	2	1	0	0	1	0	1	1	2	0	0	0	0	5
09:15 AM	0	4	0	4	0	0	0	0	**1**	**4**	**2**	**7**	0	0	0	0	11
09:30 AM	0	**5**	0	**5**	**3**	**1**	0	**4**	0	2	2	4	**1**	**3**	**1**	**5**	**18**
09:45 AM	0	4	0	4	3	0	0	3	0	4	0	4	0	2	0	2	13
Total Volume	0	14	1	15	7	1	0	8	1	11	5	17	1	5	1	7	47
% App. Total	0	93.3	6.7		87.5	12.5	0		5.9	64.7	29.4		14.3	71.4	14.3		
PHF	.000	.700	.250	.750	.583	.250	.000	.500	.250	.688	.625	.607	.250	.417	.250	.350	.653

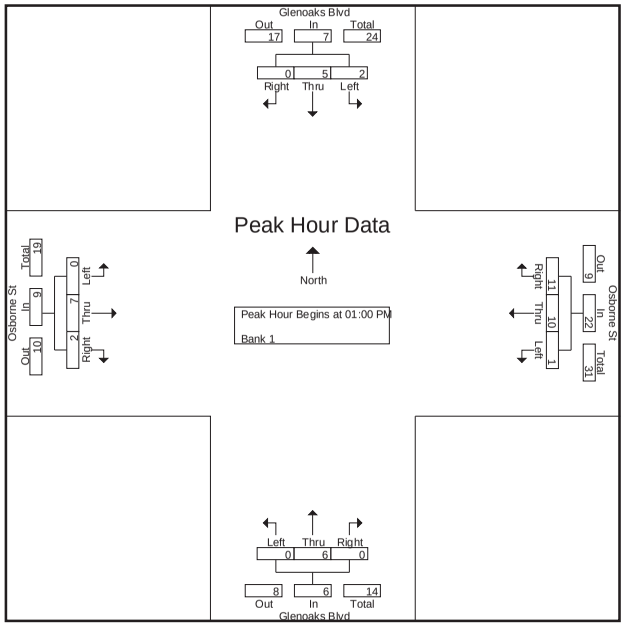


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**1**	1	0	2	0	2	**5**	7	0	**2**	0	**2**	0	**3**	0	**3**	14
01:15 PM	0	1	0	1	0	1	2	3	0	2	0	2	0	1	0	1	7
01:30 PM	1	**2**	0	**3**	**1**	1	0	2	0	1	0	1	0	1	**1**	2	8
01:45 PM	0	1	0	1	0	**6**	4	**10**	0	1	0	1	0	2	1	3	**15**
Total Volume	2	5	0	7	1	10	11	22	0	6	0	6	0	7	2	9	44
% App. Total	28.6	71.4	0		4.5	45.5	50		0	100	0		0	77.8	22.2		
PHF	.500	.625	.000	.583	.250	.417	.550	.550	.000	.750	.000	.750	.000	.583	.500	.750	.733

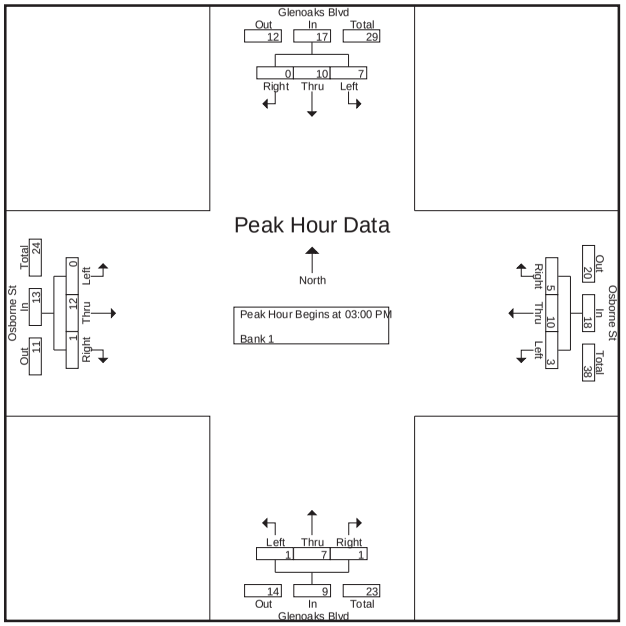


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**3**	**4**	0	**7**	**1**	2	0	3	0	1	0	1	0	3	**1**	4	**15**
03:15 PM	2	2	0	4	1	**3**	1	5	0	1	0	1	0	**5**	0	**5**	15
03:30 PM	2	3	0	5	0	2	**2**	4	0	**3**	0	3	0	3	0	3	15
03:45 PM	0	1	0	1	1	3	2	**6**	**1**	2	**1**	**4**	0	1	0	1	12
Total Volume	7	10	0	17	3	10	5	18	1	7	1	9	0	12	1	13	57
% App. Total	41.2	58.8	0		16.7	55.6	27.8		11.1	77.8	11.1		0	92.3	7.7		
PHF	.583	.625	.000	.607	.750	.833	.625	.750	.250	.583	.250	.563	.000	.600	.250	.650	.950



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Osborne St Westbound			Glenoaks Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	1	1	0	1	0	5
07:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	1	0	0	0	3
Total	0	3	0	2	0	0	0	1	3	0	1	0	10
08:00 AM	0	0	0	0	0	0	1	0	1	0	1	0	3
08:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
08:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	2	0	0	1	0	1	2	2	0	1	0	9
09:00 AM	0	0	0	3	0	0	1	2	2	0	0	0	8
09:15 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
09:45 AM	0	1	0	0	0	0	0	4	3	0	0	0	8
Total	0	2	0	4	0	0	1	7	5	0	0	1	20
12:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	2
12:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	3	3	0	0	1	1	0	0	8
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
01:45 PM	0	0	0	0	2	1	0	0	0	0	0	0	3
Total	0	1	0	0	5	1	0	0	0	0	0	0	7
03:00 PM	2	0	0	0	1	0	0	0	0	0	1	0	4
03:15 PM	0	0	0	0	0	2	0	1	0	0	2	0	5
03:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	3	0	0	0	1	2	0	1	0	0	4	0	11
04:00 PM	0	1	0	0	0	0	0	0	0	0	2	0	3
04:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	0	0	0	0	0	6	0	10
05:00 PM	0	0	0	0	1	1	1	0	0	0	1	0	4
05:15 PM	0	0	0	0	1	0	0	0	0	0	2	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
05:45 PM	1	0	0	0	1	1	0	1	0	0	3	0	7
Total	1	0	0	0	3	2	1	1	0	1	8	1	18
Grand Total	5	9	0	6	15	8	3	12	11	2	20	2	93
Apprch %	35.7	64.3	0	20.7	51.7	27.6	11.5	46.2	42.3	8.3	83.3	8.3	
Total %	5.4	9.7	0	6.5	16.1	8.6	3.2	12.9	11.8	2.2	21.5	2.2	

CITY TRAFFIC COUNTERS

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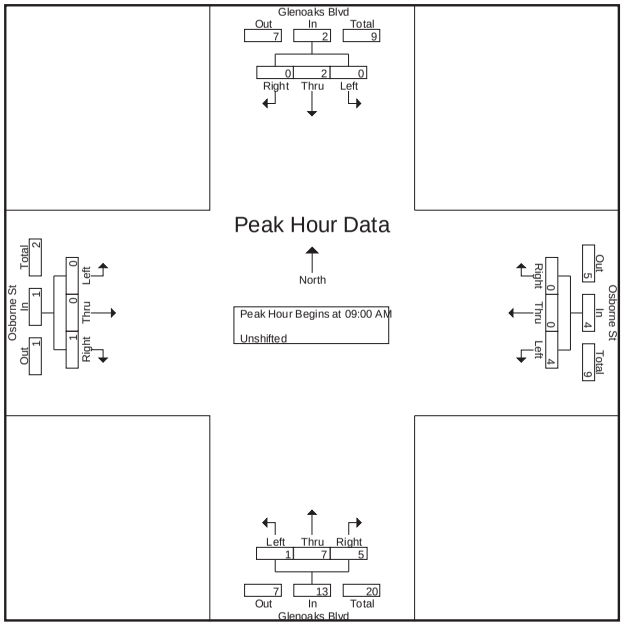
File Name : Glenoaks_Osborne_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	**3**	0	0	**3**	**1**	2	2	5	0	0	0	0	**8**
09:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
09:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
09:45 AM	0	1	0	1	0	0	0	0	0	**4**	**3**	**7**	0	0	0	0	8
Total Volume	0	2	0	2	4	0	0	4	1	7	5	13	0	0	1	1	20
% App. Total	0	100	0		100	0	0		7.7	53.8	38.5		0	0	100		
PHF	.000	.500	.000	.500	.333	.000	.000	.333	.250	.438	.417	.464	.000	.000	.250	.250	.625

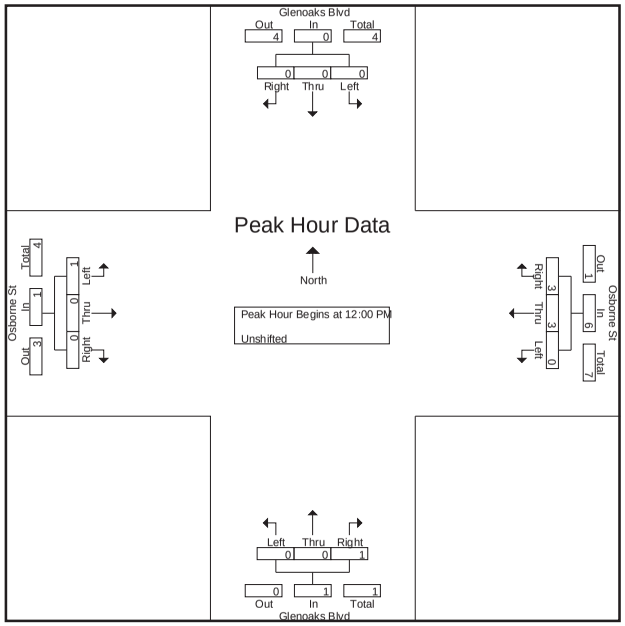


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	**1**	0	0	**1**	2
12:30 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
12:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
Total Volume	0	0	0	0	0	3	3	6	0	0	1	1	1	0	0	1	8
% App. Total	0	0	0		0	50	50		0	0	100		100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.375	.500	.000	.000	.250	.250	.250	.000	.000	.250	.667



CITY TRAFFIC COUNTERS

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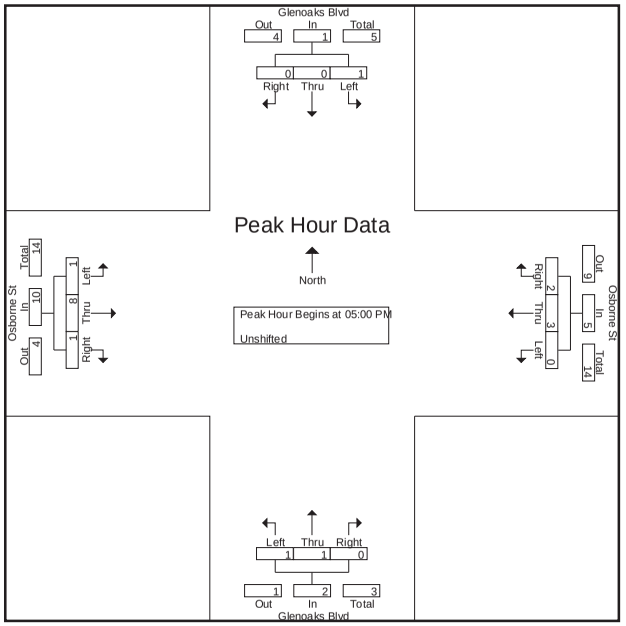
File Name : Glenoaks_Osborne_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**1**	**1**	**2**	**1**	0	0	**1**	0	1	0	1	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	**1**	**3**	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	2	0	3	3
05:45 PM	**1**	0	0	**1**	0	1	1	2	0	**1**	0	1	0	**3**	0	3	**7**
Total Volume	1	0	0	1	0	3	2	5	1	1	0	2	1	8	1	10	18
% App. Total	100	0	0		0	60	40		50	50	0		10	80	10		
PHF	.250	.000	.000	.250	.000	.750	.500	.625	.250	.250	.000	.500	.250	.667	.250	.833	.643



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
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Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Osborne St Westbound			Glenoaks Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	2
07:15 AM	0	2	0	3	0	0	0	1	0	0	0	0	6
07:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	4
Total	0	5	0	4	1	0	1	2	1	0	0	0	14
08:00 AM	0	0	0	2	2	1	0	1	0	0	0	1	7
08:15 AM	0	2	0	1	1	0	0	1	1	0	0	0	6
08:30 AM	0	3	0	1	0	0	0	3	0	1	0	0	8
08:45 AM	1	1	0	1	1	0	0	0	1	0	0	0	5
Total	1	6	0	5	4	1	0	5	2	1	0	1	26
09:00 AM	0	1	0	0	0	0	0	1	1	1	0	0	4
09:15 AM	0	0	0	2	0	0	0	0	1	1	1	0	5
09:30 AM	0	1	0	0	0	0	1	2	1	0	0	0	5
09:45 AM	0	2	0	3	1	0	0	2	0	0	0	0	8
Total	0	4	0	5	1	0	1	5	3	2	1	0	22
12:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	1	2	2	0	0	0	0	1	0	6
12:30 PM	1	0	0	0	0	0	0	1	2	0	0	0	4
12:45 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	1	0	0	2	5	2	0	1	2	0	3	0	16
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
01:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	1	0	1	3	0	0	0	0	0	0	5
Total	0	2	1	0	2	4	0	0	0	0	1	0	10
03:00 PM	1	0	0	0	1	2	0	0	0	0	0	0	4
03:15 PM	1	0	0	0	2	1	0	0	0	0	0	0	4
03:30 PM	1	1	0	0	1	4	0	0	0	0	0	0	7
03:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
Total	3	1	0	0	5	8	0	0	0	0	0	0	17
04:00 PM	0	0	0	0	1	2	0	0	0	0	3	0	6
04:15 PM	0	2	0	0	2	0	0	1	0	0	1	0	6
04:30 PM	1	0	0	1	1	2	0	0	0	0	1	0	6
04:45 PM	0	0	0	0	0	1	0	0	0	0	1	1	3
Total	1	2	0	1	4	5	0	1	0	0	6	1	21
05:00 PM	1	2	0	0	1	1	0	1	0	0	1	0	7
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	3	0	0	1	1	0	2	0	0	1	0	9
Grand Total	7	23	1	17	23	21	2	16	8	3	12	2	135
Apprch %	22.6	74.2	3.2	27.9	37.7	34.4	7.7	61.5	30.8	17.6	70.6	11.8	
Total %	5.2	17	0.7	12.6	17	15.6	1.5	11.9	5.9	2.2	8.9	1.5	

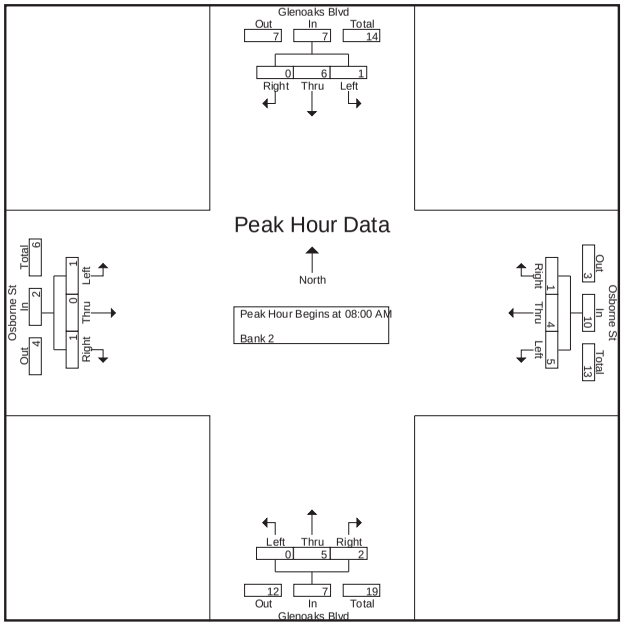
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	**2**	**2**	**1**	**5**	0	1	0	1	0	0	**1**	**1**	7
08:15 AM	0	2	0	2	1	1	0	2	0	1	**1**	2	0	0	0	0	6
08:30 AM	0	**3**	0	**3**	1	0	0	1	0	**3**	0	**3**	**1**	0	0	1	**8**
08:45 AM	**1**	1	0	2	1	1	0	2	0	0	1	1	0	0	0	0	5
Total Volume	1	6	0	7	5	4	1	10	0	5	2	7	1	0	1	2	26
% App. Total	14.3	85.7	0		50	40	10		0	71.4	28.6		50	0	50		
PHF	.250	.500	.000	.583	.625	.500	.250	.500	.000	.417	.500	.583	.250	.000	.250	.500	.813

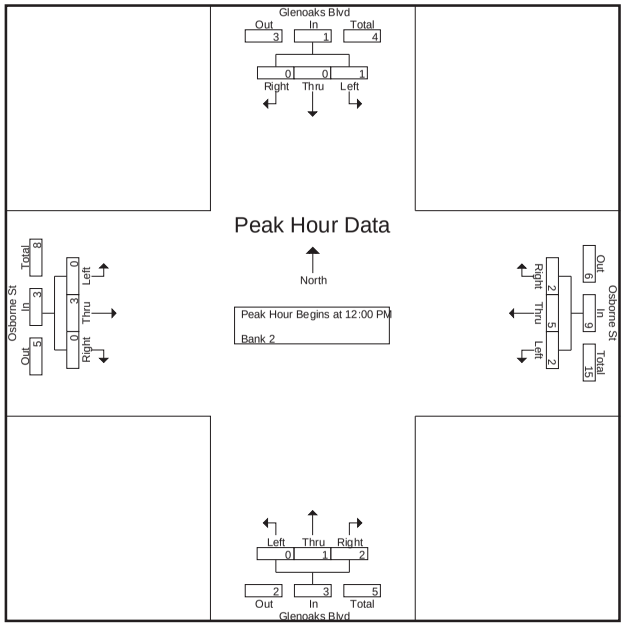


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	**1**	0	**1**	2
12:15 PM	0	0	0	0	1	2	**2**	**5**	0	0	0	0	0	1	0	1	**6**
12:30 PM	**1**	0	0	**1**	0	0	0	0	0	**1**	**2**	**3**	0	0	0	0	4
12:45 PM	0	0	0	0	0	**3**	0	3	0	0	0	0	0	1	0	1	4
Total Volume	1	0	0	1	2	5	2	9	0	1	2	3	0	3	0	3	16
% App. Total	100	0	0		22.2	55.6	22.2		0	33.3	66.7		0	100	0		
PHF	.250	.000	.000	.250	.500	.417	.250	.450	.000	.250	.250	.250	.000	.750	.000	.750	.667

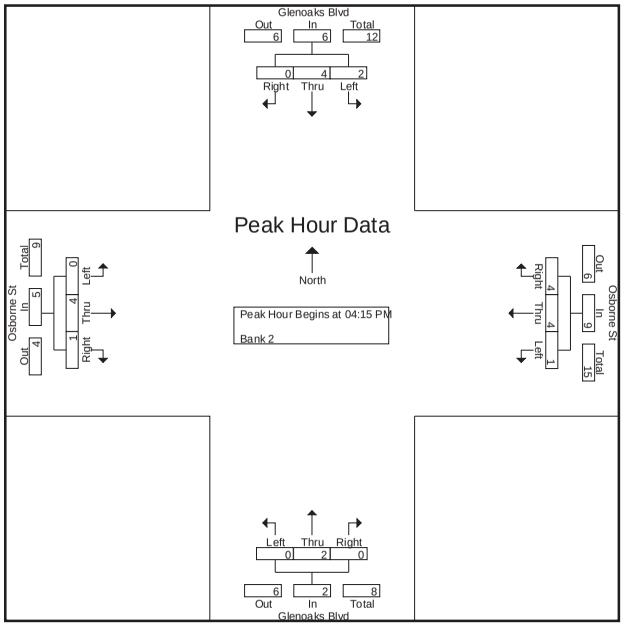


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Osborne_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Osborne St Westbound				Glenoaks Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**2**	0	2	0	**2**	0	2	0	**1**	0	**1**	0	**1**	0	1	6
04:30 PM	**1**	0	0	1	**1**	1	**2**	**4**	0	0	0	0	0	1	0	1	6
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	**1**	**2**	3
05:00 PM	1	2	0	**3**	0	1	1	2	0	1	0	1	0	1	0	1	**7**
Total Volume	2	4	0	6	1	4	4	9	0	2	0	2	0	4	1	5	22
% App. Total	33.3	66.7	0		11.1	44.4	44.4		0	100	0		0	80	20		
PHF	.500	.500	.000	.500	.250	.500	.500	.563	.000	.500	.000	.500	.000	1.00	.250	.625	.786



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 30

File Name : Dronfield_Osborne
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

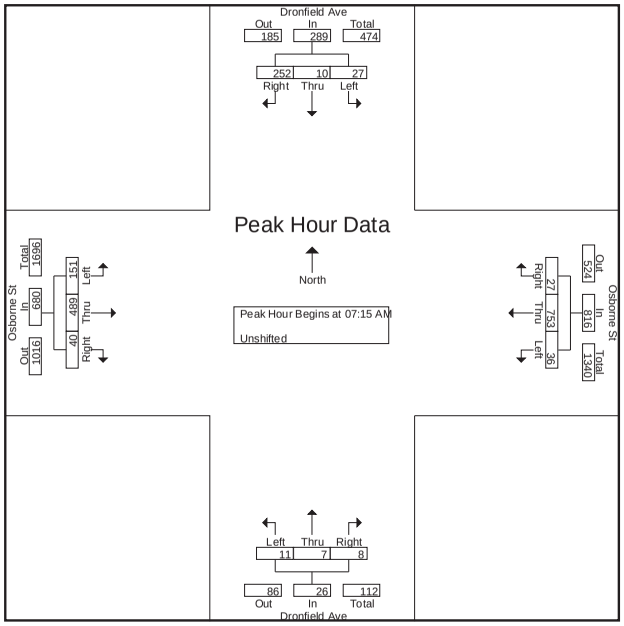
Groups Printed- Unshifted

	Dronfield Ave Southbound			Osborne St Westbound			Dronfield Ave Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	5	4	38	1	181	2	1	2	2	17	76	6	335
07:15 AM	6	1	46	4	190	3	5	0	0	22	106	6	389
07:30 AM	6	1	65	6	170	8	3	2	3	31	125	7	427
07:45 AM	9	4	65	9	195	8	2	2	1	56	132	9	492
Total	26	10	214	20	736	21	11	6	6	126	439	28	1643
08:00 AM	6	4	76	17	198	8	1	3	4	42	126	18	503
08:15 AM	1	10	31	9	167	1	12	0	2	22	82	23	360
08:30 AM	2	8	27	9	115	0	6	1	4	28	83	12	295
08:45 AM	2	5	27	9	128	1	11	5	5	27	71	7	298
Total	11	27	161	44	608	10	30	9	15	119	362	60	1456
09:00 AM	2	4	27	8	108	2	10	10	6	22	51	8	258
09:15 AM	1	1	21	10	96	0	15	4	10	18	75	6	257
09:30 AM	4	3	28	9	96	2	11	11	1	19	57	10	251
09:45 AM	2	0	18	6	91	3	11	8	7	18	64	10	238
Total	9	8	94	33	391	7	47	33	24	77	247	34	1004
12:00 PM	3	4	11	9	78	2	10	2	5	20	72	5	221
12:15 PM	5	4	20	7	78	6	5	4	8	35	100	5	277
12:30 PM	4	2	27	13	99	3	1	2	4	31	79	7	272
12:45 PM	2	7	35	6	81	2	12	5	7	22	77	12	268
Total	14	17	93	35	336	13	28	13	24	108	328	29	1038
01:00 PM	2	5	29	9	77	4	3	4	9	30	95	13	280
01:15 PM	1	5	26	15	85	4	4	2	13	21	73	14	263
01:30 PM	1	9	20	9	65	2	15	1	9	25	91	14	261
01:45 PM	3	7	28	14	103	1	9	3	5	19	107	9	308
Total	7	26	103	47	330	11	31	10	36	95	366	50	1112
03:00 PM	1	4	20	11	91	0	13	7	11	29	156	7	350
03:15 PM	1	3	24	10	89	0	8	2	6	32	153	10	338
03:30 PM	3	5	18	10	105	1	8	4	8	35	176	9	382
03:45 PM	2	4	30	8	125	8	9	4	6	44	233	6	479
Total	7	16	92	39	410	9	38	17	31	140	718	32	1549
04:00 PM	8	0	43	10	139	4	6	3	3	34	171	7	428
04:15 PM	0	2	31	11	106	2	9	9	14	42	165	7	398
04:30 PM	5	3	20	8	108	3	7	4	9	55	195	12	429
04:45 PM	6	4	26	8	135	2	14	5	10	47	269	10	536
Total	19	9	120	37	488	11	36	21	36	178	800	36	1791
05:00 PM	3	6	30	11	94	3	9	4	10	62	226	11	469
05:15 PM	6	6	30	8	120	7	11	4	12	80	213	16	513
05:30 PM	4	5	27	10	113	1	10	3	8	56	278	15	530
05:45 PM	5	14	39	13	109	3	6	5	6	42	208	15	465
Total	18	31	126	42	436	14	36	16	36	240	925	57	1977
Grand Total	111	144	1003	297	3735	96	257	125	208	1083	4185	326	11570
Apprch %	8.8	11.4	79.7	7.2	90.5	2.3	43.6	21.2	35.3	19.4	74.8	5.8	
Total %	1	1.2	8.7	2.6	32.3	0.8	2.2	1.1	1.8	9.4	36.2	2.8	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

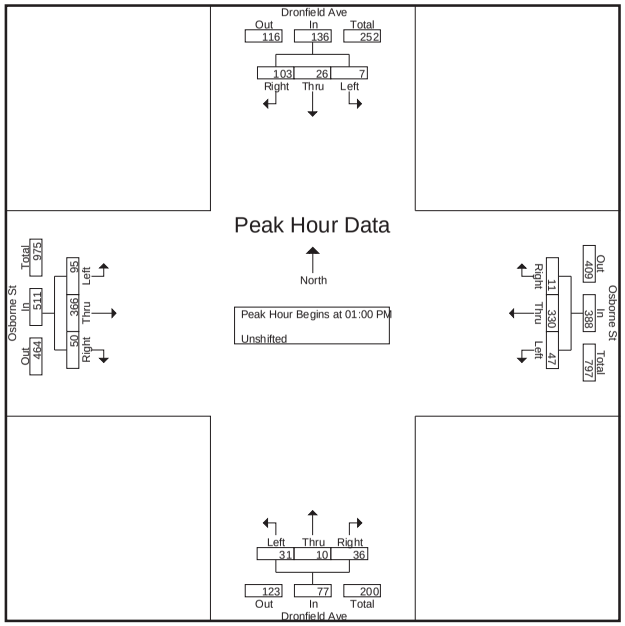
	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	1	46	53	4	190	3	197	**5**	0	0	5	22	106	6	134	389
07:30 AM	6	1	65	72	6	170	**8**	184	3	2	3	**8**	31	125	7	163	427
07:45 AM	**9**	**4**	65	78	9	195	8	212	2	2	1	5	**56**	**132**	9	**197**	492
08:00 AM	6	4	**76**	**86**	**17**	**198**	8	**223**	1	**3**	**4**	8	42	126	**18**	186	**503**
Total Volume	27	10	252	289	36	753	27	816	11	7	8	26	151	489	40	680	1811
% App. Total	9.3	3.5	87.2		4.4	92.3	3.3		42.3	26.9	30.8		22.2	71.9	5.9		
PHF	.750	.625	.829	.840	.529	.951	.844	.915	.550	.583	.500	.813	.674	.926	.556	.863	.900



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

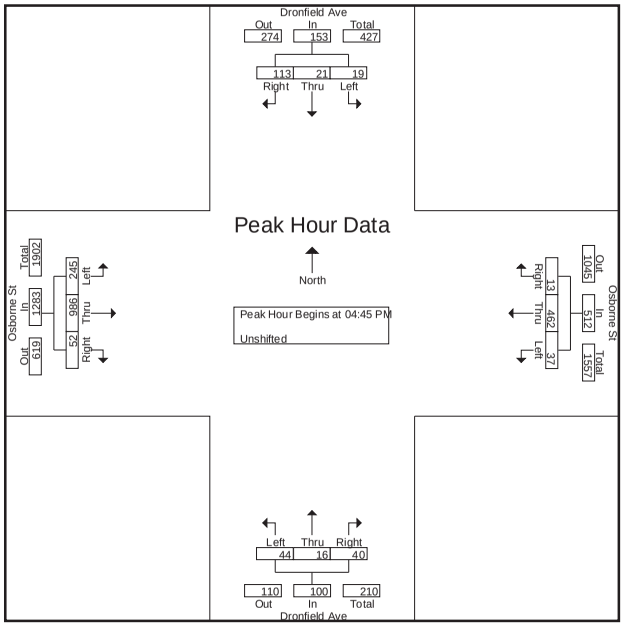
	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	2	5	**29**	36	9	77	**4**	90	3	**4**	9	16	**30**	95	13	**138**	280
01:15 PM	1	5	26	32	**15**	85	4	104	4	2	**13**	19	21	73	**14**	108	263
01:30 PM	1	**9**	20	30	9	65	2	76	**15**	1	9	**25**	25	91	14	130	261
01:45 PM	**3**	7	28	**38**	14	**103**	1	**118**	9	3	5	17	19	**107**	9	135	**308**
Total Volume	7	26	103	136	47	330	11	388	31	10	36	77	95	366	50	511	1112
% App. Total	5.1	19.1	75.7		12.1	85.1	2.8		40.3	13	46.8		18.6	71.6	9.8		
PHF	.583	.722	.888	.895	.783	.801	.688	.822	.517	.625	.692	.770	.792	.855	.893	.926	.903



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**6**	4	26	36	8	**135**	2	**145**	**14**	**5**	10	**29**	47	269	10	326	**536**
05:00 PM	3	**6**	**30**	39	**11**	94	3	108	9	4	10	23	62	226	11	299	469
05:15 PM	6	6	30	**42**	8	120	**7**	135	11	4	**12**	27	**80**	213	**16**	309	513
05:30 PM	4	5	27	36	10	113	1	124	10	3	8	21	56	**278**	15	**349**	530
Total Volume	19	21	113	153	37	462	13	512	44	16	40	100	245	986	52	1283	2048
% App. Total	12.4	13.7	73.9		7.2	90.2	2.5		44	16	40		19.1	76.9	4.1		
PHF	.792	.875	.942	.911	.841	.856	.464	.883	.786	.800	.833	.862	.766	.887	.813	.919	.955



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Dronfield_Osborne_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 2

	Dronfield Ave Southbound			Osborne St Westbound			Dronfield Ave Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
Total	0	0	1	0	5	0	0	0	0	0	0	0	6
09:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	0	0	0	0	1	1	0	0	0	0	1	0	3
03:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	1	1	0	3	1	0	0	0	0	2	0	8
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	1	0	0	0	1	0	3
04:30 PM	0	1	0	0	1	0	0	1	0	0	2	0	5
04:45 PM	0	0	1	0	0	0	0	0	0	1	1	0	3
Total	0	1	1	0	3	0	1	1	0	1	4	0	12
05:00 PM	0	0	0	0	1	0	0	0	0	1	1	0	3
05:15 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
05:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	0	0	0	0	1	5	0	10
Grand Total	0	3	3	0	17	1	1	1	0	2	12	0	40
Apprch %	0	50	50	0	94.4	5.6	50	50	0	14.3	85.7	0	
Total %	0	7.5	7.5	0	42.5	2.5	2.5	2.5	0	5	30	0	

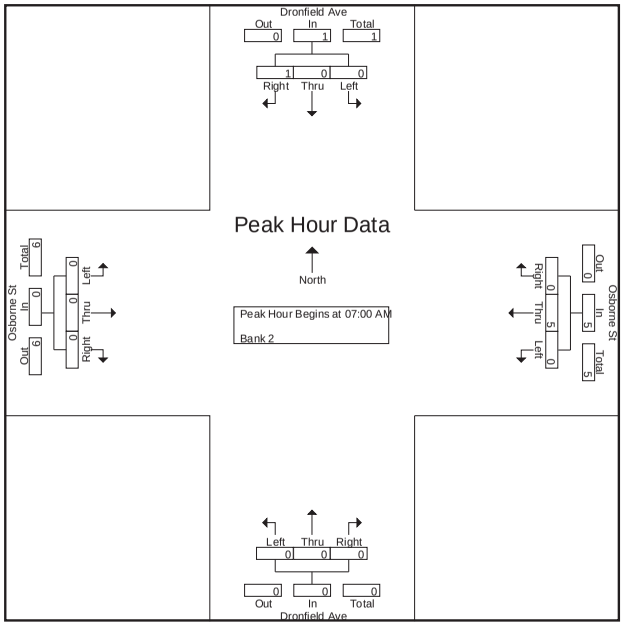
CITY TRAFFIC COUNTERS

www.ctcounters.com

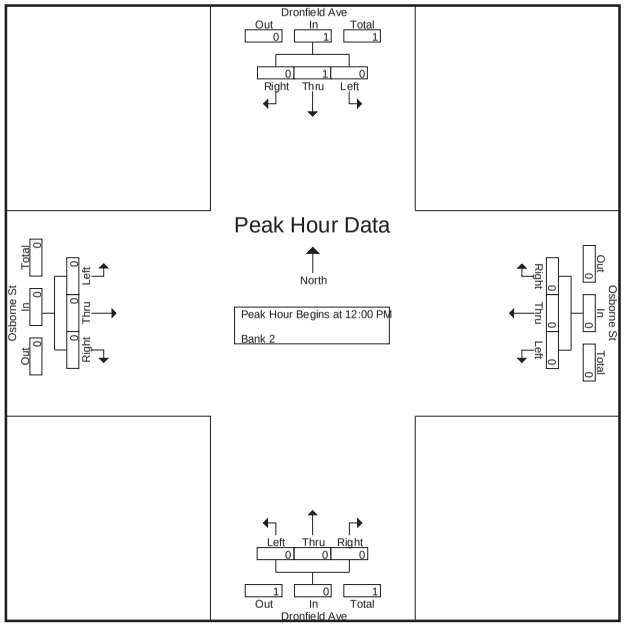
File Name : Dronfield_Osborne_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

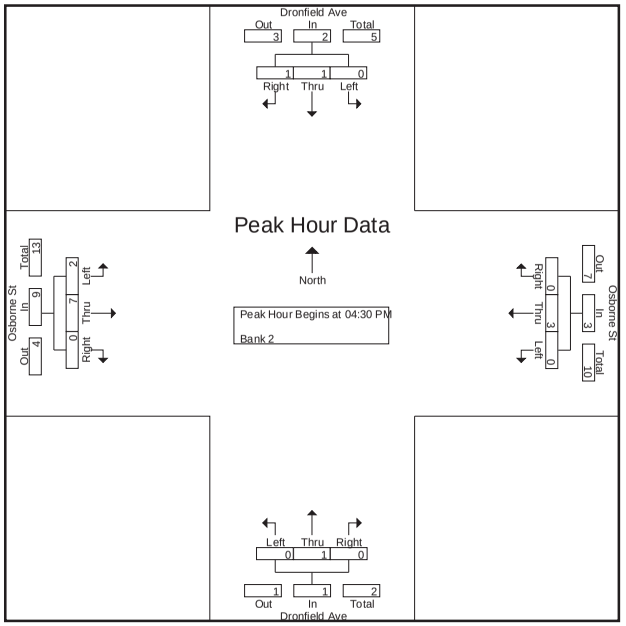
	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
Total Volume	0	0	1	1	0	5	0	5	0	0	0	0	0	0	0	0	6
% App. Total	0	0	100		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.417	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.500



	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	2	0	2	**5**
04:45 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	**1**	1	0	2	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	4
Total Volume	0	1	1	2	0	3	0	3	0	1	0	1	2	7	0	9	15
% App. Total	0	50	50		0	100	0		0	100	0		22.2	77.8	0		
PHF	.000	.250	.250	.500	.000	.750	.000	.750	.000	.250	.000	.250	.500	.583	.000	.750	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Dronfield_Osborne_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 1

	Dronfield Ave Southbound			Osborne St Westbound			Dronfield Ave Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	1	0	3	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	1	0	4	0	0	0	0	0	1	0	6
08:15 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
08:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	5	0	0	0	0	0	3	0	8
09:00 AM	0	0	0	1	0	0	0	0	0	0	1	1	3
09:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
09:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	2	1	0	0	0	1	0	2	1	9
12:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	0	0	0	0	0	0	0	0	2	0	0	0	2
01:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	1	0	0	1	0	0	0	1	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
Total	0	1	1	0	1	0	0	0	2	0	3	0	8
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	2	0	0	0	0	0	0	0	1	0	3
03:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	2
Total	1	0	3	0	0	0	0	0	0	1	2	0	7
04:00 PM	0	0	2	0	0	1	0	0	0	0	1	0	4
04:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	2	0	0	0	0	1	0	7
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	0	0	0	3
Grand Total	1	3	7	2	16	2	0	0	5	1	12	1	50
Apprch %	9.1	27.3	63.6	10	80	10	0	0	100	7.1	85.7	7.1	
Total %	2	6	14	4	32	4	0	0	10	2	24	2	

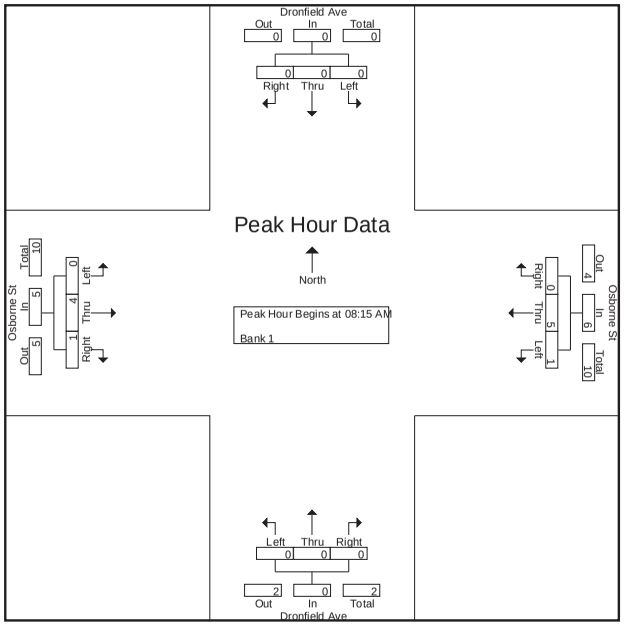
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Dronfield_Osborne_Buses
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

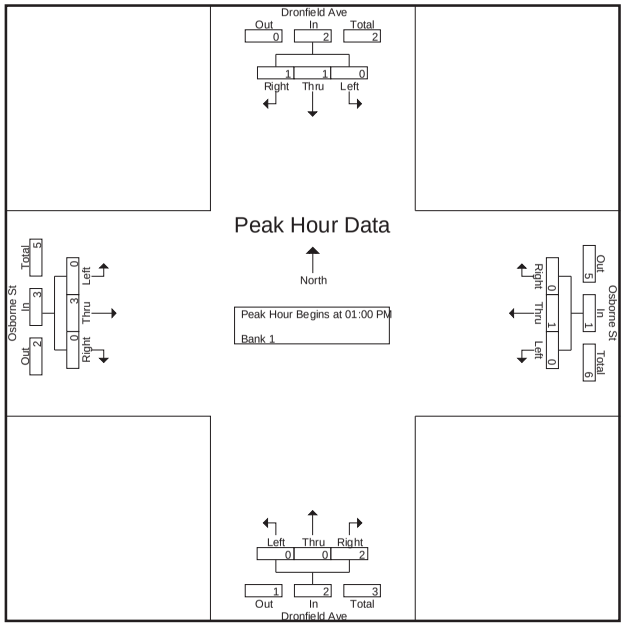
	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	**4**
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
09:00 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	1	**1**	2	3
Total Volume	0	0	0	0	1	5	0	6	0	0	0	0	0	4	1	5	11
% App. Total	0	0	0		16.7	83.3	0		0	0	0		0	80	20		
PHF	.000	.000	.000	.000	.250	.417	.000	.500	.000	.000	.000	.000	.000	.500	.250	.625	.688



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	**1**	0	1	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	**3**
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	**2**	0	**2**	3
Total Volume	0	1	1	2	0	1	0	1	0	0	2	2	0	3	0	3	8
% App. Total	0	50	50		0	100	0		0	0	100		0	100	0		
PHF	.000	.250	.250	.500	.000	.250	.000	.250	.000	.000	.500	.500	.000	.375	.000	.375	.667



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne_Buses
Site Code : 00000000
Start Date : 5/25/2016
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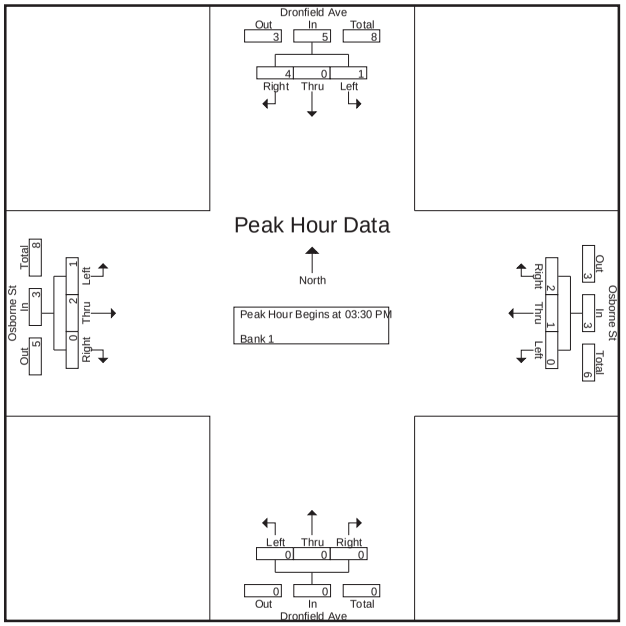
	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	3
03:45 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	1	2
04:00 PM	0	0	2	2	0	0	**1**	1	0	0	0	0	0	1	0	1	**4**
04:15 PM	0	0	0	0	0	**1**	1	**2**	0	0	0	0	0	0	0	0	2
Total Volume	1	0	4	5	0	1	2	3	0	0	0	0	1	2	0	3	11
% App. Total	20	0	80		0	33.3	66.7		0	0	0		33.3	66.7	0		
PHF	.250	.000	.500	.625	.000	.250	.500	.375	.000	.000	.000	.000	.250	.500	.000	.750	.688



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
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Groups Printed- Unshifted

	Dronfield Ave Southbound			Osborne St Westbound			Dronfield Ave Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	7	0	0	0	0	0	1	0	8
07:15 AM	0	0	0	0	6	0	0	0	0	0	6	0	12
07:30 AM	0	0	0	0	4	1	0	0	0	0	2	0	7
07:45 AM	0	0	0	0	3	0	0	0	0	0	6	1	10
Total	0	0	0	0	20	1	0	0	0	0	15	1	37
08:00 AM	0	0	0	0	3	0	1	0	0	0	2	0	6
08:15 AM	1	0	1	0	4	0	0	0	1	2	4	0	13
08:30 AM	0	0	0	0	1	0	0	0	0	0	4	0	5
08:45 AM	0	0	1	0	10	1	0	0	0	0	6	0	18
Total	1	0	2	0	18	1	1	0	1	2	16	0	42
09:00 AM	1	1	2	0	17	0	0	0	0	0	2	0	23
09:15 AM	0	0	0	0	14	0	0	1	0	1	5	1	22
09:30 AM	0	0	1	2	3	0	1	0	1	0	4	0	12
09:45 AM	0	1	0	1	5	0	1	0	1	0	2	1	12
Total	1	2	3	3	39	0	2	1	2	1	13	2	69
12:00 PM	1	0	0	1	8	0	0	0	2	0	4	0	16
12:15 PM	0	0	0	0	7	1	0	0	0	0	2	0	10
12:30 PM	0	0	0	0	6	0	1	0	0	1	2	0	10
12:45 PM	0	0	0	0	8	0	0	0	0	1	3	0	12
Total	1	0	0	1	29	1	1	0	2	2	11	0	48
01:00 PM	0	0	2	0	7	0	0	0	0	1	4	0	14
01:15 PM	0	0	1	0	8	0	0	0	1	0	3	1	14
01:30 PM	0	0	2	1	5	0	0	0	0	1	4	0	13
01:45 PM	0	0	0	0	3	0	0	0	0	0	6	0	9
Total	0	0	5	1	23	0	0	0	1	2	17	1	50
03:00 PM	0	0	1	1	7	0	0	0	1	0	6	0	16
03:15 PM	0	0	2	0	6	0	1	0	0	0	9	0	18
03:30 PM	0	0	0	0	8	0	0	0	0	0	4	0	12
03:45 PM	0	0	0	0	5	0	0	0	0	0	4	0	9
Total	0	0	3	1	26	0	1	0	1	0	23	0	55
04:00 PM	0	0	1	1	4	0	1	0	1	0	5	0	13
04:15 PM	0	0	0	0	2	0	0	0	1	0	3	0	6
04:30 PM	1	0	1	0	6	0	0	0	0	0	4	0	12
04:45 PM	0	0	1	0	3	0	0	0	0	1	1	0	6
Total	1	0	3	1	15	0	1	0	2	1	13	0	37
05:00 PM	0	0	3	0	2	0	0	0	0	2	6	0	13
05:15 PM	0	0	1	0	4	0	1	0	0	0	4	0	10
05:30 PM	0	0	1	0	5	0	0	0	0	1	9	0	16
05:45 PM	0	0	1	0	2	0	1	0	0	0	7	0	11
Total	0	0	6	0	13	0	2	0	0	3	26	0	50
Grand Total	4	2	22	7	183	3	8	1	9	11	134	4	388
Apprch %	14.3	7.1	78.6	3.6	94.8	1.6	44.4	5.6	50	7.4	89.9	2.7	
Total %	1	0.5	5.7	1.8	47.2	0.8	2.1	0.3	2.3	2.8	34.5	1	

CITY TRAFFIC COUNTERS
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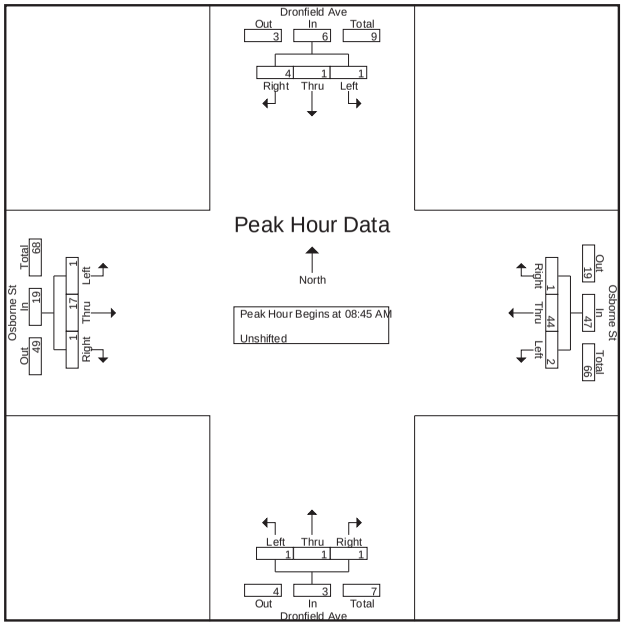
File Name : Dronfield_Osborne_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

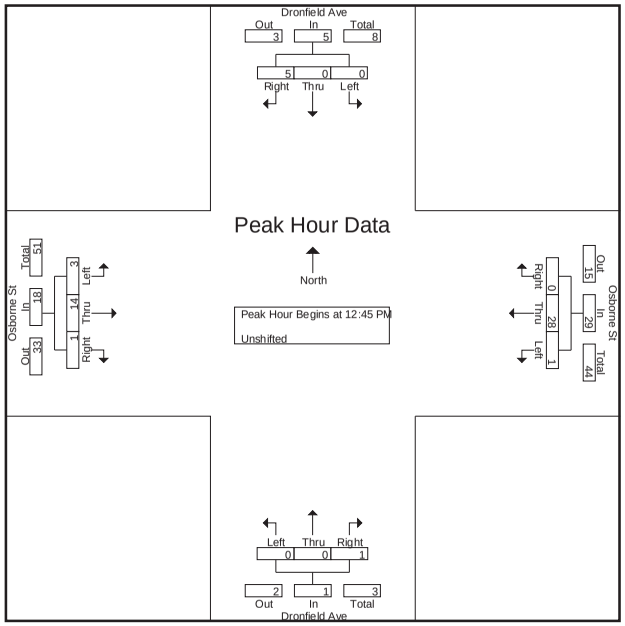
	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	1	1	0	10	**1**	11	0	0	0	0	0	**6**	0	6	18
09:00 AM	**1**	**1**	**2**	**4**	0	**17**	0	**17**	0	0	0	0	0	2	0	2	**23**
09:15 AM	0	0	0	0	0	14	0	14	0	**1**	0	1	**1**	5	**1**	**7**	22
09:30 AM	0	0	1	1	**2**	3	0	5	**1**	0	**1**	**2**	0	4	0	4	12
Total Volume	1	1	4	6	2	44	1	47	1	1	1	3	1	17	1	19	75
% App. Total	16.7	16.7	66.7		4.3	93.6	2.1		33.3	33.3	33.3		5.3	89.5	5.3		
PHF	.250	.250	.500	.375	.250	.647	.250	.691	.250	.250	.250	.375	.250	.708	.250	.679	.815



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	**8**	0	**8**	0	0	0	0	**1**	3	0	4	12
01:00 PM	0	0	**2**	**2**	0	7	0	7	0	0	0	0	1	**4**	0	**5**	**14**
01:15 PM	0	0	1	1	0	8	0	8	0	0	**1**	**1**	0	3	**1**	4	14
01:30 PM	0	0	2	2	**1**	5	0	6	0	0	0	0	1	4	0	5	13
Total Volume	0	0	5	5	1	28	0	29	0	0	1	1	3	14	1	18	53
% App. Total	0	0	100		3.4	96.6	0		0	0	100		16.7	77.8	5.6		
PHF	.000	.000	.625	.625	.250	.875	.000	.906	.000	.000	.250	.250	.750	.875	.250	.900	.946



CITY TRAFFIC COUNTERS
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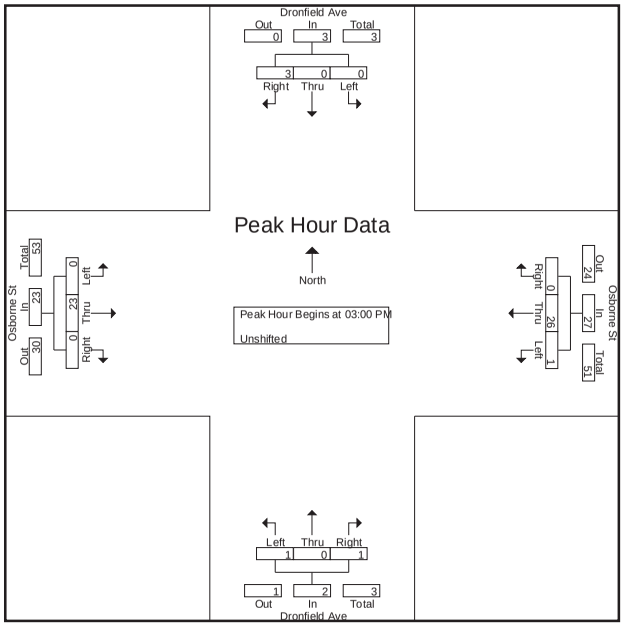
File Name : Dronfield_Osborne_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	1	1	**1**	7	0	**8**	0	0	**1**	**1**	0	6	0	6	16
03:15 PM	0	0	**2**	**2**	0	6	0	6	**1**	0	0	1	0	**9**	0	**9**	**18**
03:30 PM	0	0	0	0	0	**8**	0	8	0	0	0	0	0	4	0	4	12
03:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
Total Volume	0	0	3	3	1	26	0	27	1	0	1	2	0	23	0	23	55
% App. Total	0	0	100		3.7	96.3	0		50	0	50		0	100	0		
PHF	.000	.000	.375	.375	.250	.813	.000	.844	.250	.000	.250	.500	.000	.639	.000	.639	.764



CITY TRAFFIC COUNTERS
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File Name : Dronfield_Osborne_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
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Groups Printed- Bank 1

	Dronfield Ave Southbound			Osborne St Westbound			Dronfield Ave Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	0	0	0	0	3	0	6
07:15 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:30 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
07:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	8	0	0	0	0	0	8	0	16
08:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
08:15 AM	0	0	0	0	5	0	0	0	0	0	1	0	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	6	0	0	0	0	0	10	0	16
09:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:15 AM	0	0	1	0	2	0	0	0	0	0	2	0	5
09:30 AM	0	0	0	1	4	0	0	0	0	0	1	0	6
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	1	1	7	0	0	0	0	0	6	0	15
12:00 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
12:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	3
12:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	1	0	5	0	0	0	0	0	5	0	11
01:00 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
01:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:30 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
01:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
Total	0	0	0	0	5	0	0	0	0	0	12	0	17
03:00 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
03:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
03:30 PM	0	0	1	0	2	0	0	0	0	0	1	0	4
03:45 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
Total	0	0	1	0	11	0	0	0	0	0	6	0	18
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	0	0	1	2	0	0	0	0	0	2	0	5
04:45 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
Total	0	0	0	1	2	0	0	0	1	0	7	0	11
05:00 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
05:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	5	0	0	0	0	0	9	0	14
Grand Total	0	0	3	2	49	0	0	0	1	0	63	0	118
Apprch %	0	0	100	3.9	96.1	0	0	0	100	0	100	0	
Total %	0	0	2.5	1.7	41.5	0	0	0	0.8	0	53.4	0	

CITY TRAFFIC COUNTERS
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File Name : Dronfield_Osborne_3-Axle
Site Code : 00000000
Start Date : 5/25/2016

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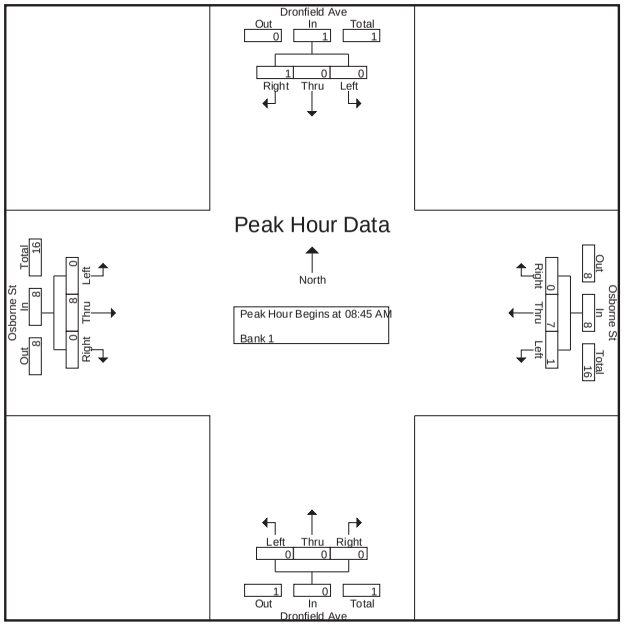
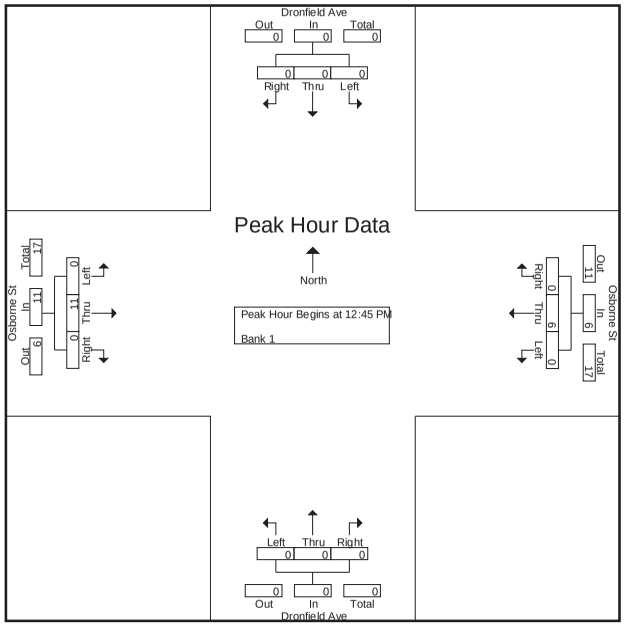
	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
09:15 AM	0	0	**1**	**1**	0	2	0	2	0	0	0	0	0	2	0	2	5
09:30 AM	0	0	0	0	**1**	**4**	0	**5**	0	0	0	0	0	1	0	1	**6**
Total Volume	0	0	1	1	1	7	0	8	0	0	0	0	0	8	0	8	17
% App. Total	0	0	100		12.5	87.5	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.438	.000	.400	.000	.000	.000	.000	.000	.667	.000	.667	.708



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

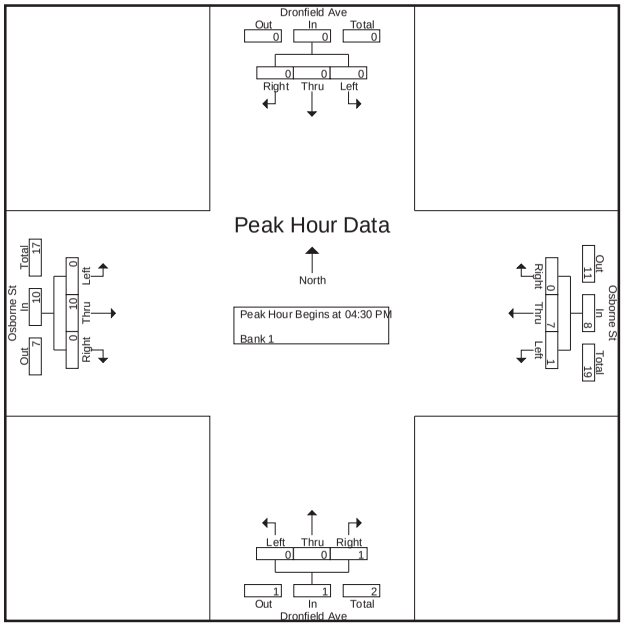
	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	5
01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
01:30 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	3	0	3	**6**
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	11	0	11	17
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.688	.000	.688	.708



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**1**	2	0	**3**	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	2	0	2	3
05:00 PM	0	0	0	0	0	**3**	0	3	0	0	0	0	0	**4**	0	**4**	**7**
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	0	1	7	0	8	0	0	1	1	0	10	0	10	19
% App. Total	0	0	0		12.5	87.5	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.583	.000	.667	.000	.000	.250	.250	.000	.625	.000	.625	.679



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

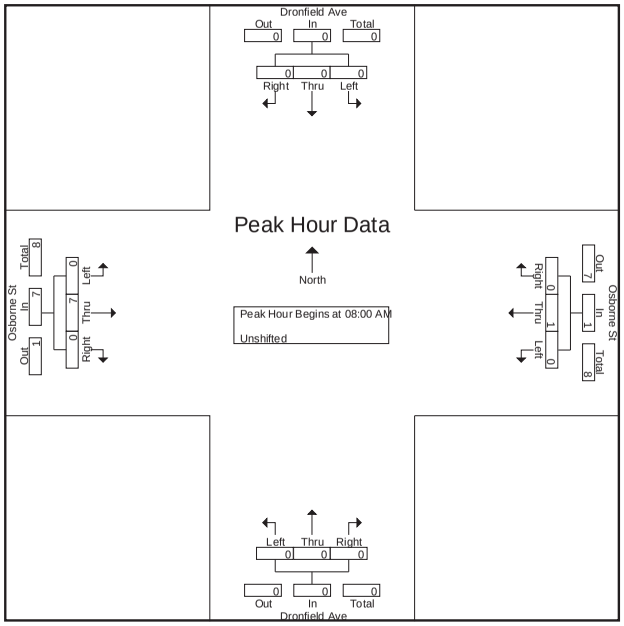
Groups Printed- Unshifted

	Dronfield Ave Southbound			Osborne St Westbound			Dronfield Ave Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	1	1	0	0	0	0	0	1	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	1	0	0	0	0	0	2	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	7	0	8
09:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	5
Total	0	0	0	0	0	0	0	0	0	0	7	0	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
Grand Total	0	0	0	1	5	0	0	0	0	0	20	0	26
Apprch %	0	0	0	16.7	83.3	0	0	0	0	0	100	0	
Total %	0	0	0	3.8	19.2	0	0	0	0	0	76.9	0	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

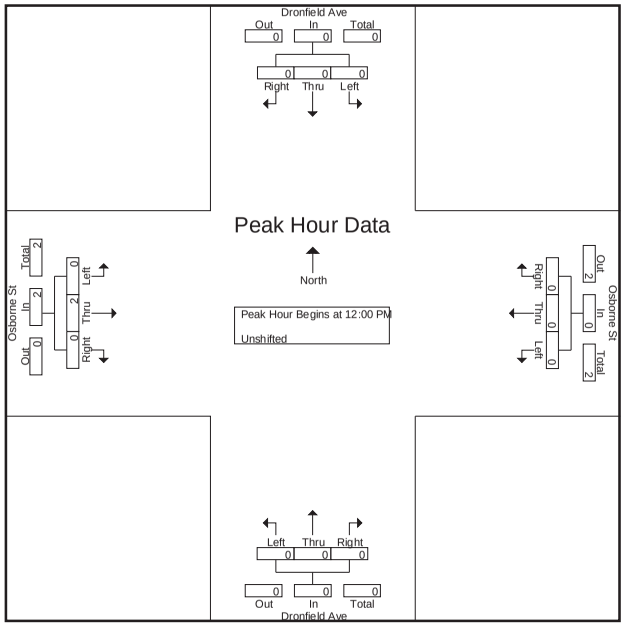
	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.583	.000	.583	.667



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

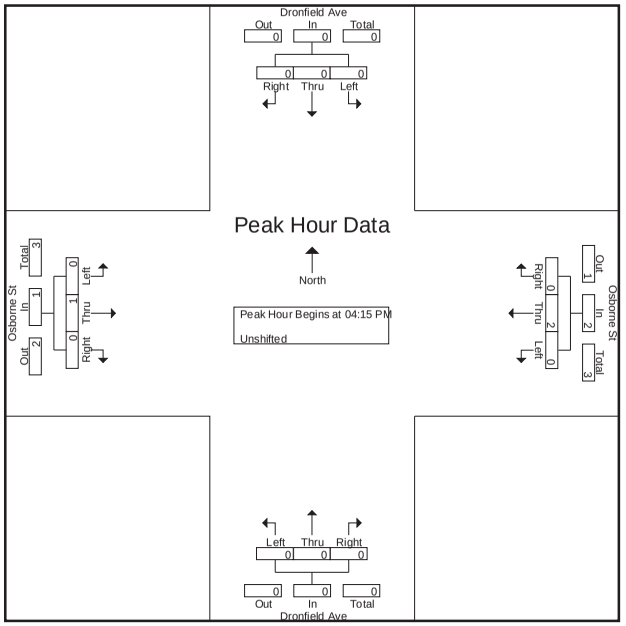
	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**2**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.375



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Dronfield_Osborne_5+-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 2

	Dronfield Ave Southbound			Osborne St Westbound			Dronfield Ave Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
07:30 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	7	0	0	0	0	0	6	0	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
08:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:30 AM	0	0	0	0	5	0	0	0	0	0	2	0	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	6	0	0	0	0	0	9	0	15
09:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
09:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	4	0	0	0	0	0	7	0	11
12:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	7	0	9
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	0	0	0	1	2	0	0	0	0	0	1	0	4
01:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	1	3	0	0	0	0	0	4	0	8
03:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
03:15 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
03:30 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
03:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	5	0	0	0	0	0	12	0	17
04:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
04:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	4	0	0	0	0	0	7	0	11
05:00 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	6	0	0	0	0	0	5	0	11
Grand Total	0	0	0	1	37	0	0	0	0	0	57	0	95
Apprch %	0	0	0	2.6	97.4	0	0	0	0	0	100	0	
Total %	0	0	0	1.1	38.9	0	0	0	0	0	60	0	

CITY TRAFFIC COUNTERS
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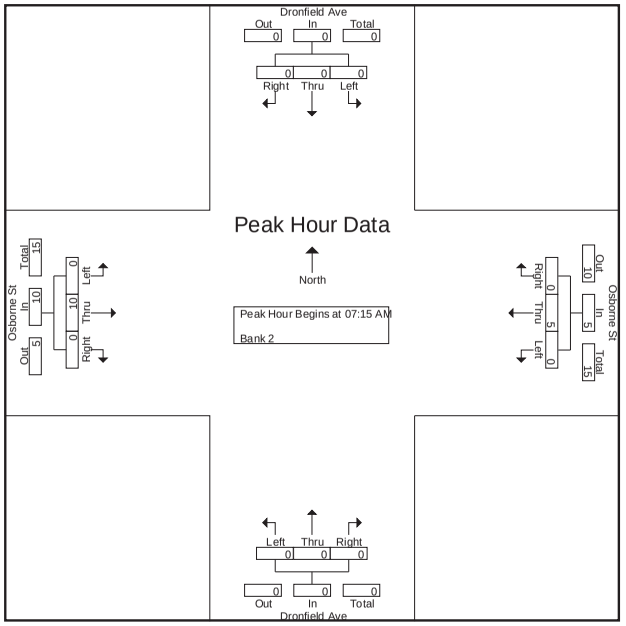
File Name : Dronfield_Osborne_5+-Axle
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2	**5**
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	4
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	10	0	10	15
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.625	.000	.625	.750

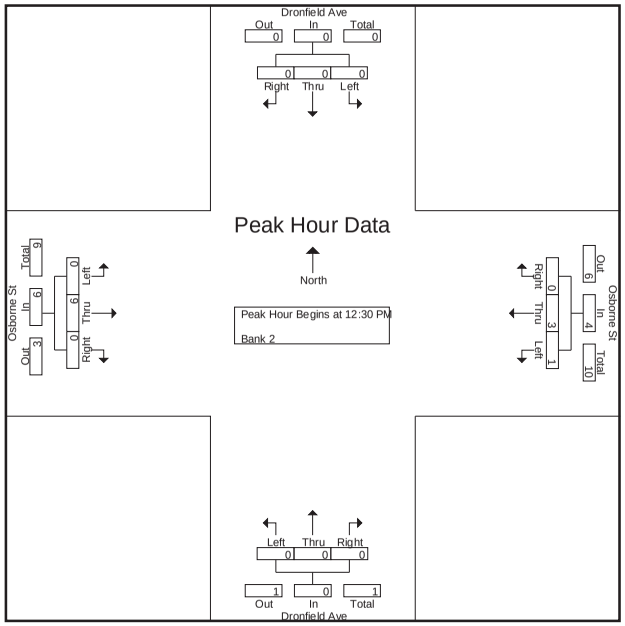


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Dronfield_Osborne_5+-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:15 PM	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	6	0	6	10
% App. Total	0	0	0		25	75	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.375	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.625

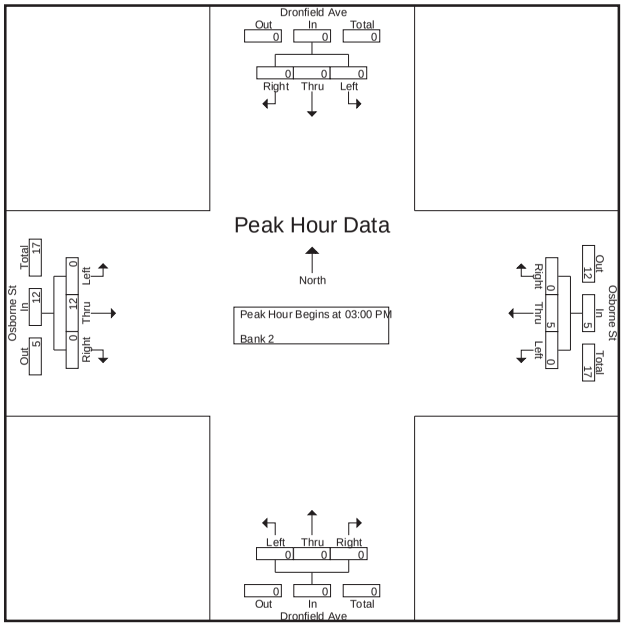


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Dronfield_Osborne_5+-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Dronfield Ave Southbound				Osborne St Westbound				Dronfield Ave Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	4
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	**5**
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	12	0	12	17
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.850



CITY TRAFFIC COUNTERS

www.ctcounters.com

INT. 31

File Name : Foothill_Osborne-Driveway
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

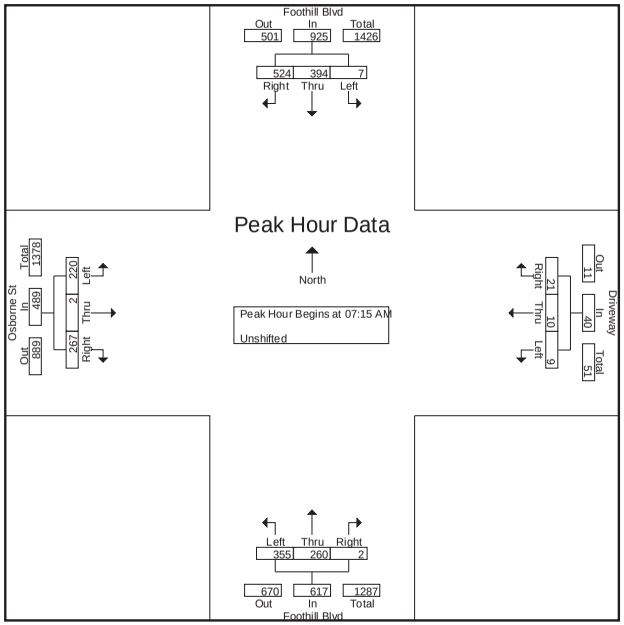
	Foothill Blvd Southbound			Driveway Westbound			Foothill Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	113	152	1	2	2	49	53	2	48	0	50	472
07:15 AM	1	107	133	5	2	4	66	35	0	31	0	59	443
07:30 AM	1	107	134	3	4	9	87	68	0	74	0	75	562
07:45 AM	4	105	121	1	2	7	99	93	1	63	2	83	581
Total	6	432	540	10	10	22	301	249	3	216	2	267	2058
08:00 AM	1	75	136	0	2	1	103	64	1	52	0	50	485
08:15 AM	0	62	109	1	2	1	58	44	3	49	0	53	382
08:30 AM	0	58	81	1	2	0	67	42	1	58	1	38	349
08:45 AM	0	45	64	1	0	2	70	51	0	49	1	44	327
Total	1	240	390	3	6	4	298	201	5	208	2	185	1543
09:00 AM	1	42	70	1	1	5	55	40	1	34	1	48	299
09:15 AM	1	45	50	0	1	4	51	40	1	29	0	45	267
09:30 AM	0	31	43	1	1	1	43	39	1	33	0	31	224
09:45 AM	1	57	46	1	0	1	34	30	0	33	0	35	238
Total	3	175	209	3	3	11	183	149	3	129	1	159	1028
12:00 PM	2	70	47	1	0	3	35	50	1	50	1	35	295
12:15 PM	1	42	60	2	0	3	32	44	0	50	0	51	285
12:30 PM	1	42	55	0	1	4	32	30	2	55	0	40	262
12:45 PM	1	51	53	0	1	3	1	33	1	47	2	49	242
Total	5	205	215	3	2	13	100	157	4	202	3	175	1084
01:00 PM	1	47	60	0	3	2	41	40	2	65	0	51	312
01:15 PM	4	54	56	0	2	0	44	40	2	41	0	50	293
01:30 PM	0	52	54	3	0	3	43	44	2	48	0	55	304
01:45 PM	8	52	66	0	1	2	38	70	2	66	2	35	342
Total	13	205	236	3	6	7	166	194	8	220	2	191	1251
03:00 PM	5	52	65	1	0	3	31	66	3	76	0	73	375
03:15 PM	3	55	65	1	2	4	42	83	3	94	1	71	424
03:30 PM	4	69	72	1	2	1	50	62	4	92	0	93	450
03:45 PM	5	57	71	2	0	5	56	79	2	103	1	83	464
Total	17	233	273	5	4	13	179	290	12	365	2	320	1713
04:00 PM	2	63	69	0	0	3	70	96	2	97	2	80	484
04:15 PM	2	65	62	1	2	2	79	91	3	116	4	76	503
04:30 PM	5	80	65	3	0	1	74	81	1	119	2	117	548
04:45 PM	4	72	75	0	1	2	45	70	5	145	1	100	520
Total	13	280	271	4	3	8	268	338	11	477	9	373	2055
05:00 PM	4	85	70	1	0	6	55	103	0	129	2	103	558
05:15 PM	1	88	62	2	2	3	66	90	4	166	0	107	591
05:30 PM	4	77	84	2	0	3	73	109	1	123	0	106	582
05:45 PM	8	67	93	0	0	4	62	81	0	149	2	85	551
Total	17	317	309	5	2	16	256	383	5	567	4	401	2282
Grand Total	75	2087	2443	36	36	94	1751	1961	51	2384	25	2071	13014
Apprch %	1.6	45.3	53.1	21.7	21.7	56.6	46.5	52.1	1.4	53.2	0.6	46.2	
Total %	0.6	16	18.8	0.3	0.3	0.7	13.5	15.1	0.4	18.3	0.2	15.9	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**107**	133	241	**5**	2	4	11	66	35	0	101	31	0	59	90	443
07:30 AM	1	107	134	**242**	3	**4**	**9**	**16**	87	68	0	155	**74**	0	75	**149**	562
07:45 AM	**4**	105	121	230	1	2	7	10	99	**93**	**1**	**193**	63	**2**	**83**	148	**581**
08:00 AM	1	75	**136**	212	0	2	1	3	**103**	64	1	168	52	0	50	102	485
Total Volume	7	394	524	925	9	10	21	40	355	260	2	617	220	2	267	489	2071
% App. Total	0.8	42.6	56.6		22.5	25	52.5		57.5	42.1	0.3		45	0.4	54.6		
PHF	.438	.921	.963	.956	.450	.625	.583	.625	.862	.699	.500	.799	.743	.250	.804	.820	.891

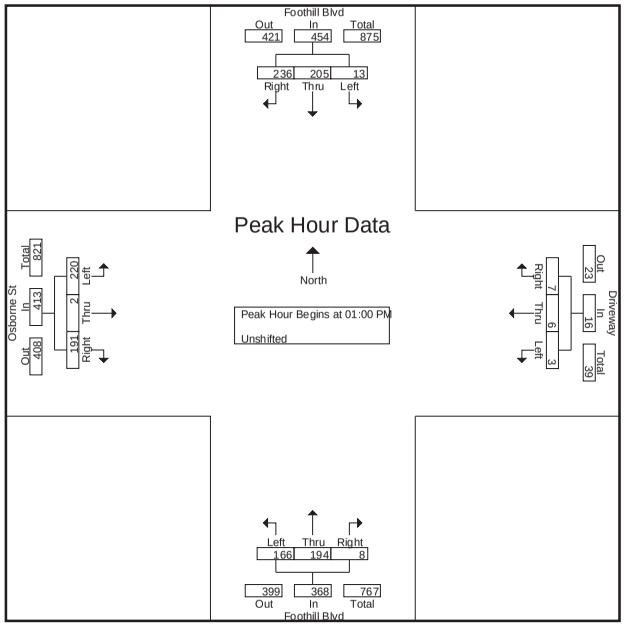


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	1	47	60	108	0	**3**	2	5	41	40	**2**	83	65	0	51	**116**	312
01:15 PM	4	**54**	56	114	0	2	0	2	**44**	40	2	86	41	0	50	91	293
01:30 PM	0	52	54	106	**3**	0	**3**	**6**	43	44	2	89	48	0	**55**	103	304
01:45 PM	**8**	52	**66**	**126**	0	1	2	3	38	**70**	2	**110**	**66**	**2**	35	103	**342**
Total Volume	13	205	236	454	3	6	7	16	166	194	8	368	220	2	191	413	1251
% App. Total	2.9	45.2	52		18.8	37.5	43.8		45.1	52.7	2.2		53.3	0.5	46.2		
PHF	.406	.949	.894	.901	.250	.500	.583	.667	.943	.693	1.00	.836	.833	.250	.868	.890	.914



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www.ctcounters.com

File Name : Foothill_Osborne-Driveway
Site Code : 00000000
Start Date : 5/24/2016
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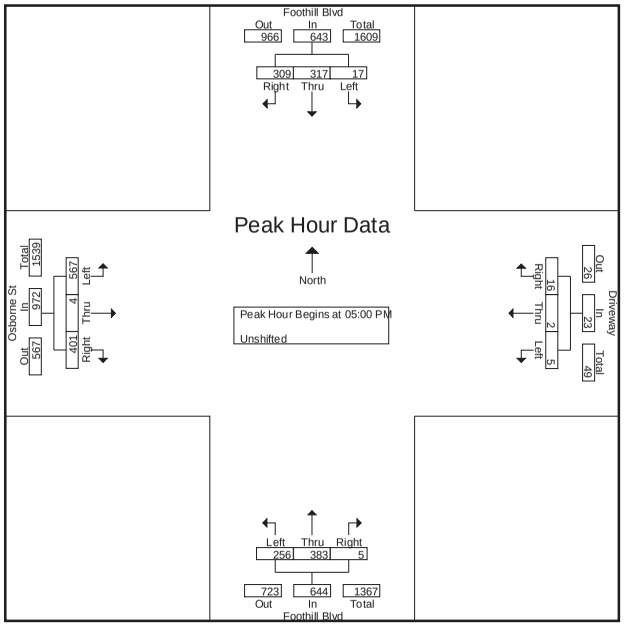
	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	85	70	159	1	0	**6**	**7**	55	103	0	158	129	**2**	103	234	558
05:15 PM	1	**88**	62	151	**2**	**2**	3	7	66	90	**4**	160	**166**	0	**107**	**273**	**591**
05:30 PM	4	77	84	165	2	0	3	5	**73**	**109**	1	**183**	123	0	106	229	582
05:45 PM	**8**	67	**93**	**168**	0	0	4	4	62	81	0	143	149	2	85	236	551
Total Volume	17	317	309	643	5	2	16	23	256	383	5	644	567	4	401	972	2282
% App. Total	2.6	49.3	48.1		21.7	8.7	69.6		39.8	59.5	0.8		58.3	0.4	41.3		
PHF	.531	.901	.831	.957	.625	.250	.667	.821	.877	.878	.313	.880	.854	.500	.937	.890	.965



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_Motorcycles
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Groups Printed- Bank 2

	Foothill Blvd Southbound			Osborne St Westbound			Foothill Blvd Northbound			Driveway Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	2
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	2
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	1	0	0	0	1	1	0	0	0	0	4
Grand Total	0	2	1	0	0	0	2	4	0	2	0	0	11
Apprch %	0	66.7	33.3	0	0	0	33.3	66.7	0	100	0	0	
Total %	0	18.2	9.1	0	0	0	18.2	36.4	0	18.2	0	0	

CITY TRAFFIC COUNTERS

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File Name : Foothill_Osborne-Driveway_Motorcycles
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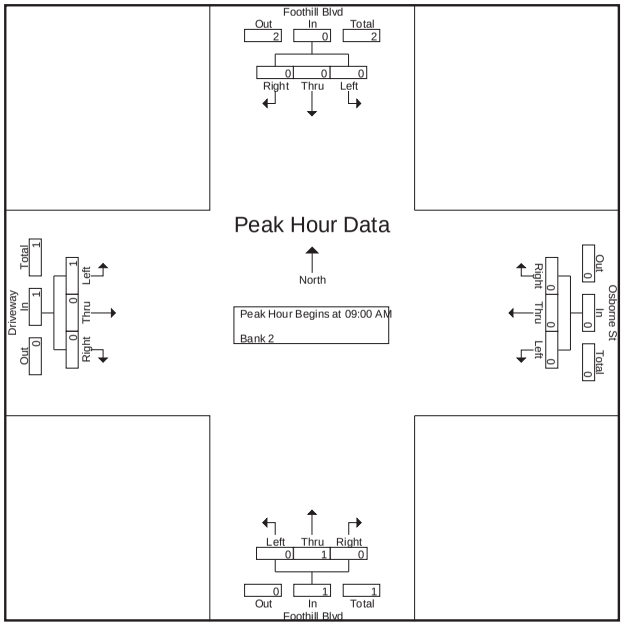
	Foothill Blvd Southbound				Osborne St Westbound				Foothill Blvd Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
09:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
% App. Total	0	0	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.500



CITY TRAFFIC COUNTERS

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File Name : Foothill_Osborne-Driveway_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
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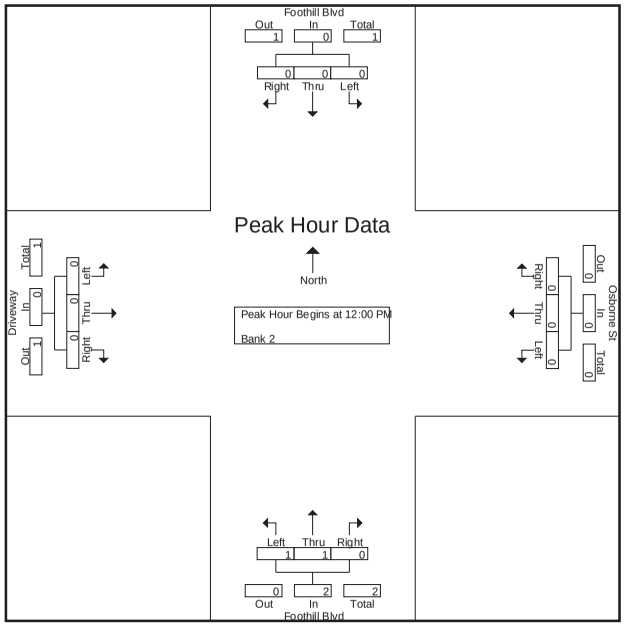
	Foothill Blvd Southbound				Osborne St Westbound				Foothill Blvd Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		50	50	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS

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File Name : Foothill_Osborne-Driveway_Motorcycles
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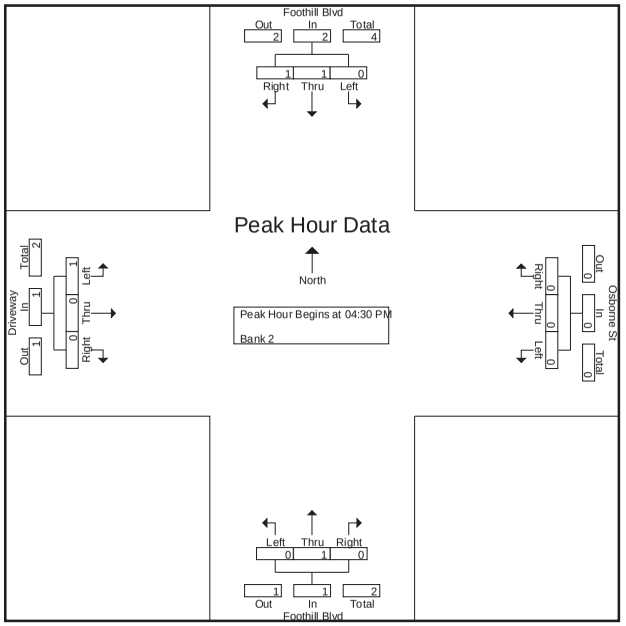
	Foothill Blvd Southbound				Osborne St Westbound				Foothill Blvd Northbound				Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
05:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	2	0	0	0	0	0	1	0	1	1	0	0	1	4
% App. Total	0	50	50		0	0	0		0	100	0		100	0	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	1.00



CITY TRAFFIC COUNTERS

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File Name : Foothill_Osborne-Driveway_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 1

	Foothill Blvd Southbound			Driveway Westbound			Foothill Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
07:15 AM	0	2	3	0	0	0	0	1	0	0	0	2	8
07:30 AM	0	4	2	0	0	0	0	2	0	0	0	1	9
07:45 AM	0	3	1	0	0	0	1	1	0	1	0	0	7
Total	0	11	6	0	0	0	1	5	0	1	0	3	27
08:00 AM	0	2	3	0	0	0	1	0	0	2	0	0	8
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	0	0	0	2	0	0	1	0	0	4
Total	0	3	5	0	0	0	3	1	0	3	0	0	15
09:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	2
09:15 AM	0	0	1	0	0	0	1	1	0	1	0	0	4
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
09:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	2	1	0	0	0	2	3	0	1	0	1	10
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
12:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	3
Total	0	1	0	0	0	0	0	2	0	3	0	1	7
01:00 PM	0	2	0	0	0	0	0	0	0	0	0	4	6
01:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	2	2	0	1	0	0	5
Total	0	5	0	0	0	0	2	3	0	1	0	4	15
03:00 PM	0	1	0	0	0	0	0	1	0	0	0	1	3
03:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
03:45 PM	0	1	0	0	0	0	0	1	0	0	0	1	3
Total	0	4	0	0	0	0	0	3	0	1	0	2	10
04:00 PM	0	1	3	0	0	0	0	0	0	1	0	1	6
04:15 PM	0	1	0	0	0	0	0	3	0	0	0	1	5
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	3	0	0	0	1	4	0	1	0	2	13
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
05:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	2	3
Total	0	2	2	0	0	0	0	2	0	0	0	3	9
Grand Total	0	30	17	0	0	0	9	23	0	11	0	16	106
Apprch %	0	63.8	36.2	0	0	0	28.1	71.9	0	40.7	0	59.3	
Total %	0	28.3	16	0	0	0	8.5	21.7	0	10.4	0	15.1	

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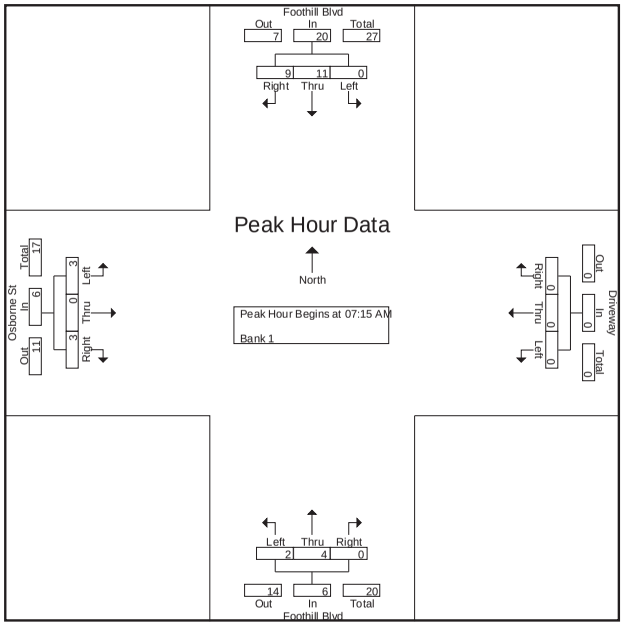
	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	**3**	5	0	0	0	0	0	1	0	1	0	0	**2**	**2**	8
07:30 AM	0	**4**	2	**6**	0	0	0	0	0	**2**	0	**2**	0	0	1	1	**9**
07:45 AM	0	3	1	4	0	0	0	0	**1**	1	0	2	1	0	0	1	7
08:00 AM	0	2	3	5	0	0	0	0	1	0	0	1	**2**	0	0	2	8
Total Volume	0	11	9	20	0	0	0	0	2	4	0	6	3	0	3	6	32
% App. Total	0	55	45		0	0	0		33.3	66.7	0		50	0	50		
PHF	.000	.688	.750	.833	.000	.000	.000	.000	.500	.500	.000	.750	.375	.000	.375	.750	.889



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Foothill_Osborne-Driveway_Buses
Site Code : 00000000
Start Date : 5/24/2016
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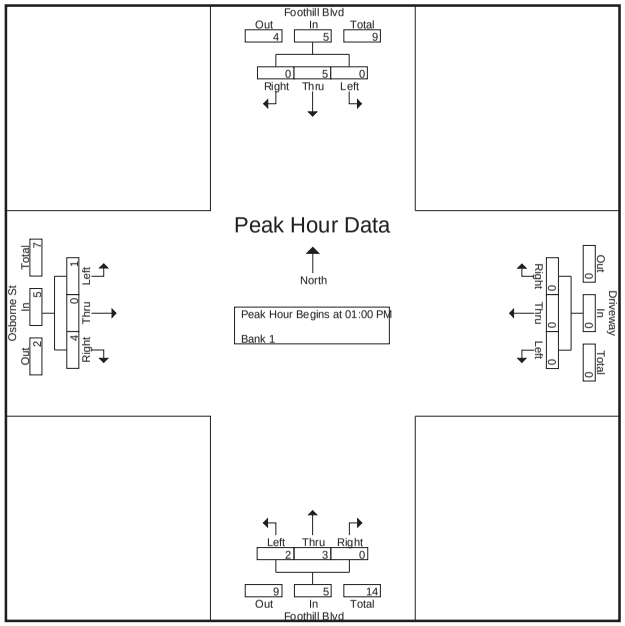
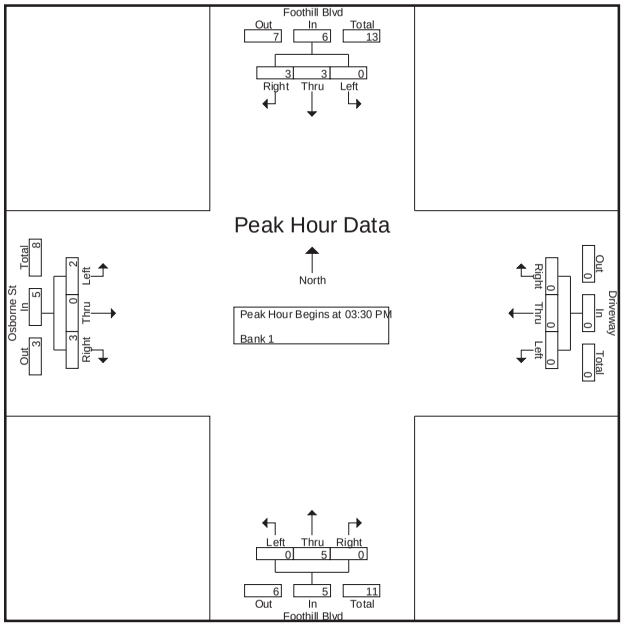
	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	**4**	**4**	**6**
01:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
01:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	**2**	**2**	0	**4**	**1**	0	0	1	5
Total Volume	0	5	0	5	0	0	0	0	2	3	0	5	1	0	4	5	15
% App. Total	0	100	0		0	0	0		40	60	0		20	0	80		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.250	.375	.000	.313	.250	.000	.250	.313	.625



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Foothill_Osborne-Driveway_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	**1**	0	0	1	2
03:45 PM	0	**1**	0	1	0	0	0	0	0	1	0	1	0	0	**1**	1	3
04:00 PM	0	1	**3**	**4**	0	0	0	0	0	0	0	0	1	0	1	**2**	**6**
04:15 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	1	1	5
Total Volume	0	3	3	6	0	0	0	0	0	5	0	5	2	0	3	5	16
% App. Total	0	50	50		0	0	0		0	100	0		40	0	60		
PHF	.000	.750	.250	.375	.000	.000	.000	.000	.000	.417	.000	.417	.500	.000	.750	.625	.667



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	Foothill Blvd Southbound			Driveway Westbound			Foothill Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	3	0	0	0	1	0	0	1	0	3	12
07:15 AM	0	7	6	0	0	0	3	0	0	1	0	8	25
07:30 AM	0	1	2	0	0	0	4	1	0	4	0	1	13
07:45 AM	0	3	2	0	1	0	6	0	0	2	1	1	16
Total	0	15	13	0	1	0	14	1	0	8	1	13	66
08:00 AM	0	2	1	0	0	0	3	0	0	0	0	2	8
08:15 AM	0	5	0	0	0	0	0	4	0	3	0	0	12
08:30 AM	0	5	1	0	0	0	3	2	0	1	0	0	12
08:45 AM	0	1	3	0	0	0	2	1	0	2	0	1	10
Total	0	13	5	0	0	0	8	7	0	6	0	3	42
09:00 AM	0	2	7	0	0	0	3	2	0	2	0	4	20
09:15 AM	0	6	26	0	0	0	4	2	0	4	0	2	44
09:30 AM	0	2	4	0	0	0	5	2	0	3	0	1	17
09:45 AM	0	4	3	0	0	0	5	0	0	3	0	2	17
Total	0	14	40	0	0	0	17	6	0	12	0	9	98
12:00 PM	0	3	3	0	0	0	0	3	1	1	0	1	12
12:15 PM	0	0	7	0	0	1	1	2	0	0	0	4	15
12:30 PM	0	3	1	0	0	0	2	4	0	0	0	2	12
12:45 PM	0	1	2	0	0	0	1	3	0	2	0	3	12
Total	0	7	13	0	0	1	4	12	1	3	0	10	51
01:00 PM	0	5	6	0	0	0	5	1	0	3	0	3	23
01:15 PM	0	2	5	0	0	0	3	4	0	3	0	2	19
01:30 PM	0	0	2	0	0	0	6	4	0	2	0	4	18
01:45 PM	0	5	6	0	0	0	1	4	0	1	0	3	20
Total	0	12	19	0	0	0	15	13	0	9	0	12	80
03:00 PM	0	0	3	0	0	0	5	3	0	2	0	3	16
03:15 PM	0	3	2	0	0	0	4	4	0	5	0	4	22
03:30 PM	0	1	5	0	0	0	3	2	0	1	0	3	15
03:45 PM	0	1	4	0	0	0	2	4	0	3	0	3	17
Total	0	5	14	0	0	0	14	13	0	11	0	13	70
04:00 PM	0	1	1	0	0	0	6	5	0	4	0	2	19
04:15 PM	0	0	2	0	0	0	5	4	0	3	0	0	14
04:30 PM	0	2	1	0	0	0	5	3	0	4	0	3	18
04:45 PM	0	1	3	0	0	0	3	0	0	5	0	2	14
Total	0	4	7	0	0	0	19	12	0	16	0	7	65
05:00 PM	0	1	3	0	0	0	2	2	0	8	0	1	17
05:15 PM	0	2	2	0	0	0	4	1	0	4	0	5	18
05:30 PM	0	2	3	0	0	0	3	4	0	6	0	2	20
05:45 PM	0	1	1	0	0	0	3	4	0	8	0	3	20
Total	0	6	9	0	0	0	12	11	0	26	0	11	75
Grand Total	0	76	120	0	1	1	103	75	1	91	1	78	547
Apprch %	0	38.8	61.2	0	50	50	57.5	41.9	0.6	53.5	0.6	45.9	
Total %	0	13.9	21.9	0	0.2	0.2	18.8	13.7	0.2	16.6	0.2	14.3	

CITY TRAFFIC COUNTERS

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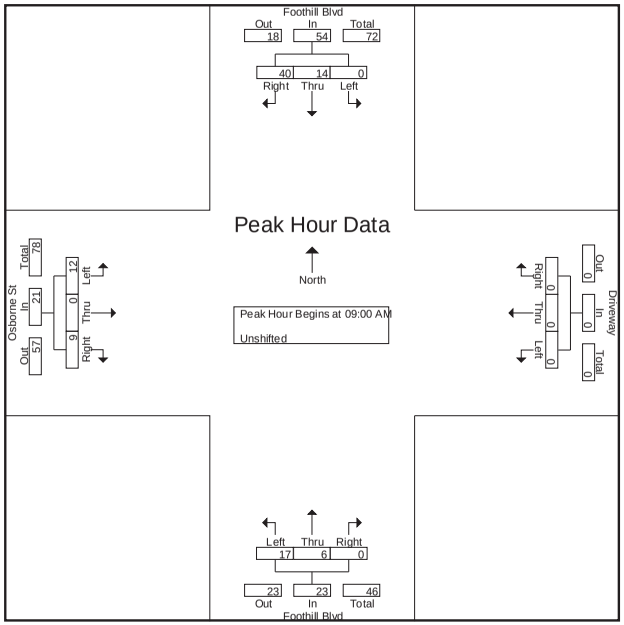
File Name : Foothill_Osborne-Driveway_2-Axle
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	2	7	9	0	0	0	0	3	**2**	0	5	2	0	**4**	**6**	20
09:15 AM	0	**6**	**26**	**32**	0	0	0	0	4	2	0	6	**4**	0	2	6	**44**
09:30 AM	0	2	4	6	0	0	0	0	**5**	2	0	**7**	3	0	1	4	17
09:45 AM	0	4	3	7	0	0	0	0	5	0	0	5	3	0	2	5	17
Total Volume	0	14	40	54	0	0	0	0	17	6	0	23	12	0	9	21	98
% App. Total	0	25.9	74.1		0	0	0		73.9	26.1	0		57.1	0	42.9		
PHF	.000	.583	.385	.422	.000	.000	.000	.000	.850	.750	.000	.821	.750	.000	.563	.875	.557

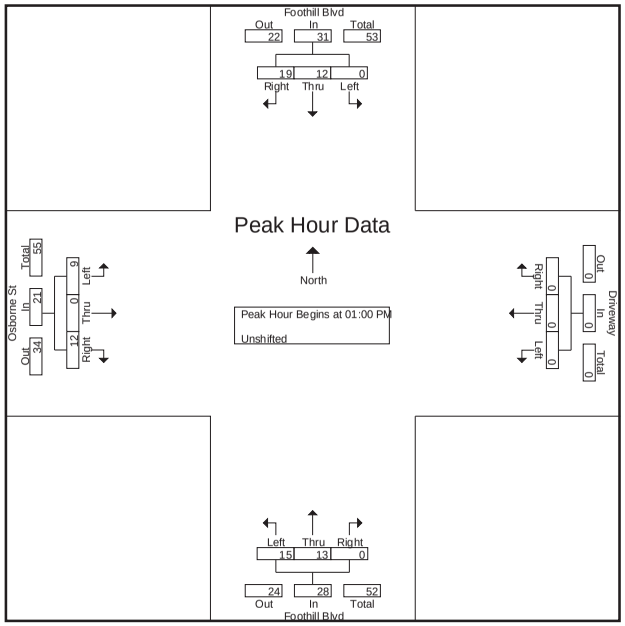


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	**5**	**6**	**11**	0	0	0	0	5	1	0	6	**3**	0	3	**6**	**23**
01:15 PM	0	2	5	7	0	0	0	0	3	**4**	0	7	3	0	2	5	19
01:30 PM	0	0	2	2	0	0	0	0	**6**	4	0	**10**	2	0	**4**	6	18
01:45 PM	0	5	6	11	0	0	0	0	1	4	0	5	1	0	3	4	20
Total Volume	0	12	19	31	0	0	0	0	15	13	0	28	9	0	12	21	80
% App. Total	0	38.7	61.3		0	0	0		53.6	46.4	0		42.9	0	57.1		
PHF	.000	.600	.792	.705	.000	.000	.000	.000	.625	.813	.000	.700	.750	.000	.750	.875	.870



CITY TRAFFIC COUNTERS

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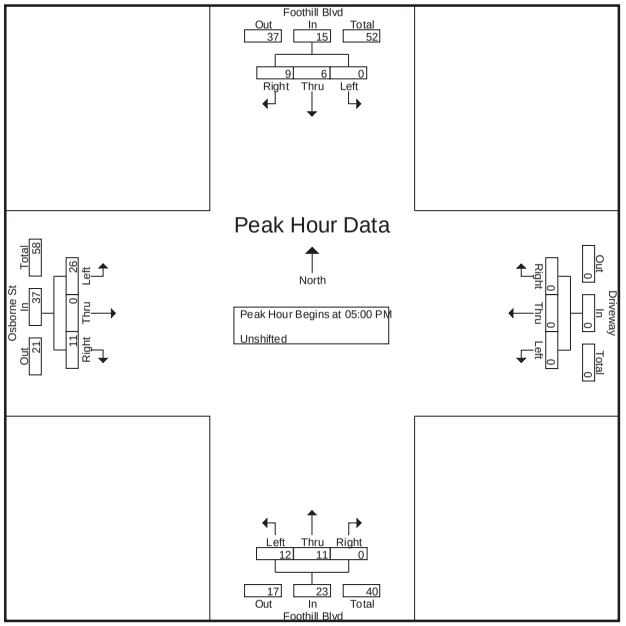
File Name : Foothill_Osborne-Driveway_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	**3**	4	0	0	0	0	2	2	0	4	**8**	0	1	9	17
05:15 PM	0	**2**	2	4	0	0	0	0	**4**	1	0	5	4	0	**5**	9	18
05:30 PM	0	2	3	**5**	0	0	0	0	3	**4**	0	**7**	6	0	2	8	**20**
05:45 PM	0	1	1	2	0	0	0	0	3	4	0	7	8	0	3	**11**	20
Total Volume	0	6	9	15	0	0	0	0	12	11	0	23	26	0	11	37	75
% App. Total	0	40	60		0	0	0		52.2	47.8	0		70.3	0	29.7		
PHF	.000	.750	.750	.750	.000	.000	.000	.000	.750	.688	.000	.821	.813	.000	.550	.841	.938



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 1

	Foothill Blvd Southbound			Driveway Westbound			Foothill Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	2	3	0	0	0	0	0	0	0	0	3	8
07:30 AM	0	0	1	0	0	0	2	0	0	0	0	1	4
07:45 AM	0	1	0	0	0	0	1	0	0	1	0	0	3
Total	0	3	6	0	0	0	3	0	0	1	0	4	17
08:00 AM	0	0	1	0	0	0	0	3	0	1	0	1	6
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
08:45 AM	0	0	1	0	0	0	0	1	0	2	0	1	5
Total	0	2	2	0	0	0	0	4	0	3	0	3	14
09:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	2
09:15 AM	0	1	1	0	0	0	1	2	0	1	0	1	7
09:30 AM	0	1	1	0	0	0	0	1	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	2	2	0	0	0	2	3	0	2	0	3	14
12:00 PM	0	0	1	0	0	0	1	0	0	0	0	1	3
12:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
12:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
12:45 PM	0	0	3	0	0	0	0	0	0	1	0	0	4
Total	0	1	4	0	0	0	2	1	0	2	0	1	11
01:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	1	0	0	0	1	0	0	2	0	1	5
01:30 PM	0	0	1	0	0	0	1	1	0	1	0	0	4
01:45 PM	0	1	0	0	0	0	0	1	0	1	0	1	4
Total	0	2	3	0	0	0	2	2	0	4	0	2	15
03:00 PM	0	0	1	0	0	0	0	1	0	4	0	1	7
03:15 PM	0	0	0	0	0	0	1	1	0	1	0	0	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45 PM	0	1	2	0	0	0	1	1	0	3	0	1	9
Total	0	1	3	0	0	0	2	3	0	8	0	3	20
04:00 PM	0	0	1	0	0	0	3	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	1	1	0	1	0	3	6
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
04:45 PM	0	0	0	0	0	0	1	0	0	3	0	0	4
Total	0	0	1	0	0	0	5	1	0	5	0	3	15
05:00 PM	0	0	2	0	0	0	0	1	0	0	0	0	3
05:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
Total	0	1	4	0	0	0	1	1	0	0	0	1	8
Grand Total	0	12	25	0	0	0	17	15	0	25	0	20	114
Apprch %	0	32.4	67.6	0	0	0	53.1	46.9	0	55.6	0	44.4	
Total %	0	10.5	21.9	0	0	0	14.9	13.2	0	21.9	0	17.5	

CITY TRAFFIC COUNTERS

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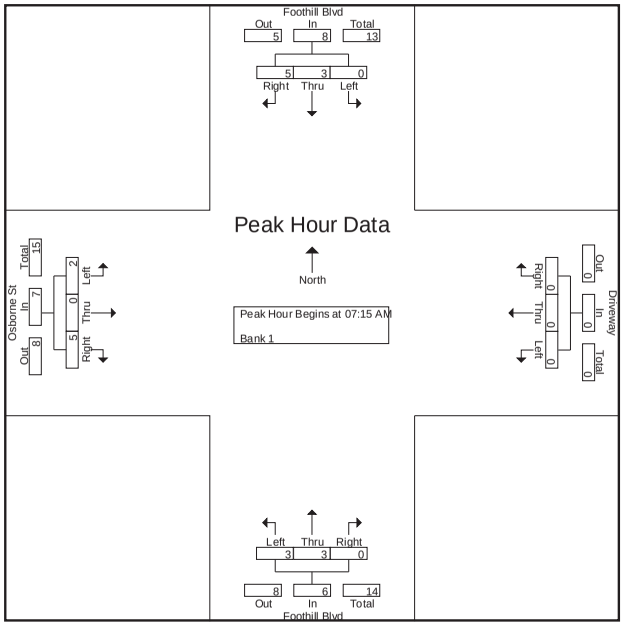
File Name : Foothill_Osborne-Driveway_3-Axle
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	**3**	**5**	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**8**
07:30 AM	0	0	1	1	0	0	0	0	**2**	0	0	2	0	0	1	1	4
07:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	**1**	0	0	1	3
08:00 AM	0	0	1	1	0	0	0	0	0	**3**	0	**3**	1	0	1	2	6
Total Volume	0	3	5	8	0	0	0	0	3	3	0	6	2	0	5	7	21
% App. Total	0	37.5	62.5		0	0	0		50	50	0		28.6	0	71.4		
PHF	.000	.375	.417	.400	.000	.000	.000	.000	.375	.250	.000	.500	.500	.000	.417	.583	.656



CITY TRAFFIC COUNTERS

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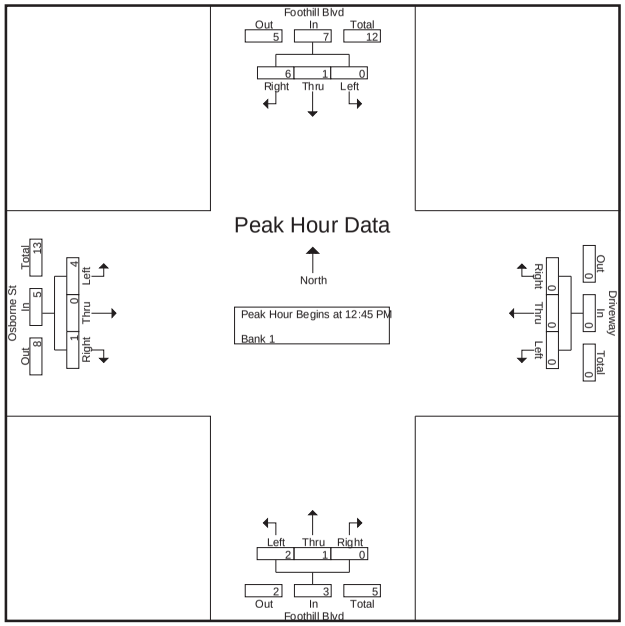
File Name : Foothill_Osborne-Driveway_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	**3**	**3**	0	0	0	0	0	0	0	0	1	0	0	1	4
01:00 PM	0	**1**	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	1	1	0	0	0	0	**1**	0	0	1	**2**	0	**1**	**3**	**5**
01:30 PM	0	0	1	1	0	0	0	0	1	**1**	0	**2**	1	0	0	1	4
Total Volume	0	1	6	7	0	0	0	0	2	1	0	3	4	0	1	5	15
% App. Total	0	14.3	85.7		0	0	0		66.7	33.3	0		80	0	20		
PHF	.000	.250	.500	.583	.000	.000	.000	.000	.500	.250	.000	.375	.500	.000	.250	.417	.750

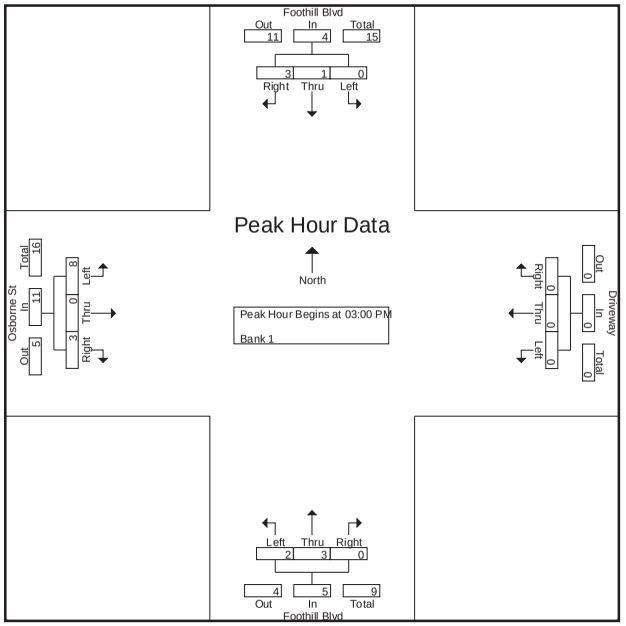


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	1	1	0	0	0	0	0	**1**	0	1	**4**	0	**1**	**5**	7
03:15 PM	0	0	0	0	0	0	0	0	**1**	1	0	**2**	1	0	0	1	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	**1**	**2**	**3**	0	0	0	0	1	1	0	2	3	0	1	4	**9**
Total Volume	0	1	3	4	0	0	0	0	2	3	0	5	8	0	3	11	20
% App. Total	0	25	75		0	0	0		40	60	0		72.7	0	27.3		
PHF	.000	.250	.375	.333	.000	.000	.000	.000	.500	.750	.000	.625	.500	.000	.750	.550	.556



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	Foothill Blvd Southbound			Driveway Westbound			Foothill Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	2	3
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	2	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
09:15 AM	0	0	3	0	0	0	0	0	0	0	0	3	6
09:45 AM	0	0	1	0	0	0	1	1	0	0	0	0	3
Total	0	0	4	0	0	0	1	1	0	0	0	4	10
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15 PM	0	2	0	0	0	0	1	0	0	0	0	0	3
Total	0	2	0	0	0	0	1	0	0	1	0	0	4
01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	1	0	0	0	0	0	4	0	0	0	1	6
03:00 PM	0	1	2	0	0	0	0	0	0	0	0	1	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	2	0	0	0	0	0	0	0	0	3	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	0	0	3	5
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
Total	0	0	0	0	0	0	0	1	0	1	0	0	2
Grand Total	0	4	6	0	0	0	5	6	0	3	0	16	40
Apprch %	0	40	60	0	0	0	45.5	54.5	0	15.8	0	84.2	
Total %	0	10	15	0	0	0	12.5	15	0	7.5	0	40	

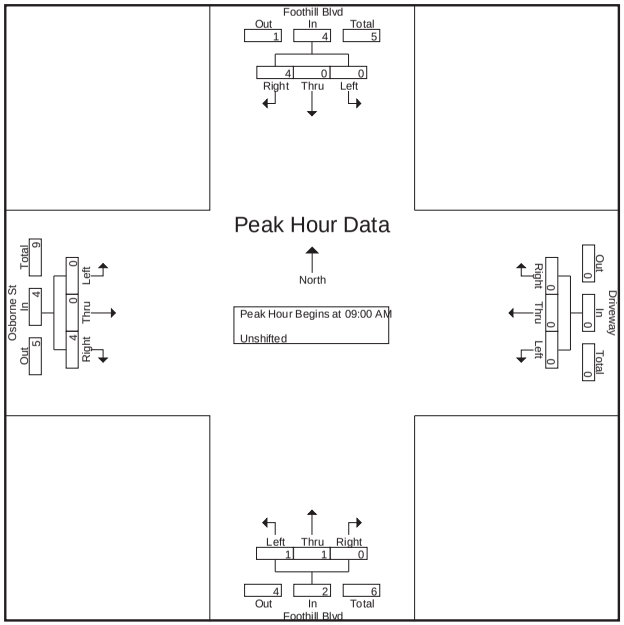
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_4-Axle
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:15 AM	0	0	**3**	**3**	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**6**
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	1	1	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	3
Total Volume	0	0	4	4	0	0	0	0	1	1	0	2	0	0	4	4	10
% App. Total	0	0	100		0	0	0		50	50	0		0	0	100		
PHF	.000	.000	.333	.333	.000	.000	.000	.000	.250	.250	.000	.250	.000	.000	.333	.333	.417

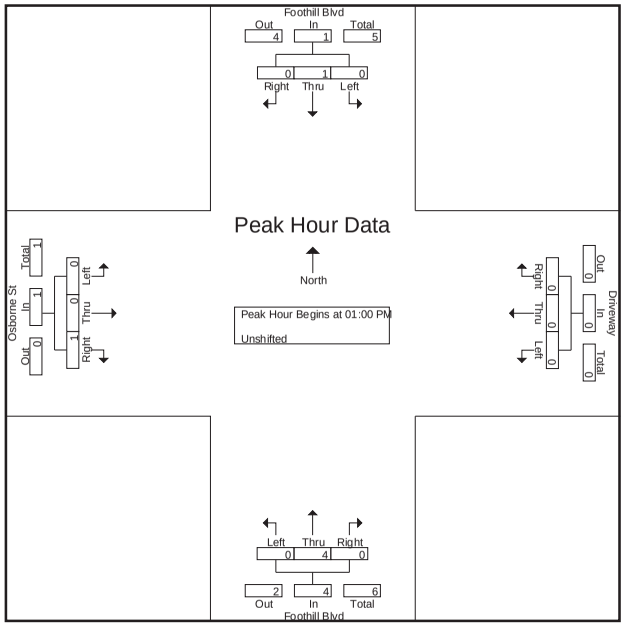


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
01:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:45 PM	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
Total Volume	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.500

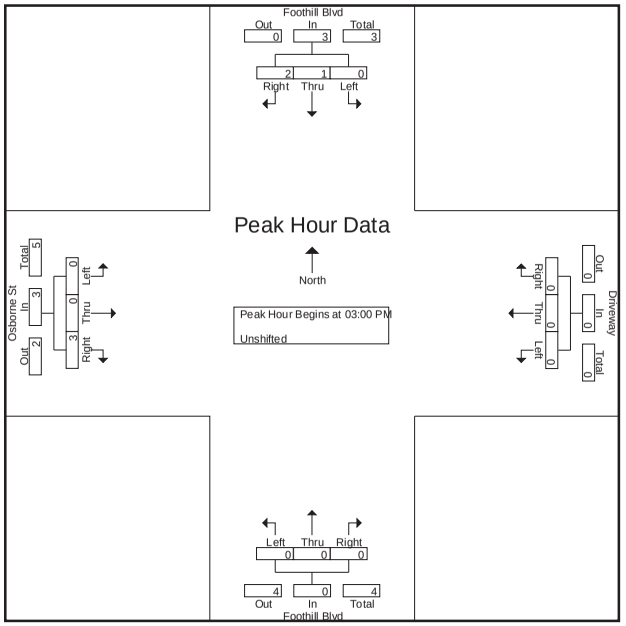


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	**2**	**3**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**4**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	1	2	3	0	0	0	0	0	0	0	0	0	0	3	3	6
% App. Total	0	33.3	66.7		0	0	0		0	0	0		0	0	100		
PHF	.000	.250	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.750	.375



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 2

	Foothill Blvd Southbound			Driveway Westbound			Foothill Blvd Northbound			Osborne St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	0	0	3	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
07:30 AM	0	2	0	0	0	0	1	0	0	1	0	1	5
07:45 AM	0	0	1	0	0	0	1	1	0	1	0	2	6
Total	0	2	2	0	0	0	5	2	0	2	0	4	17
08:00 AM	0	1	0	0	0	0	2	1	0	0	0	0	4
08:15 AM	0	1	0	0	0	0	1	0	0	0	0	1	3
08:30 AM	0	0	0	0	0	0	1	0	0	0	0	2	3
08:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	4	0	0	0	0	4	2	0	0	0	3	13
09:00 AM	0	0	0	0	0	0	3	0	0	0	0	5	8
09:15 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
09:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
09:45 AM	0	1	0	0	0	0	0	0	0	1	0	1	3
Total	0	1	1	0	0	0	4	3	0	1	0	6	16
12:15 PM	0	0	0	0	0	0	1	2	0	0	0	1	4
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	0	1	2	0	3	0	2	8
01:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
01:15 PM	0	0	0	0	0	0	0	1	0	2	0	0	3
01:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	2	0	1	3
Total	0	0	1	0	0	0	1	1	0	5	0	2	10
03:00 PM	0	0	1	0	0	0	2	0	0	4	0	0	7
03:15 PM	0	0	0	0	0	0	0	2	0	3	0	0	5
03:30 PM	0	0	0	0	0	0	1	0	0	2	0	0	3
Total	0	0	1	0	0	0	3	2	0	9	0	0	15
04:00 PM	0	0	1	0	0	0	0	1	0	1	0	1	4
04:15 PM	0	0	0	0	0	0	1	1	0	1	0	1	4
04:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	2	0	0	0	1	2	0	5	0	2	12
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	1	0	0	0	0	0	0	2	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	2
Total	0	0	1	0	0	0	2	0	0	4	0	0	7
Grand Total	0	7	8	0	0	0	21	14	0	29	0	19	98
Apprch %	0	46.7	53.3	0	0	0	60	40	0	60.4	0	39.6	
Total %	0	7.1	8.2	0	0	0	21.4	14.3	0	29.6	0	19.4	

CITY TRAFFIC COUNTERS

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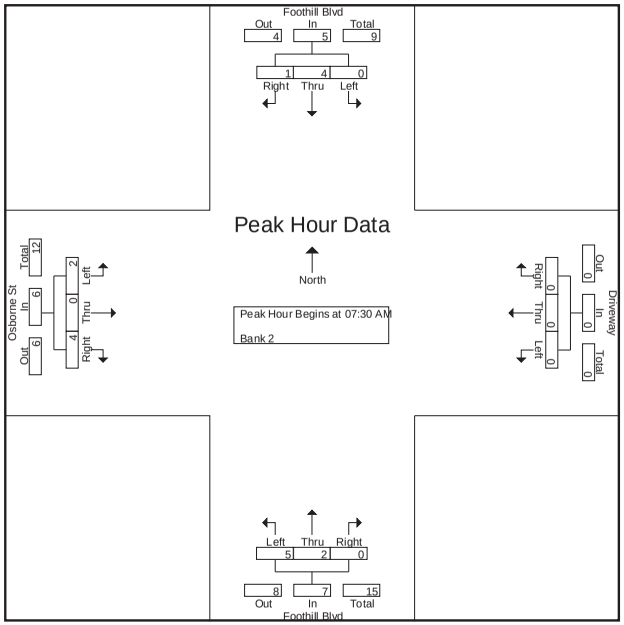
File Name : Foothill_Osborne-Driveway_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**2**	0	**2**	0	0	0	0	1	0	0	1	**1**	0	1	2	5
07:45 AM	0	0	**1**	1	0	0	0	0	1	**1**	0	2	1	0	**2**	**3**	**6**
08:00 AM	0	1	0	1	0	0	0	0	**2**	1	0	**3**	0	0	0	0	4
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
Total Volume	0	4	1	5	0	0	0	0	5	2	0	7	2	0	4	6	18
% App. Total	0	80	20		0	0	0		71.4	28.6	0		33.3	0	66.7		
PHF	.000	.500	.250	.625	.000	.000	.000	.000	.625	.500	.000	.583	.500	.000	.500	.500	.750

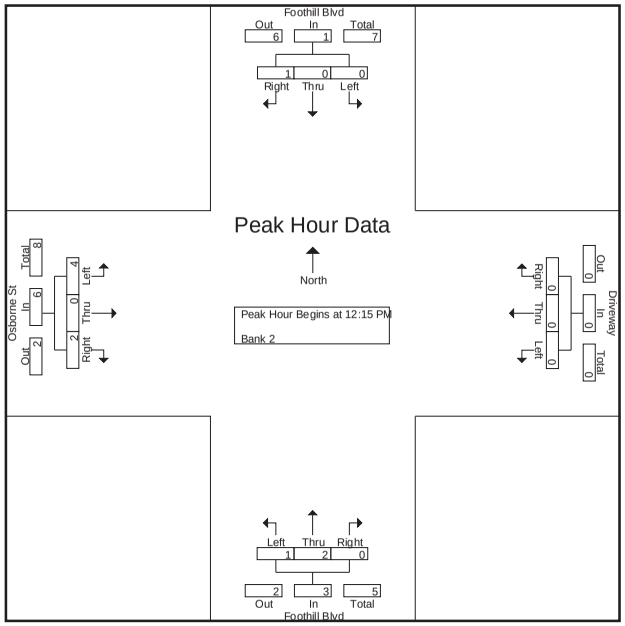


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**	0	0	**1**	1	**4**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	**2**	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	2
01:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	1	1	0	0	0	0	1	2	0	3	4	0	2	6	10
% App. Total	0	0	100		0	0	0		33.3	66.7	0		66.7	0	33.3		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.250	.250	.000	.250	.500	.000	.500	.750	.625

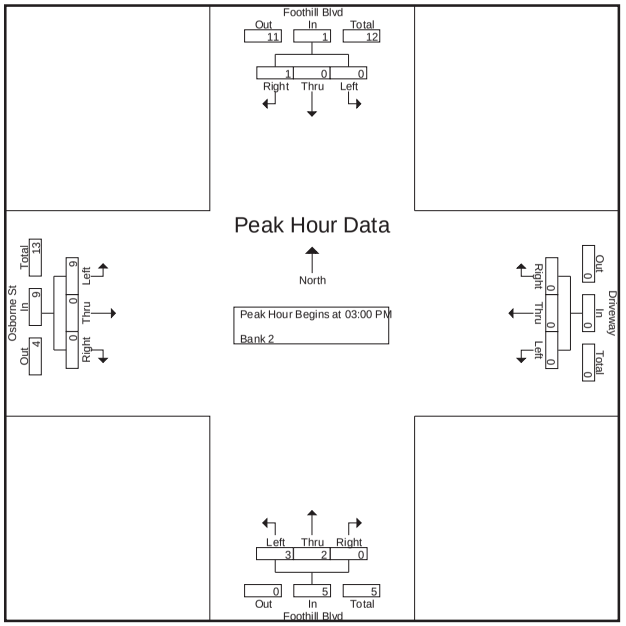


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_Osborne-Driveway_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				Driveway Westbound				Foothill Blvd Northbound				Osborne St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**1**	**1**	0	0	0	0	**2**	0	0	**2**	**4**	0	0	**4**	**7**
03:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	2	3	0	0	3	5
03:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	2	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	3	2	0	5	9	0	0	9	15
% App. Total	0	0	100		0	0	0		60	40	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.375	.250	.000	.625	.563	.000	.000	.563	.536



CITY TRAFFIC COUNTERS
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INT. 32

File Name : Foothill_I-210FrwyEBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	Foothill Blvd Southbound			I-210 Freeway On-Ramp Westbound			Foothill Blvd Northbound			I-210 Freeway Off-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	34	80	0	0	0	0	0	83	75	87	2	29	390
07:15 AM	39	75	0	0	0	0	0	104	65	109	0	26	418
07:30 AM	22	117	0	0	0	0	0	128	61	123	0	44	495
07:45 AM	31	128	0	0	0	0	0	131	58	147	0	70	565
Total	126	400	0	0	0	0	0	446	259	466	2	169	1868
08:00 AM	25	104	0	0	0	0	0	76	51	96	0	59	411
08:15 AM	24	60	0	0	0	0	0	64	53	79	3	45	328
08:30 AM	14	83	0	0	0	0	0	50	48	58	0	31	284
08:45 AM	19	80	0	0	0	0	0	41	53	55	0	41	289
Total	82	327	0	0	0	0	0	231	205	288	3	176	1312
09:00 AM	31	80	0	0	0	0	0	49	46	49	0	17	272
09:15 AM	13	75	0	0	0	0	0	44	48	57	0	18	255
09:30 AM	18	64	0	0	0	0	0	35	30	42	0	20	209
09:45 AM	7	48	0	0	0	0	0	49	44	30	0	16	194
Total	69	267	0	0	0	0	0	177	168	178	0	71	930
12:00 PM	12	57	0	0	0	0	0	55	48	47	0	25	244
12:15 PM	15	56	0	0	0	0	0	64	30	42	0	21	228
12:30 PM	16	41	0	0	0	0	0	48	33	64	0	19	221
12:45 PM	38	46	0	0	0	0	0	61	40	49	0	19	253
Total	81	200	0	0	0	0	0	228	151	202	0	84	946
01:00 PM	32	65	0	0	0	0	0	66	34	68	0	16	281
01:15 PM	28	66	0	0	0	0	0	57	46	55	0	22	274
01:30 PM	22	74	0	0	0	0	0	69	38	66	0	19	288
01:45 PM	20	92	0	0	0	0	0	49	43	63	0	26	293
Total	102	297	0	0	0	0	0	241	161	252	0	83	1136
03:00 PM	13	73	0	0	0	0	0	84	44	74	0	30	318
03:15 PM	16	91	0	0	0	0	0	69	52	73	0	42	343
03:30 PM	36	83	0	0	0	0	0	98	69	80	0	39	405
03:45 PM	23	95	0	0	0	0	0	84	56	66	3	39	366
Total	88	342	0	0	0	0	0	335	221	293	3	150	1432
04:00 PM	27	125	0	0	0	0	0	93	50	90	0	48	433
04:15 PM	45	124	0	0	0	0	0	80	64	74	0	54	441
04:30 PM	24	116	0	0	0	0	0	118	76	94	0	39	467
04:45 PM	16	79	0	0	0	0	0	114	60	70	0	40	379
Total	112	444	0	0	0	0	0	405	250	328	0	181	1720
05:00 PM	17	114	0	0	0	0	0	107	74	79	0	47	438
05:15 PM	17	122	0	0	0	0	0	114	80	79	0	43	455
05:30 PM	17	123	0	0	0	0	0	111	71	85	0	65	472
05:45 PM	21	103	0	0	0	0	0	102	49	90	0	39	404
Total	72	462	0	0	0	0	0	434	274	333	0	194	1769
Grand Total	732	2739	0	0	0	0	0	2497	1689	2340	8	1108	11113
Apprch %	21.1	78.9	0	0	0	0	0	59.7	40.3	67.7	0.2	32.1	
Total %	6.6	24.6	0	0	0	0	0	22.5	15.2	21.1	0.1	10	

CITY TRAFFIC COUNTERS
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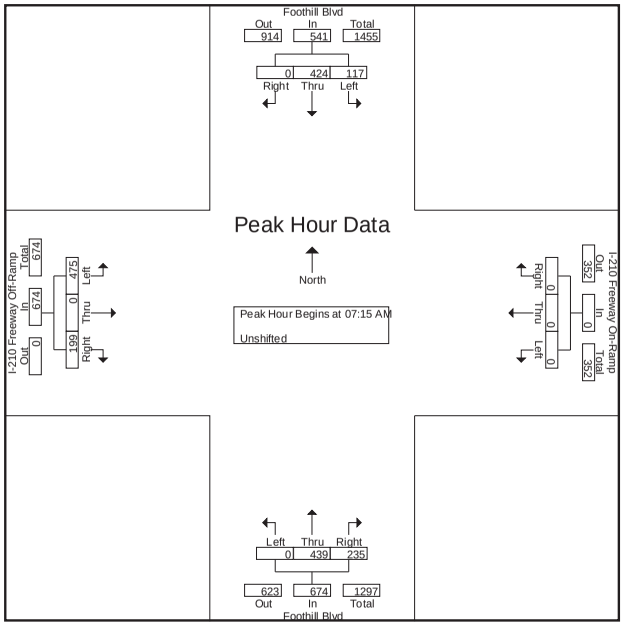
File Name : Foothill_I-210FrwyEBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

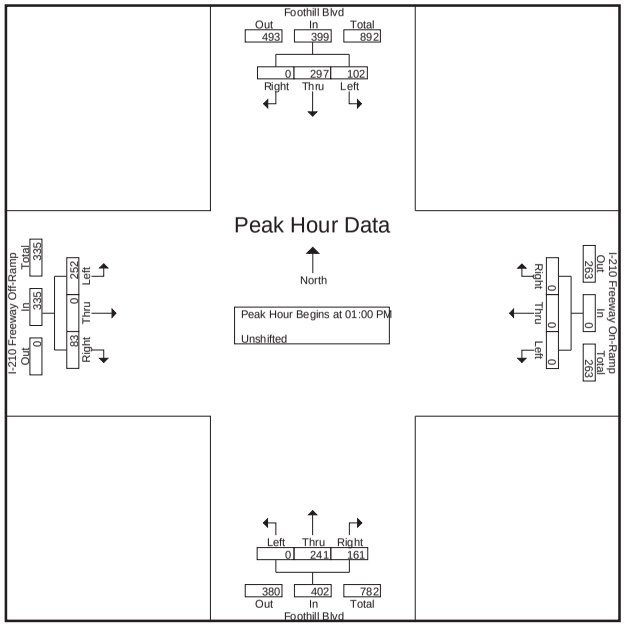
	Foothill Blvd Southbound				I-210 Freeway On-Ramp Westbound				Foothill Blvd Northbound				I-210 Freeway Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**39**	75	0	114	0	0	0	0	0	104	**65**	169	109	0	26	135	418
07:30 AM	22	117	0	139	0	0	0	0	0	128	61	**189**	123	0	44	167	495
07:45 AM	31	**128**	0	**159**	0	0	0	0	0	**131**	58	189	**147**	0	**70**	**217**	**565**
08:00 AM	25	104	0	129	0	0	0	0	0	76	51	127	96	0	59	155	411
Total Volume	117	424	0	541	0	0	0	0	0	439	235	674	475	0	199	674	1889
% App. Total	21.6	78.4	0		0	0	0		0	65.1	34.9		70.5	0	29.5		
PHF	.750	.828	.000	.851	.000	.000	.000	.000	.000	.838	.904	.892	.808	.000	.711	.776	.836



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

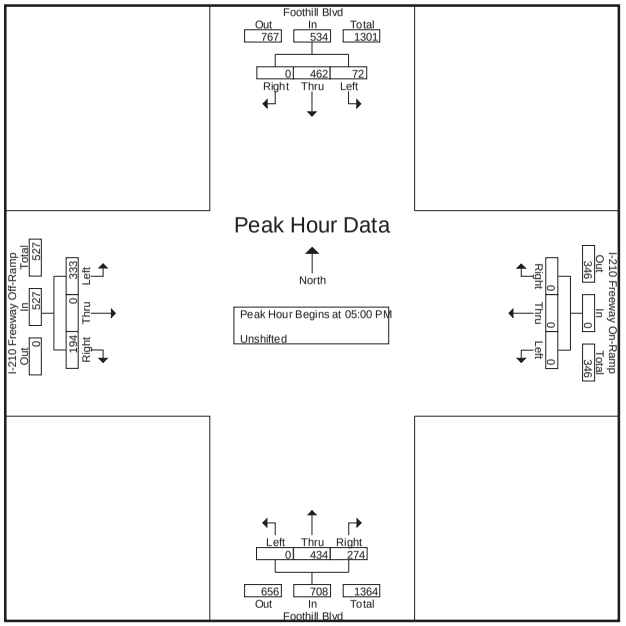
	Foothill Blvd Southbound				I-210 Freeway On-Ramp Westbound				Foothill Blvd Northbound				I-210 Freeway Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**32**	65	0	97	0	0	0	0	0	66	34	100	**68**	0	16	84	281
01:15 PM	28	66	0	94	0	0	0	0	0	57	**46**	103	55	0	22	77	274
01:30 PM	22	74	0	96	0	0	0	0	0	**69**	38	**107**	66	0	19	85	288
01:45 PM	20	**92**	0	**112**	0	0	0	0	0	49	43	92	63	0	**26**	**89**	**293**
Total Volume	102	297	0	399	0	0	0	0	0	241	161	402	252	0	83	335	1136
% App. Total	25.6	74.4	0		0	0	0		0	60	40		75.2	0	24.8		
PHF	.797	.807	.000	.891	.000	.000	.000	.000	.000	.873	.875	.939	.926	.000	.798	.941	.969



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Freeway On-Ramp Westbound				Foothill Blvd Northbound				I-210 Freeway Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	114	0	131	0	0	0	0	0	107	74	181	79	0	47	126	438
05:15 PM	17	122	0	139	0	0	0	0	0	**114**	**80**	**194**	79	0	43	122	455
05:30 PM	17	**123**	0	**140**	0	0	0	0	0	111	71	182	85	0	**65**	**150**	**472**
05:45 PM	**21**	103	0	124	0	0	0	0	0	102	49	151	**90**	0	39	129	404
Total Volume	72	462	0	534	0	0	0	0	0	434	274	708	333	0	194	527	1769
% App. Total	13.5	86.5	0		0	0	0		0	61.3	38.7		63.2	0	36.8		
PHF	.857	.939	.000	.954	.000	.000	.000	.000	.000	.952	.856	.912	.925	.000	.746	.878	.937



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 2

	Foothill Blvd Southbound			I-210 Frwy EB On-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy EB Off-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	0	1
09:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	1	0	0	0	0	3
Grand Total	0	7	0	0	0	0	0	2	0	0	0	0	9
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	77.8	0	0	0	0	0	22.2	0	0	0	0	

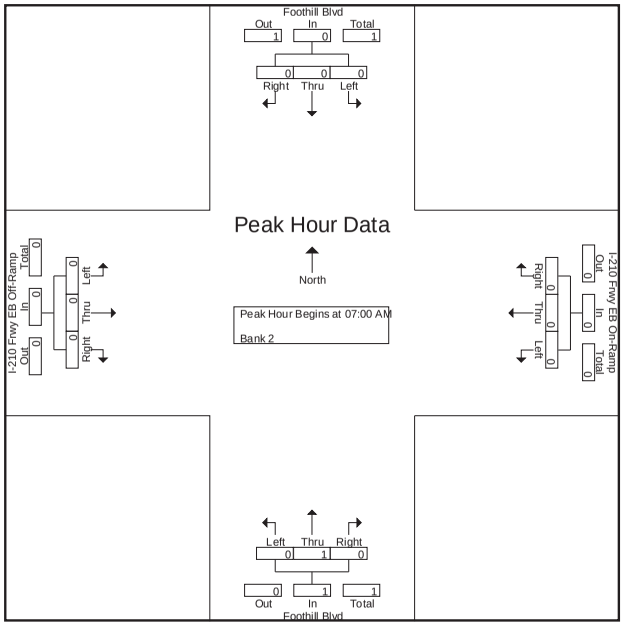
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

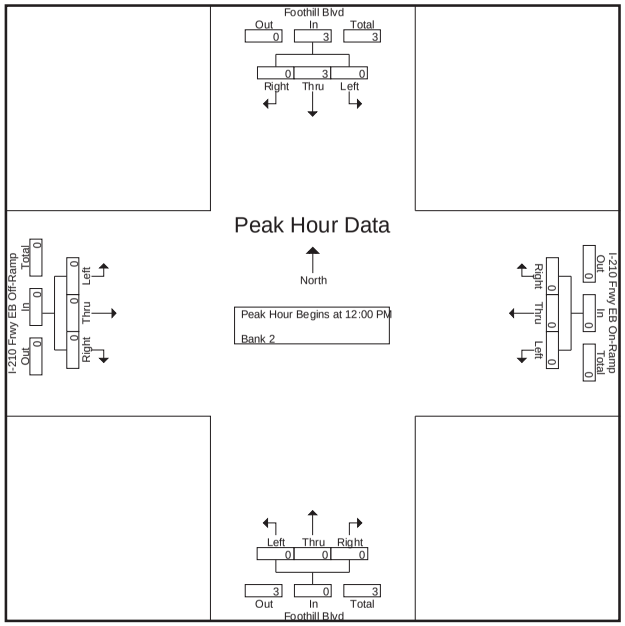


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375

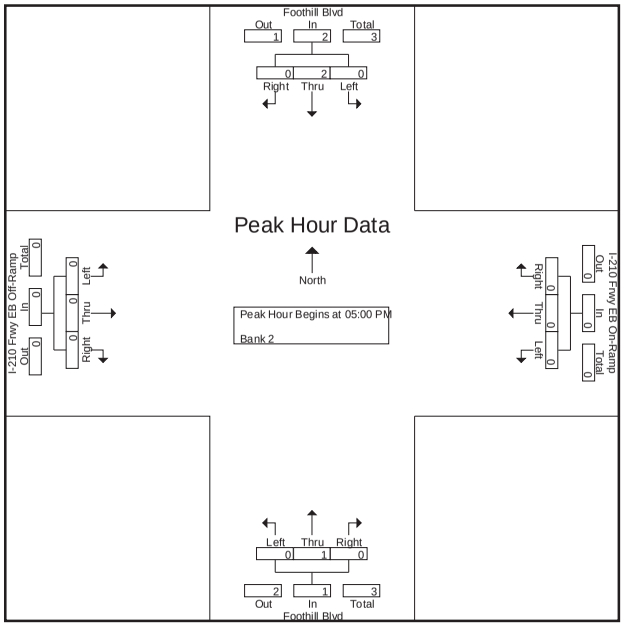


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
05:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 1

	Foothill Blvd Southbound			I-210 Frwy EB On-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy EB Off-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	2	2	0	0	5
07:15 AM	0	1	0	0	0	0	0	0	4	0	0	0	5
07:30 AM	0	2	0	0	0	0	0	4	1	0	0	0	7
07:45 AM	0	2	0	0	0	0	0	1	2	0	0	0	5
Total	0	6	0	0	0	0	0	5	9	2	0	0	22
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	1	3
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	1	0	0	0	2	3
Total	0	1	0	0	0	0	0	1	2	0	0	3	7
09:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
09:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
09:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	4	0	0	0	0	0	1	2	0	0	1	8
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	2	0	0	0	0	0	2	0	1	0	0	5
01:00 PM	0	0	0	0	0	0	0	6	0	0	0	0	6
01:15 PM	0	1	0	0	0	0	0	1	1	1	0	0	4
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	0	3	0	0	0	0	0	0	0	1	0	1	5
Total	0	4	0	0	0	0	0	8	1	2	0	1	16
03:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
03:45 PM	0	1	0	0	0	0	0	2	0	1	0	0	4
Total	0	3	0	0	0	0	0	6	0	2	0	0	11
04:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
Total	0	4	0	0	0	0	0	4	0	0	0	1	9
05:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	2	1	0	0	0	3
Total	0	2	0	0	0	0	0	4	1	0	0	0	7
Grand Total	0	26	0	0	0	0	0	31	15	7	0	6	85
Apprch %	0	100	0	0	0	0	0	67.4	32.6	53.8	0	46.2	
Total %	0	30.6	0	0	0	0	0	36.5	17.6	8.2	0	7.1	

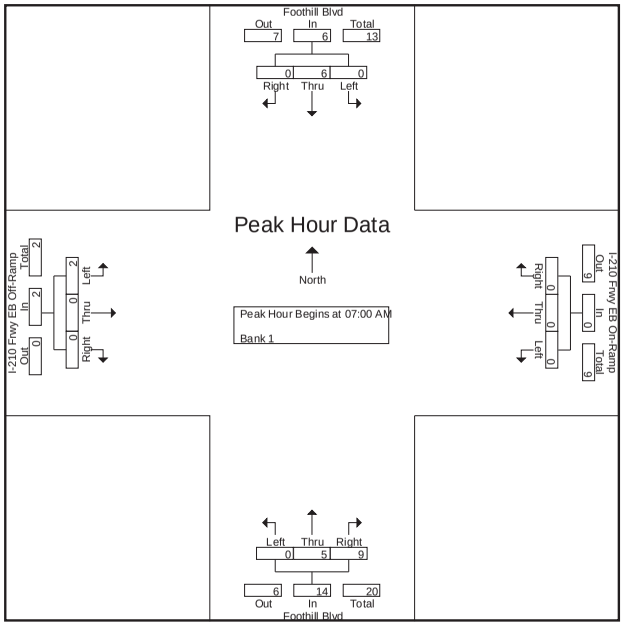
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	0	2	2	**2**	0	0	**2**	5
07:15 AM	0	1	0	1	0	0	0	0	0	0	**4**	4	0	0	0	0	5
07:30 AM	0	**2**	0	**2**	0	0	0	0	0	**4**	1	**5**	0	0	0	0	**7**
07:45 AM	0	2	0	2	0	0	0	0	0	1	2	3	0	0	0	0	5
Total Volume	0	6	0	6	0	0	0	0	0	5	9	14	2	0	0	2	22
% App. Total	0	100	0		0	0	0		0	35.7	64.3		100	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.313	.563	.700	.250	.000	.000	.250	.786

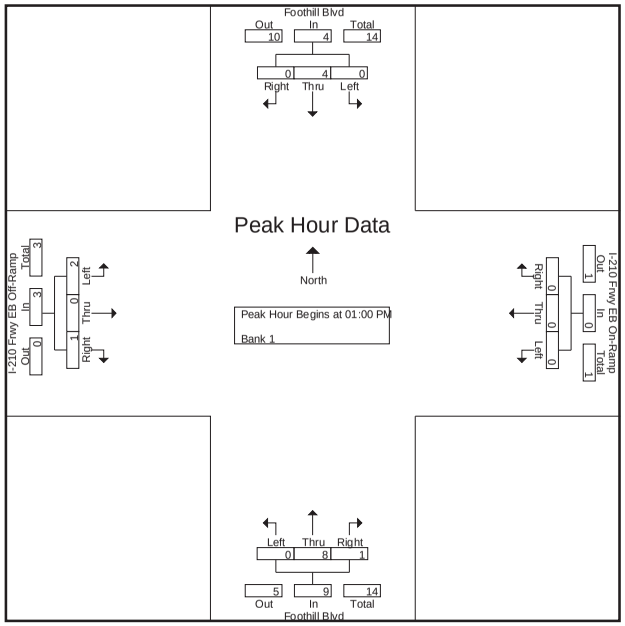


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	**6**	0	**6**	0	0	0	0	**6**
01:15 PM	0	1	0	1	0	0	0	0	0	1	**1**	2	**1**	0	0	1	4
01:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
01:45 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	1	0	**1**	**2**	5
Total Volume	0	4	0	4	0	0	0	0	0	8	1	9	2	0	1	3	16
% App. Total	0	100	0		0	0	0		0	88.9	11.1		66.7	0	33.3		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.333	.250	.375	.500	.000	.250	.375	.667

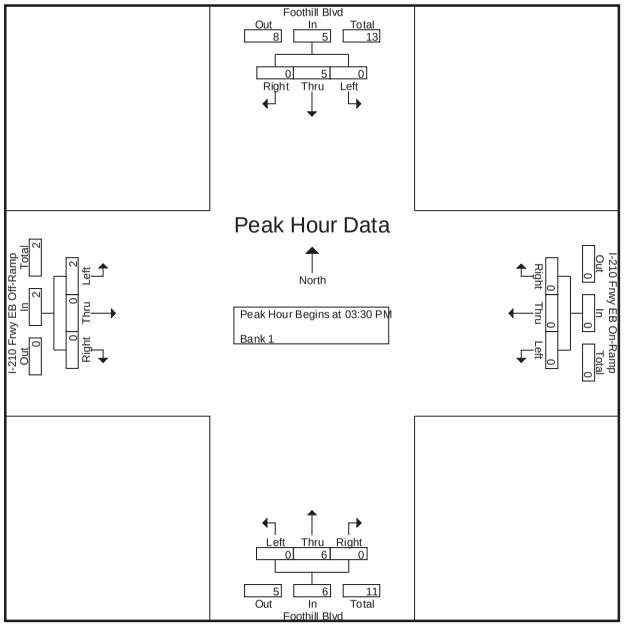


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
03:45 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	1	0	0	1	4
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0	**5**
Total Volume	0	5	0	5	0	0	0	0	0	6	0	6	2	0	0	2	13
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.750	.000	.750	.500	.000	.000	.500	.650



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

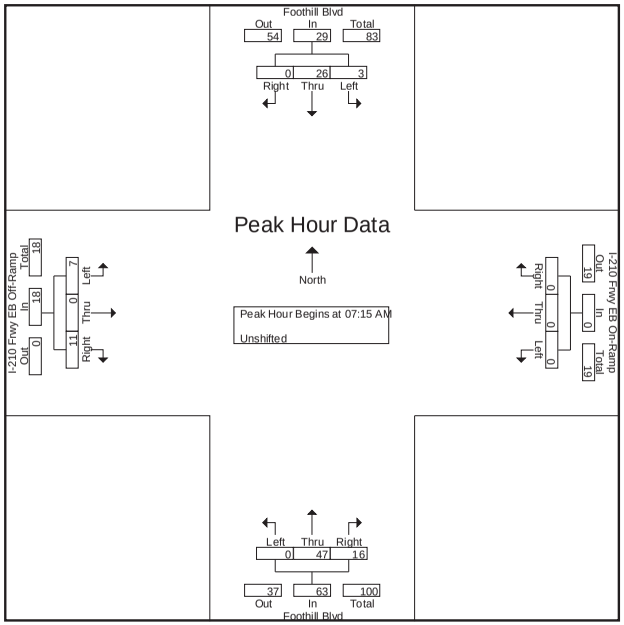
	Foothill Blvd Southbound			I-210 Frwy EB On-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy EB Off-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	0	0	0	0	0	2	3	0	0	1	10
07:15 AM	1	3	0	0	0	0	0	3	8	3	0	3	21
07:30 AM	0	5	0	0	0	0	0	13	3	0	0	2	23
07:45 AM	2	12	0	0	0	0	0	25	3	3	0	1	46
Total	3	24	0	0	0	0	0	43	17	6	0	7	100
08:00 AM	0	6	0	0	0	0	0	6	2	1	0	5	20
08:15 AM	0	3	0	0	0	0	0	3	4	0	0	1	11
08:30 AM	0	8	0	0	0	0	0	1	3	0	0	1	13
08:45 AM	0	7	0	0	0	0	0	5	3	0	0	3	18
Total	0	24	0	0	0	0	0	15	12	1	0	10	62
09:00 AM	0	4	0	0	0	0	0	11	2	0	0	1	18
09:15 AM	0	8	0	0	0	0	0	8	2	0	0	1	19
09:30 AM	0	7	0	0	0	0	0	6	1	1	0	0	15
09:45 AM	1	3	0	0	0	0	0	6	2	0	0	1	13
Total	1	22	0	0	0	0	0	31	7	1	0	3	65
12:00 PM	1	6	0	0	0	0	0	6	2	0	0	0	15
12:15 PM	0	5	0	0	0	0	0	4	2	0	0	0	11
12:30 PM	0	9	0	0	0	0	0	2	2	1	0	0	14
12:45 PM	0	4	0	0	0	0	0	3	2	1	0	2	12
Total	1	24	0	0	0	0	0	15	8	2	0	2	52
01:00 PM	0	4	0	0	0	0	0	2	8	1	0	2	17
01:15 PM	0	8	0	0	0	0	0	6	1	1	0	1	17
01:30 PM	3	11	0	0	0	0	0	3	3	1	0	2	23
01:45 PM	0	4	0	0	0	0	0	5	3	0	0	0	12
Total	3	27	0	0	0	0	0	16	15	3	0	5	69
03:00 PM	0	9	0	0	0	0	0	3	0	1	0	0	13
03:15 PM	2	8	0	0	0	0	0	6	1	2	0	0	19
03:30 PM	0	6	0	0	0	0	0	3	2	1	0	0	12
03:45 PM	2	4	0	0	0	0	0	2	2	1	0	2	13
Total	4	27	0	0	0	0	0	14	5	5	0	2	57
04:00 PM	0	11	0	0	0	0	0	3	1	5	0	2	22
04:15 PM	0	9	0	0	0	0	0	1	0	4	0	2	16
04:30 PM	1	6	0	0	0	0	0	3	1	2	0	0	13
04:45 PM	0	3	0	0	0	0	0	2	2	2	0	0	9
Total	1	29	0	0	0	0	0	9	4	13	0	4	60
05:00 PM	0	4	0	0	0	0	0	1	2	1	0	1	9
05:15 PM	0	7	0	0	0	0	0	5	3	0	0	0	15
05:30 PM	0	5	0	0	0	0	0	5	0	4	0	3	17
05:45 PM	0	8	0	0	0	0	0	4	1	0	0	0	13
Total	0	24	0	0	0	0	0	15	6	5	0	4	54
Grand Total	13	201	0	0	0	0	0	158	74	36	0	37	519
Apprch %	6.1	93.9	0	0	0	0	0	68.1	31.9	49.3	0	50.7	
Total %	2.5	38.7	0	0	0	0	0	30.4	14.3	6.9	0	7.1	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	3	0	4	0	0	0	0	0	3	**8**	11	**3**	0	3	**6**	21
07:30 AM	0	5	0	5	0	0	0	0	0	13	3	16	0	0	2	2	23
07:45 AM	**2**	**12**	0	**14**	0	0	0	0	0	**25**	3	**28**	3	0	1	4	**46**
08:00 AM	0	6	0	6	0	0	0	0	0	6	2	8	1	0	**5**	6	20
Total Volume	3	26	0	29	0	0	0	0	0	47	16	63	7	0	11	18	110
% App. Total	10.3	89.7	0		0	0	0		0	74.6	25.4		38.9	0	61.1		
PHF	.375	.542	.000	.518	.000	.000	.000	.000	.000	.470	.500	.563	.583	.000	.550	.750	.598

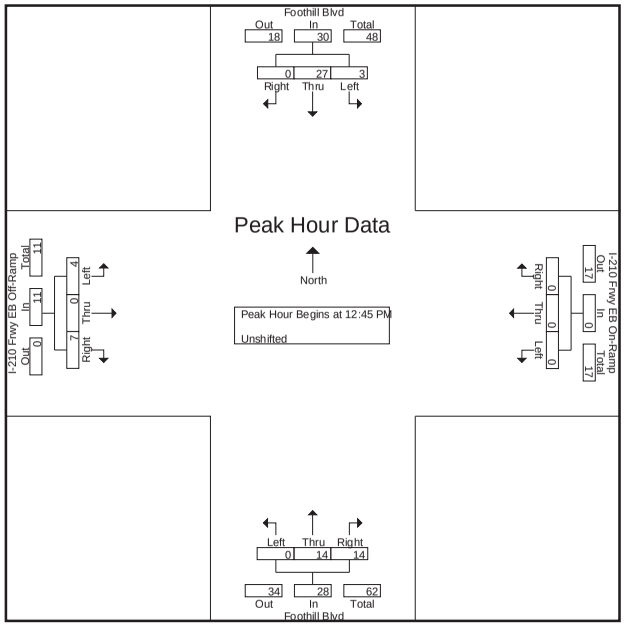


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	4	0	4	0	0	0	0	0	3	2	5	**1**	0	**2**	**3**	12
01:00 PM	0	4	0	4	0	0	0	0	0	2	**8**	**10**	1	0	2	3	17
01:15 PM	0	8	0	8	0	0	0	0	0	**6**	1	7	1	0	1	2	17
01:30 PM	**3**	**11**	0	**14**	0	0	0	0	0	3	3	6	1	0	2	3	**23**
Total Volume	3	27	0	30	0	0	0	0	0	14	14	28	4	0	7	11	69
% App. Total	10	90	0		0	0	0		0	50	50		36.4	0	63.6		
PHF	.250	.614	.000	.536	.000	.000	.000	.000	.000	.583	.438	.700	1.00	.000	.875	.917	.750

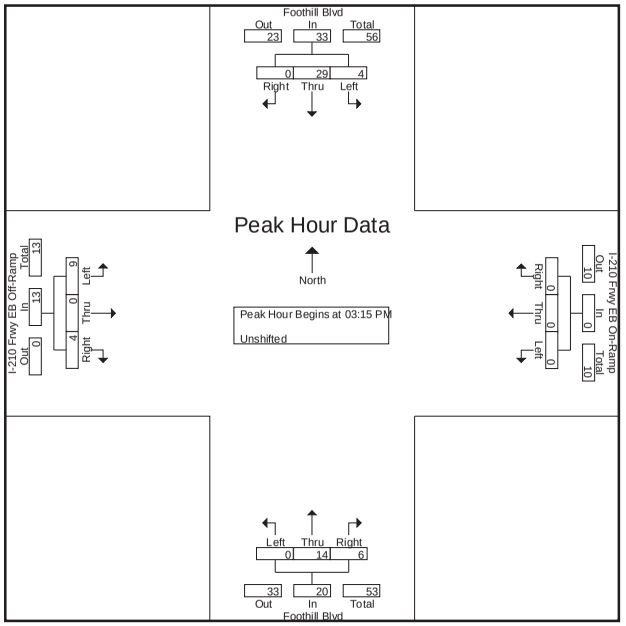


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	**2**	8	0	10	0	0	0	0	0	**6**	1	**7**	2	0	0	2	19
03:30 PM	0	6	0	6	0	0	0	0	0	3	**2**	5	1	0	0	1	12
03:45 PM	2	4	0	6	0	0	0	0	0	2	2	4	1	0	**2**	3	13
04:00 PM	0	**11**	0	**11**	0	0	0	0	0	3	1	4	**5**	0	2	**7**	**22**
Total Volume	4	29	0	33	0	0	0	0	0	14	6	20	9	0	4	13	66
% App. Total	12.1	87.9	0		0	0	0		0	70	30		69.2	0	30.8		
PHF	.500	.659	.000	.750	.000	.000	.000	.000	.000	.583	.750	.714	.450	.000	.500	.464	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	Foothill Blvd Southbound			I-210 Frwy EB On-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy EB Off-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	0	0	0	0	0	2	3	0	0	1	10
07:15 AM	1	3	0	0	0	0	0	3	8	3	0	3	21
07:30 AM	0	5	0	0	0	0	0	13	3	0	0	2	23
07:45 AM	2	12	0	0	0	0	0	25	3	3	0	1	46
Total	3	24	0	0	0	0	0	43	17	6	0	7	100
08:00 AM	0	6	0	0	0	0	0	6	2	1	0	5	20
08:15 AM	0	3	0	0	0	0	0	3	4	0	0	1	11
08:30 AM	0	8	0	0	0	0	0	1	3	0	0	1	13
08:45 AM	0	7	0	0	0	0	0	5	3	0	0	3	18
Total	0	24	0	0	0	0	0	15	12	1	0	10	62
09:00 AM	0	3	0	0	0	0	0	11	2	0	0	1	17
09:15 AM	0	3	0	0	0	0	0	3	2	0	0	1	9
09:30 AM	0	2	0	0	0	0	0	6	1	1	0	0	10
09:45 AM	0	2	0	0	0	0	0	1	2	0	0	1	6
Total	0	10	0	0	0	0	0	21	7	1	0	3	42
12:00 PM	0	3	0	0	0	0	0	2	2	0	0	0	7
12:15 PM	0	2	0	0	0	0	0	4	2	0	0	0	8
12:30 PM	0	9	0	0	0	0	0	2	2	0	0	0	13
12:45 PM	0	2	0	0	0	0	0	3	2	1	0	2	10
Total	0	16	0	0	0	0	0	11	8	1	0	2	38
01:00 PM	0	4	0	0	0	0	0	2	10	1	0	2	19
01:15 PM	0	7	0	0	0	0	0	6	1	1	0	1	16
01:30 PM	3	11	0	0	0	0	0	3	3	0	0	2	22
01:45 PM	0	5	0	0	0	0	0	2	3	0	0	0	10
Total	3	27	0	0	0	0	0	13	17	2	0	5	67
03:00 PM	0	9	0	0	0	0	0	3	0	1	0	0	13
03:15 PM	2	8	0	0	0	0	0	2	1	2	0	0	15
03:30 PM	0	3	0	0	0	0	0	2	2	1	0	0	8
03:45 PM	2	4	0	0	0	0	0	2	2	1	0	2	13
Total	4	24	0	0	0	0	0	9	5	5	0	2	49
04:00 PM	0	11	0	0	0	0	0	3	1	5	0	2	22
04:15 PM	0	9	0	0	0	0	0	1	0	4	0	2	16
04:30 PM	1	6	0	0	0	0	0	1	6	2	0	0	16
04:45 PM	0	1	0	0	0	0	0	2	2	2	0	0	7
Total	1	27	0	0	0	0	0	7	9	13	0	4	61
05:00 PM	0	4	0	0	0	0	0	1	2	0	0	1	8
05:15 PM	0	7	0	0	0	0	0	5	5	0	0	0	17
05:30 PM	0	7	0	0	0	0	0	5	0	4	0	3	19
05:45 PM	0	6	0	0	0	0	0	4	1	0	0	0	11
Total	0	24	0	0	0	0	0	15	8	4	0	4	55
Grand Total	11	176	0	0	0	0	0	134	83	33	0	37	474
Apprch %	5.9	94.1	0	0	0	0	0	61.8	38.2	47.1	0	52.9	
Total %	2.3	37.1	0	0	0	0	0	28.3	17.5	7	0	7.8	

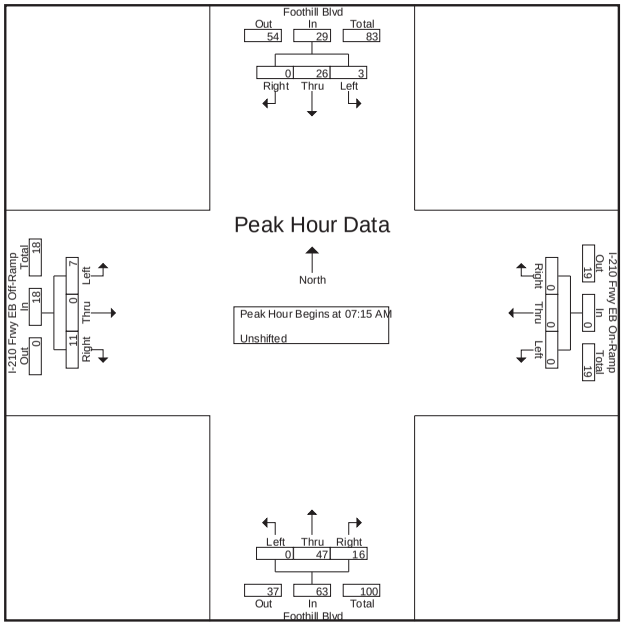
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_3-Axle
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	3	0	4	0	0	0	0	0	3	**8**	11	**3**	0	3	**6**	21
07:30 AM	0	5	0	5	0	0	0	0	0	13	3	16	0	0	2	2	23
07:45 AM	**2**	**12**	0	**14**	0	0	0	0	0	**25**	3	**28**	3	0	1	4	**46**
08:00 AM	0	6	0	6	0	0	0	0	0	6	2	8	1	0	**5**	6	20
Total Volume	3	26	0	29	0	0	0	0	0	47	16	63	7	0	11	18	110
% App. Total	10.3	89.7	0		0	0	0		0	74.6	25.4		38.9	0	61.1		
PHF	.375	.542	.000	.518	.000	.000	.000	.000	.000	.470	.500	.563	.583	.000	.550	.750	.598

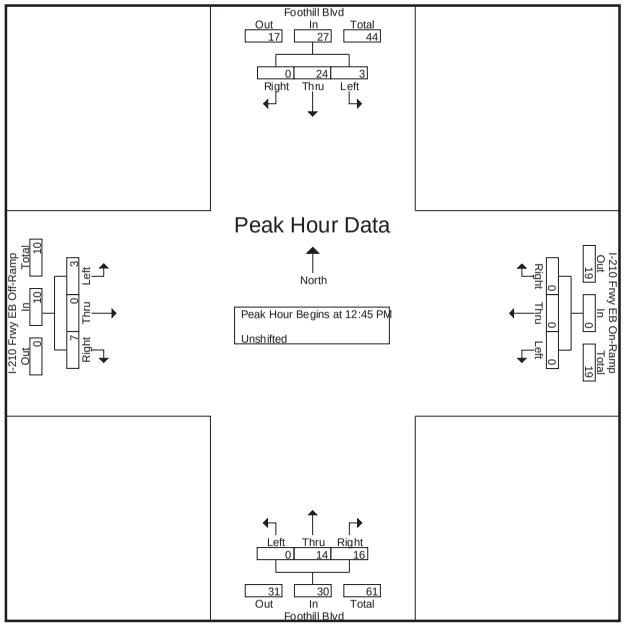


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	2	0	2	0	0	0	0	0	3	2	5	**1**	0	**2**	**3**	10
01:00 PM	0	4	0	4	0	0	0	0	0	2	**10**	**12**	1	0	2	3	19
01:15 PM	0	7	0	7	0	0	0	0	0	**6**	1	7	1	0	1	2	16
01:30 PM	**3**	**11**	0	**14**	0	0	0	0	0	3	3	6	0	0	2	2	**22**
Total Volume	3	24	0	27	0	0	0	0	0	14	16	30	3	0	7	10	67
% App. Total	11.1	88.9	0		0	0	0		0	46.7	53.3		30	0	70		
PHF	.250	.545	.000	.482	.000	.000	.000	.000	.000	.583	.400	.625	.750	.000	.875	.833	.761

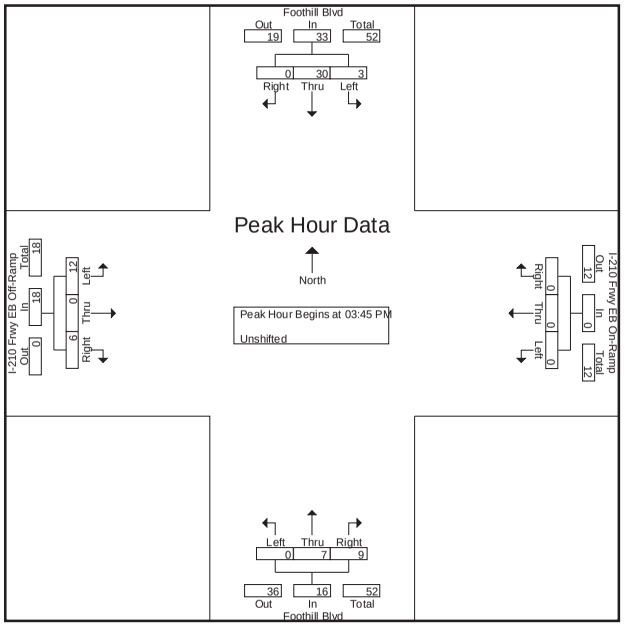


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	**2**	4	0	6	0	0	0	0	0	2	2	4	1	0	**2**	3	13
04:00 PM	0	**11**	0	**11**	0	0	0	0	0	**3**	1	4	**5**	0	2	**7**	**22**
04:15 PM	0	9	0	9	0	0	0	0	0	1	0	1	4	0	2	6	16
04:30 PM	1	6	0	7	0	0	0	0	0	1	**6**	**7**	2	0	0	2	16
Total Volume	3	30	0	33	0	0	0	0	0	7	9	16	12	0	6	18	67
% App. Total	9.1	90.9	0		0	0	0		0	43.8	56.2		66.7	0	33.3		
PHF	.375	.682	.000	.750	.000	.000	.000	.000	.000	.583	.375	.571	.600	.000	.750	.643	.761



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

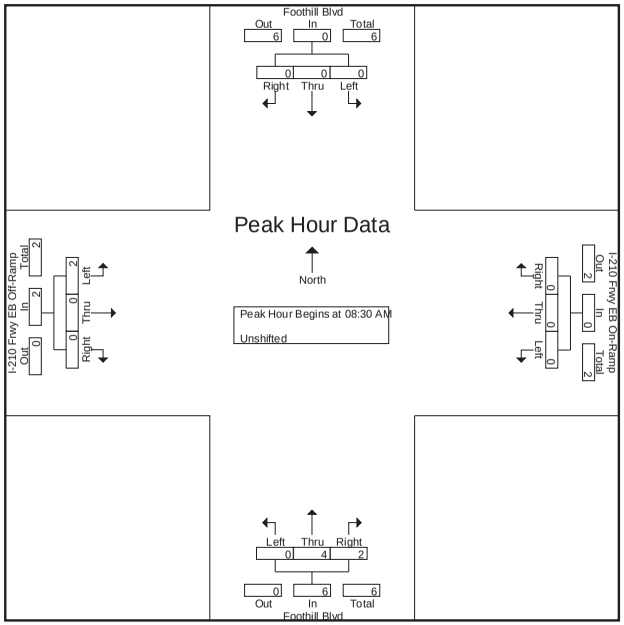
	Foothill Blvd Southbound			I-210 Frwy EB On-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy EB Off-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	1	1	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	1	1	1	0	0	3
Total	0	0	0	0	0	0	0	2	1	1	0	0	4
09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	2	1	1	0	0	4
09:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	0	0	0	3	1	1	0	0	7
12:15 PM	0	0	0	0	0	0	0	0	2	0	0	1	3
Total	0	0	0	0	0	0	0	0	2	0	0	1	3
01:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	1	0	0	0	0	0	0	1	0	0	1	3
Total	0	3	0	0	0	0	0	0	2	0	0	1	6
03:00 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	2
Total	1	0	0	0	0	0	0	3	1	1	0	0	6
04:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	3	0	0	0	2	5
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	0	0	0	0	0	0	0	0	0	0	2	3
Grand Total	2	5	0	0	0	0	0	12	8	3	0	6	36
Apprch %	28.6	71.4	0	0	0	0	0	60	40	33.3	0	66.7	
Total %	5.6	13.9	0	0	0	0	0	33.3	22.2	8.3	0	16.7	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	0	1	**1**	2	**1**	0	0	**1**	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	**2**	1	**3**	1	0	0	1	**4**
Total Volume	0	0	0	0	0	0	0	0	0	4	2	6	2	0	0	2	8
% App. Total	0	0	0		0	0	0		0	66.7	33.3		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.500	.500	.000	.000	.500	.500

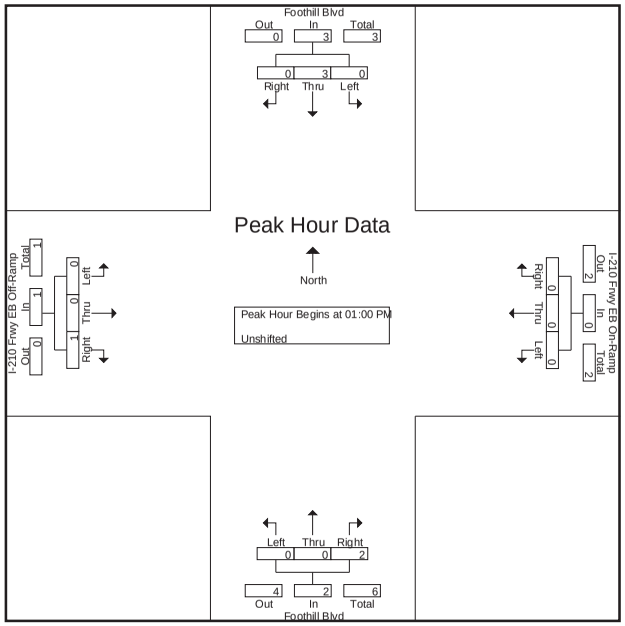


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
01:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	**1**	**1**	**3**
Total Volume	0	3	0	3	0	0	0	0	0	0	2	2	0	0	1	1	6
% App. Total	0	100	0		0	0	0		0	0	100		0	0	100		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.250	.250	.500

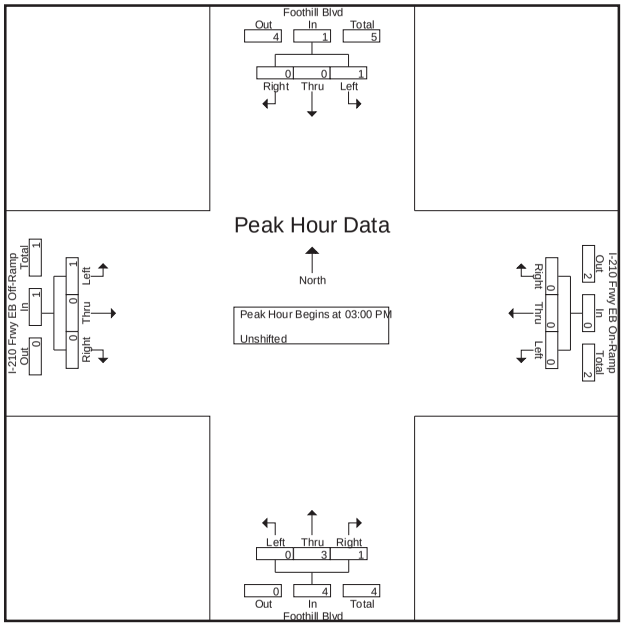


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	0	0	**1**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	**1**	0	0	**1**	2
Total Volume	1	0	0	1	0	0	0	0	0	3	1	4	1	0	0	1	6
% App. Total	100	0	0		0	0	0		0	75	25		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.375	.250	.500	.250	.000	.000	.250	.500



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 2

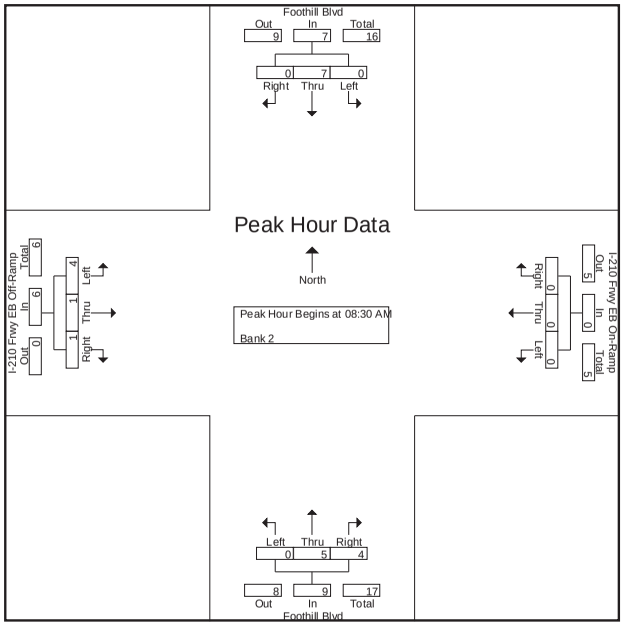
	Foothill Blvd Southbound			I-210 Frwy EB On-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy EB Off-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	1	3
07:30 AM	0	1	0	0	0	0	0	2	1	0	0	0	4
07:45 AM	0	2	0	0	0	0	0	1	1	0	0	0	4
Total	0	6	0	0	0	0	0	3	3	1	0	1	14
08:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	2	0	0	0	1	3
08:30 AM	0	0	0	0	0	0	0	1	1	1	1	1	5
08:45 AM	0	1	0	0	0	0	0	1	1	0	0	0	3
Total	0	4	0	0	0	0	0	5	2	1	1	2	15
09:00 AM	0	3	0	0	0	0	0	3	2	2	0	0	10
09:15 AM	0	3	0	0	0	0	0	0	0	1	0	0	4
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	0	7	0	0	0	0	0	3	4	3	0	0	17
12:15 PM	1	1	0	0	0	0	0	0	1	1	0	2	6
12:30 PM	2	0	0	0	0	0	0	0	1	1	0	0	4
Total	3	1	0	0	0	0	0	0	2	2	0	2	10
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
01:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	2	0	0	0	0	0	0	2	0	0	0	4
03:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
03:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	0	3	0	0	0	0	0	0	1	0	0	2	6
04:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:15 PM	1	2	0	0	0	0	0	1	0	0	0	0	4
Total	1	3	0	0	0	0	0	2	0	0	0	0	6
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	4	28	0	0	0	0	0	13	14	7	1	7	74
Apprch %	12.5	87.5	0	0	0	0	0	48.1	51.9	46.7	6.7	46.7	
Total %	5.4	37.8	0	0	0	0	0	17.6	18.9	9.5	1.4	9.5	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	1	**1**	**1**	**3**	5
08:45 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
09:00 AM	0	**3**	0	**3**	0	0	0	0	0	**3**	**2**	**5**	**2**	0	0	2	**10**
09:15 AM	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total Volume	0	7	0	7	0	0	0	0	0	5	4	9	4	1	1	6	22
% App. Total	0	100	0		0	0	0		0	55.6	44.4		66.7	16.7	16.7		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.417	.500	.450	.500	.250	.250	.500	.550

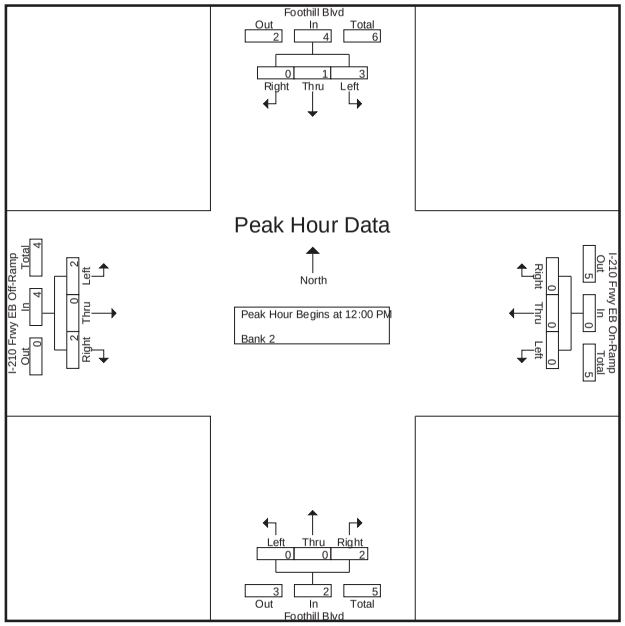


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	**1**	0	**2**	0	0	0	0	0	0	**1**	**1**	**1**	0	**2**	**3**	**6**
12:30 PM	**2**	0	0	2	0	0	0	0	0	0	1	1	1	0	0	1	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	1	0	4	0	0	0	0	0	0	2	2	2	0	2	4	10
% App. Total	75	25	0		0	0	0		0	0	100		50	0	50		
PHF	.375	.250	.000	.500	.000	.000	.000	.000	.000	.000	.500	.500	.500	.000	.250	.333	.417

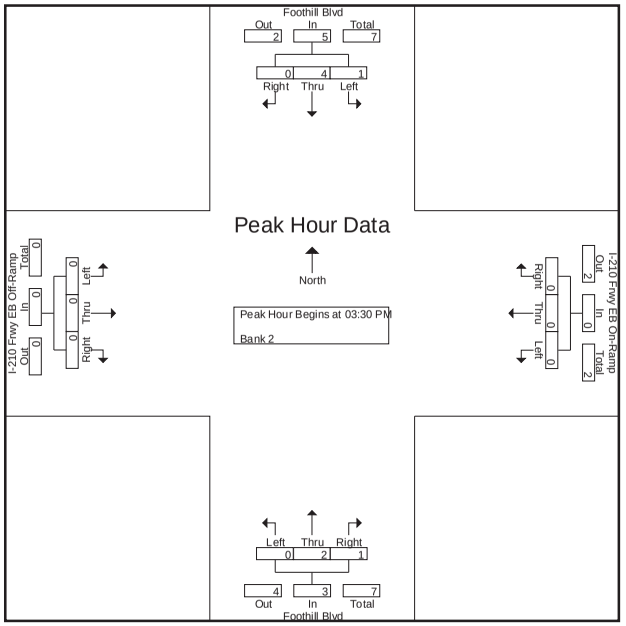


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyEBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy EB On-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy EB Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	1	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	0	1	0	0	0	0	0	**1**	0	1	0	0	0	0	2
04:15 PM	**1**	**2**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	**4**
Total Volume	1	4	0	5	0	0	0	0	0	2	1	3	0	0	0	0	8
% App. Total	20	80	0		0	0	0		0	66.7	33.3		0	0	0		
PHF	.250	.500	.000	.417	.000	.000	.000	.000	.000	.500	.250	.750	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 33

File Name : Foothill_I-210FrwyWBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

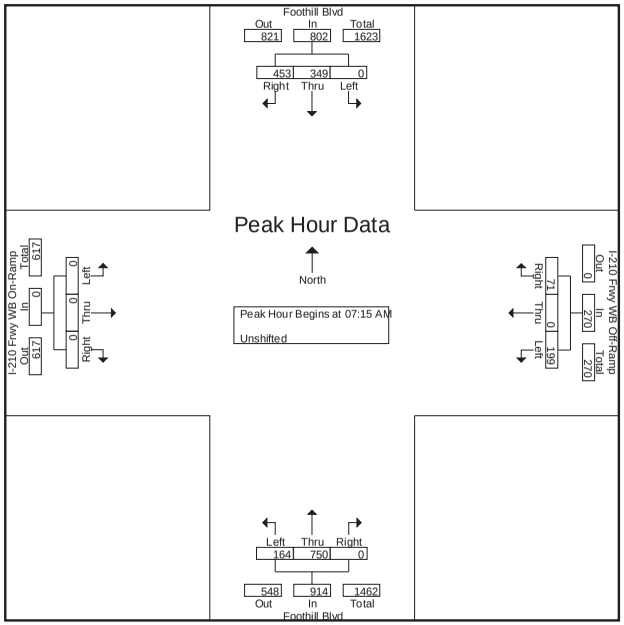
Groups Printed- Unshifted

	Foothill Blvd Southbound			I-210 Frwy WB Off-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy WB On-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	79	97	39	0	15	33	137	0	0	0	0	400
07:15 AM	0	72	94	44	0	15	44	170	0	0	0	0	439
07:30 AM	0	85	152	55	0	23	48	203	0	0	0	0	566
07:45 AM	0	109	115	54	0	18	40	237	0	0	0	0	573
Total	0	345	458	192	0	71	165	747	0	0	0	0	1978
08:00 AM	0	83	92	46	0	15	32	140	0	0	0	0	408
08:15 AM	0	62	71	22	0	23	36	106	0	0	0	0	320
08:30 AM	0	69	61	38	0	22	19	92	0	0	0	0	301
08:45 AM	0	57	55	41	0	10	17	81	0	0	0	0	261
Total	0	271	279	147	0	70	104	419	0	0	0	0	1290
09:00 AM	0	62	45	49	0	13	25	74	0	0	0	0	268
09:15 AM	0	41	32	48	0	12	16	85	0	0	0	0	234
09:30 AM	0	38	39	46	0	15	21	59	0	0	0	0	218
09:45 AM	0	35	23	21	0	9	18	64	0	0	0	0	170
Total	0	176	139	164	0	49	80	282	0	0	0	0	890
12:00 PM	0	50	55	22	0	4	17	88	0	0	0	0	236
12:15 PM	0	42	53	32	0	8	20	87	0	0	0	0	242
12:30 PM	0	37	40	19	0	15	21	89	0	0	0	0	221
12:45 PM	0	61	52	23	0	18	20	92	0	0	0	0	266
Total	0	190	200	96	0	45	78	356	0	0	0	0	965
01:00 PM	0	55	74	42	0	12	24	110	0	0	0	0	317
01:15 PM	0	56	55	38	0	12	17	99	0	0	0	0	277
01:30 PM	0	66	55	31	0	19	20	113	0	0	0	0	304
01:45 PM	0	81	46	32	0	13	12	100	0	0	0	0	284
Total	0	258	230	143	0	56	73	422	0	0	0	0	1182
03:00 PM	0	54	55	34	0	21	28	130	0	0	0	0	322
03:15 PM	0	64	58	39	0	17	21	120	0	0	0	0	319
03:30 PM	0	63	73	57	0	19	50	129	0	0	0	0	391
03:45 PM	0	56	45	62	0	22	57	100	0	0	0	0	342
Total	0	237	231	192	0	79	156	479	0	0	0	0	1374
04:00 PM	0	104	89	49	0	20	39	144	0	0	0	0	445
04:15 PM	0	105	81	65	0	25	27	125	0	0	0	0	428
04:30 PM	0	75	74	65	0	25	49	161	0	0	0	0	449
04:45 PM	0	54	71	42	0	18	25	158	0	0	0	0	368
Total	0	338	315	221	0	88	140	588	0	0	0	0	1690
05:00 PM	0	77	78	57	0	34	48	138	0	0	0	0	432
05:15 PM	0	80	55	59	0	24	34	158	0	0	0	0	410
05:30 PM	0	75	85	65	0	25	29	167	0	0	0	0	446
05:45 PM	0	66	76	58	0	34	28	163	0	0	0	0	425
Total	0	298	294	239	0	117	139	626	0	0	0	0	1713
Grand Total	0	2113	2146	1394	0	575	935	3919	0	0	0	0	11082
Apprch %	0	49.6	50.4	70.8	0	29.2	19.3	80.7	0	0	0	0	
Total %	0	19.1	19.4	12.6	0	5.2	8.4	35.4	0	0	0	0	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	72	94	166	44	0	15	59	44	170	0	214	0	0	0	0	439
07:30 AM	0	85	**152**	**237**	**55**	0	**23**	**78**	**48**	203	0	251	0	0	0	0	566
07:45 AM	0	**109**	115	224	54	0	18	72	40	**237**	0	**277**	0	0	0	0	**573**
08:00 AM	0	83	92	175	46	0	15	61	32	140	0	172	0	0	0	0	408
Total Volume	0	349	453	802	199	0	71	270	164	750	0	914	0	0	0	0	1986
% App. Total	0	43.5	56.5		73.7	0	26.3		17.9	82.1	0		0	0	0		
PHF	.000	.800	.745	.846	.905	.000	.772	.865	.854	.791	.000	.825	.000	.000	.000	.000	.866

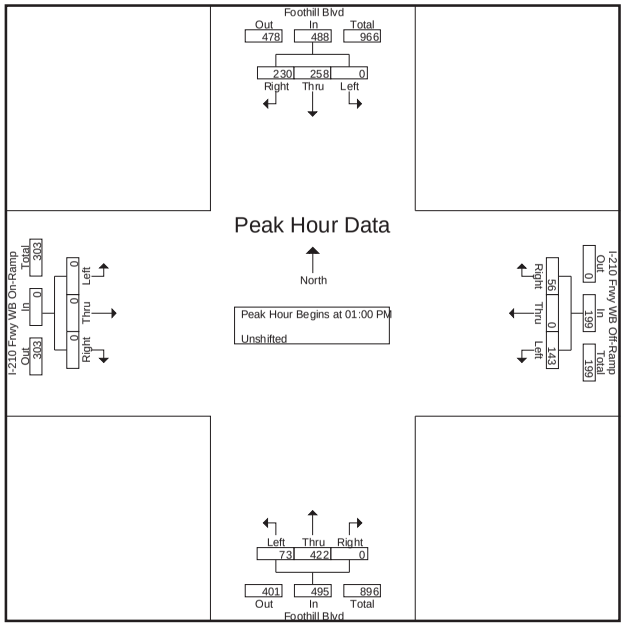


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	55	**74**	**129**	**42**	0	12	**54**	**24**	110	0	**134**	0	0	0	0	**317**
01:15 PM	0	56	55	111	38	0	12	50	17	99	0	116	0	0	0	0	277
01:30 PM	0	66	55	121	31	0	**19**	50	20	**113**	0	133	0	0	0	0	304
01:45 PM	0	**81**	46	127	32	0	13	45	12	100	0	112	0	0	0	0	284
Total Volume	0	258	230	488	143	0	56	199	73	422	0	495	0	0	0	0	1182
% App. Total	0	52.9	47.1		71.9	0	28.1		14.7	85.3	0		0	0	0		
PHF	.000	.796	.777	.946	.851	.000	.737	.921	.760	.934	.000	.924	.000	.000	.000	.000	.932

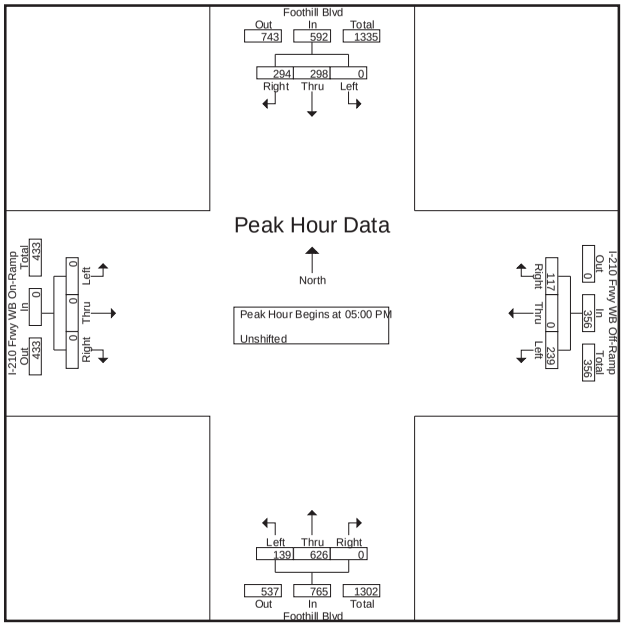


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	77	78	155	57	0	**34**	91	**48**	138	0	186	0	0	0	0	432
05:15 PM	0	**80**	55	135	59	0	24	83	34	158	0	192	0	0	0	0	410
05:30 PM	0	75	**85**	**160**	**65**	0	25	90	29	**167**	0	**196**	0	0	0	0	**446**
05:45 PM	0	66	76	142	58	0	34	**92**	28	163	0	191	0	0	0	0	425
Total Volume	0	298	294	592	239	0	117	356	139	626	0	765	0	0	0	0	1713
% App. Total	0	50.3	49.7		67.1	0	32.9		18.2	81.8	0		0	0	0		
PHF	.000	.931	.865	.925	.919	.000	.860	.967	.724	.937	.000	.976	.000	.000	.000	.000	.960



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 2

	Foothill Blvd Southbound			I-210 Frwy WB Off-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy WB On-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	4	0	0	0	0	0	0	0	0	0	4
Total	0	0	4	0	0	0	1	0	0	0	0	0	5
09:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	1	0	0	0	0	0	0	3
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	0	0	0	0	0	0	0	0	3
01:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	0	0	0	0	0	0	0	0	0	4
03:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	0	0	0	0	1	0	0	0	0	4
Grand Total	0	5	12	2	0	1	1	1	0	0	0	0	22
Apprch %	0	29.4	70.6	66.7	0	33.3	50	50	0	0	0	0	
Total %	0	22.7	54.5	9.1	0	4.5	4.5	4.5	0	0	0	0	

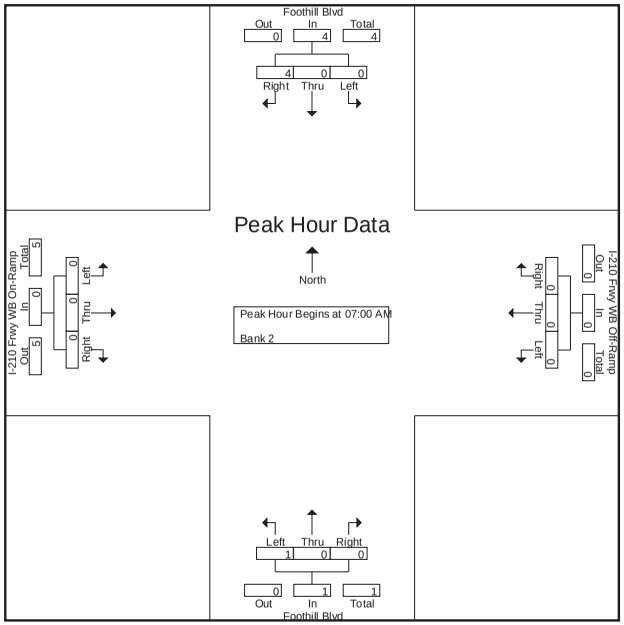
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	**4**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
Total Volume	0	0	4	4	0	0	0	0	1	0	0	1	0	0	0	0	5
% App. Total	0	0	100		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.313

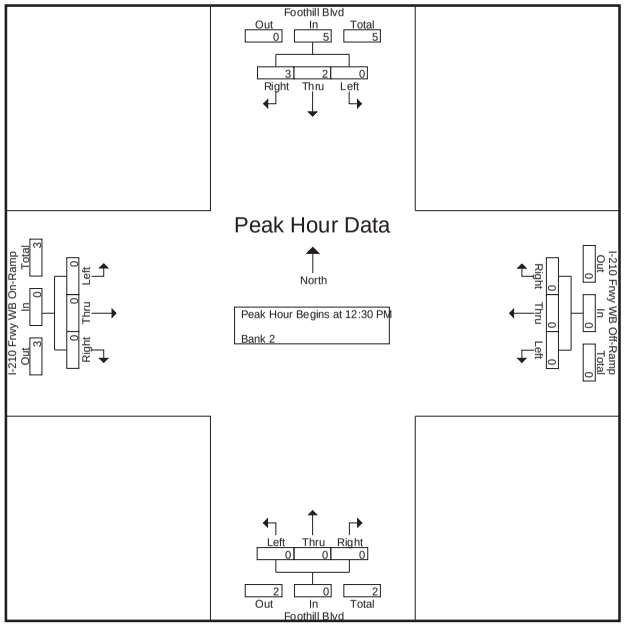


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	**2**	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	5
% App. Total	0	40	60		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.375	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625

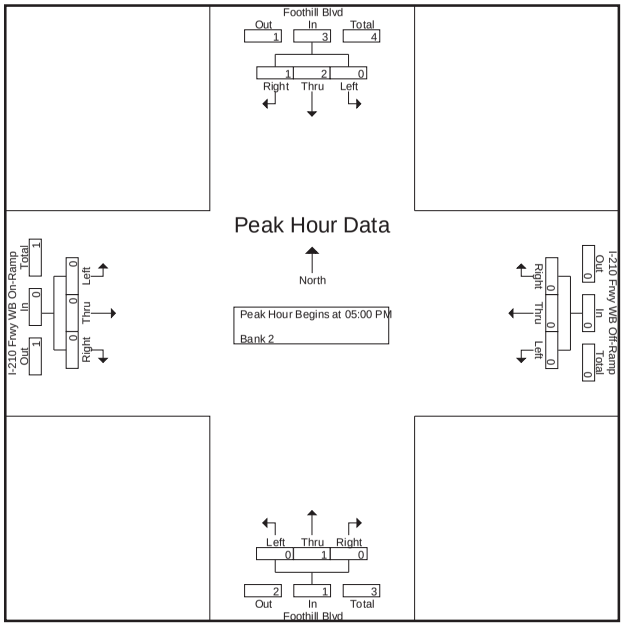


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_Motorcycles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:30 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% App. Total	0	66.7	33.3		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	1.00



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 1

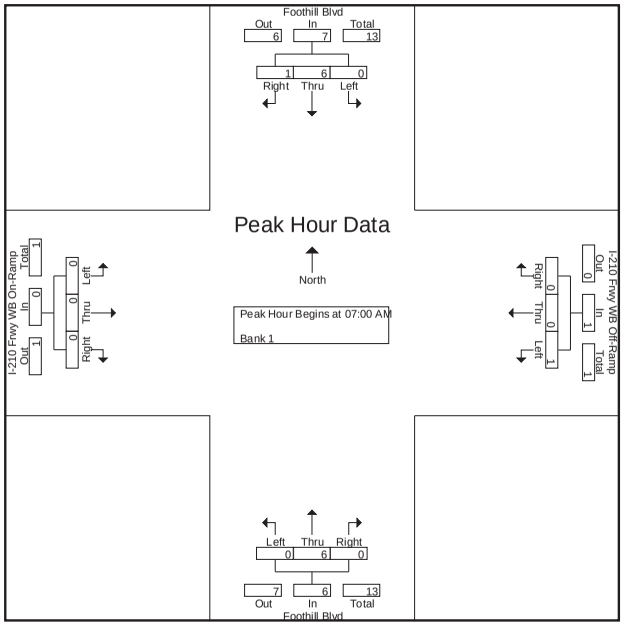
	Foothill Blvd Southbound			I-210 Frwy WB Off-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy WB On-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	2	0	1	0	0	0	3	0	0	0	0	6
07:45 AM	0	2	1	0	0	0	0	1	0	0	0	0	4
Total	0	6	1	1	0	0	0	6	0	0	0	0	14
08:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	2	0	0	1	0	1	0	0	0	0	5
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	4	0	0	1	0	0	1	0	0	0	0	6
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:45 PM	0	0	1	1	0	0	0	1	0	0	0	0	3
Total	0	1	1	1	0	0	0	3	0	0	0	0	6
01:00 PM	0	0	0	0	0	0	4	2	0	0	0	0	6
01:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
01:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
01:45 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
Total	0	4	1	0	0	0	4	6	0	0	0	0	15
03:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
03:45 PM	0	1	1	0	0	0	0	3	0	0	0	0	5
Total	0	3	1	0	0	0	0	8	0	0	0	0	12
04:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:15 PM	0	2	0	1	0	0	0	2	0	0	0	0	5
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	1	0	0	0	4	0	0	0	0	8
05:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	0	2	0	0	0	0	2	2	0	0	0	0	6
Grand Total	0	24	6	3	1	1	6	31	0	0	0	0	72
Apprch %	0	80	20	60	20	20	16.2	83.8	0	0	0	0	
Total %	0	33.3	8.3	4.2	1.4	1.4	8.3	43.1	0	0	0	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	**2**	0	2	**1**	0	0	**1**	0	**3**	0	**3**	0	0	0	0	**6**
07:45 AM	0	2	**1**	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	6	1	7	1	0	0	1	0	6	0	6	0	0	0	0	14
% App. Total	0	85.7	14.3		100	0	0		0	100	0		0	0	0		
PHF	.000	.750	.250	.583	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.583

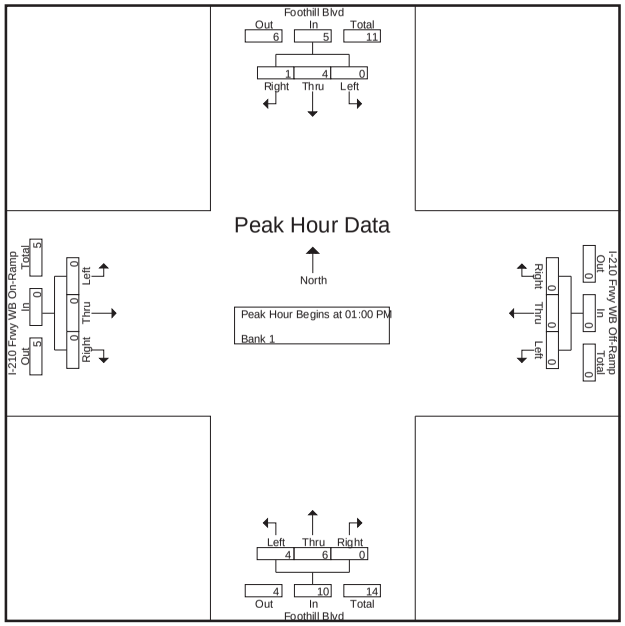


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	**4**	**2**	0	**6**	0	0	0	0	**6**
01:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
01:30 PM	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0	2
01:45 PM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	4	1	5	0	0	0	0	4	6	0	10	0	0	0	0	15
% App. Total	0	80	20		0	0	0		40	60	0		0	0	0		
PHF	.000	.333	.250	.417	.000	.000	.000	.000	.250	.750	.000	.417	.000	.000	.000	.000	.625

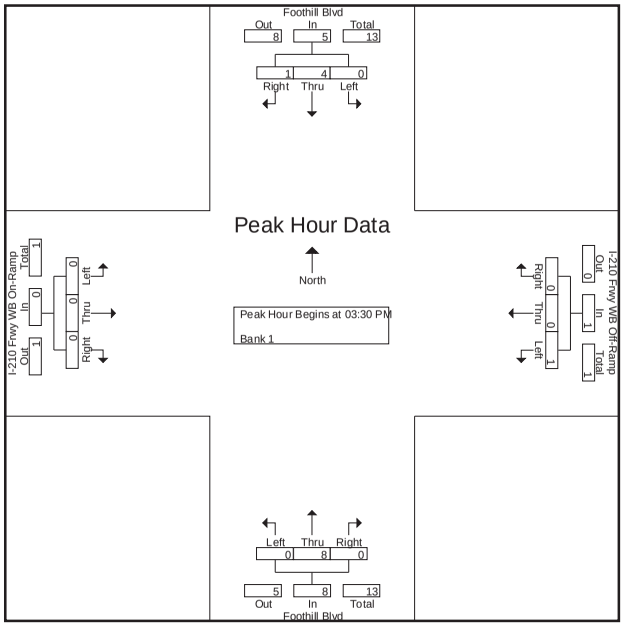


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_Buses
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
03:45 PM	0	1	**1**	**2**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**5**
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	**2**	0	2	**1**	0	0	**1**	0	2	0	2	0	0	0	0	5
Total Volume	0	4	1	5	1	0	0	1	0	8	0	8	0	0	0	0	14
% App. Total	0	80	20		100	0	0		0	100	0		0	0	0		
PHF	.000	.500	.250	.625	.250	.000	.000	.250	.000	.667	.000	.667	.000	.000	.000	.000	.700



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	Foothill Blvd Southbound			I-210 Frwy WB Off-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy WB On-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	2	2	0	2	0	2	0	0	0	0	9
07:15 AM	0	2	3	2	0	1	0	6	0	0	0	0	14
07:30 AM	0	3	1	2	0	3	3	10	0	0	0	0	22
07:45 AM	0	9	3	5	0	1	7	21	0	0	0	0	46
Total	0	15	9	11	0	7	10	39	0	0	0	0	91
08:00 AM	0	4	4	2	0	2	0	7	0	0	0	0	19
08:15 AM	0	1	2	2	0	1	1	2	0	0	0	0	9
08:30 AM	0	6	3	2	0	2	0	1	0	0	0	0	14
08:45 AM	0	5	3	2	0	1	1	4	0	0	0	0	16
Total	0	16	12	8	0	6	2	14	0	0	0	0	58
09:00 AM	0	1	1	0	0	0	5	6	0	0	0	0	13
09:15 AM	0	3	1	5	0	2	4	4	0	0	0	0	19
09:30 AM	0	1	4	6	0	1	2	5	0	0	0	0	19
09:45 AM	0	3	5	1	1	2	5	1	0	0	0	0	18
Total	0	8	11	12	1	5	16	16	0	0	0	0	69
12:00 PM	0	5	4	2	0	0	2	4	0	0	0	0	17
12:15 PM	0	4	4	1	0	2	2	2	0	0	0	0	15
12:30 PM	0	6	2	2	0	3	0	3	0	0	0	0	16
12:45 PM	0	2	3	2	0	1	1	3	0	0	0	0	12
Total	0	17	13	7	0	6	5	12	0	0	0	0	60
01:00 PM	0	2	2	3	0	3	1	2	0	0	0	0	13
01:15 PM	0	4	2	4	0	2	0	7	0	0	0	0	19
01:30 PM	0	9	6	5	0	3	1	3	0	0	0	0	27
01:45 PM	0	2	4	2	0	2	1	4	0	0	0	0	15
Total	0	17	14	14	0	10	3	16	0	0	0	0	74
03:00 PM	0	5	2	4	0	1	2	3	0	0	0	0	17
03:15 PM	0	5	4	6	0	2	2	6	0	0	0	0	25
03:30 PM	0	2	3	4	0	2	1	3	0	0	0	0	15
03:45 PM	0	5	1	1	0	0	1	2	0	0	0	0	10
Total	0	17	10	15	0	5	6	14	0	0	0	0	67
04:00 PM	0	8	3	3	0	3	1	7	0	0	0	0	25
04:15 PM	0	5	5	4	0	4	2	3	0	0	0	0	23
04:30 PM	0	3	4	4	0	0	1	4	0	0	0	0	16
04:45 PM	0	0	2	3	0	2	2	2	0	0	0	0	11
Total	0	16	14	14	0	9	6	16	0	0	0	0	75
05:00 PM	0	1	2	3	0	0	1	1	0	0	0	0	8
05:15 PM	0	4	1	3	0	0	3	2	0	0	0	0	13
05:30 PM	0	2	0	3	0	0	4	5	0	0	0	0	14
05:45 PM	0	3	1	5	0	0	2	2	0	0	0	0	13
Total	0	10	4	14	0	0	10	10	0	0	0	0	48
Grand Total	0	116	87	95	1	48	58	137	0	0	0	0	542
Apprch %	0	57.1	42.9	66	0.7	33.3	29.7	70.3	0	0	0	0	
Total %	0	21.4	16.1	17.5	0.2	8.9	10.7	25.3	0	0	0	0	

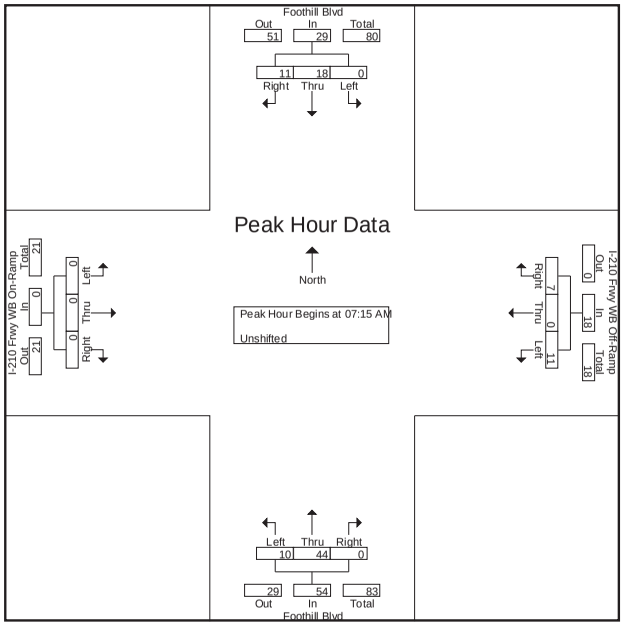
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016

Page No : 2

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	3	5	2	0	1	3	0	6	0	6	0	0	0	0	14
07:30 AM	0	3	1	4	2	0	**3**	5	3	10	0	13	0	0	0	0	22
07:45 AM	0	**9**	3	**12**	**5**	0	1	**6**	**7**	**21**	0	**28**	0	0	0	0	**46**
08:00 AM	0	4	**4**	8	2	0	2	4	0	7	0	7	0	0	0	0	19
Total Volume	0	18	11	29	11	0	7	18	10	44	0	54	0	0	0	0	101
% App. Total	0	62.1	37.9		61.1	0	38.9		18.5	81.5	0		0	0	0		
PHF	.000	.500	.688	.604	.550	.000	.583	.750	.357	.524	.000	.482	.000	.000	.000	.000	.549

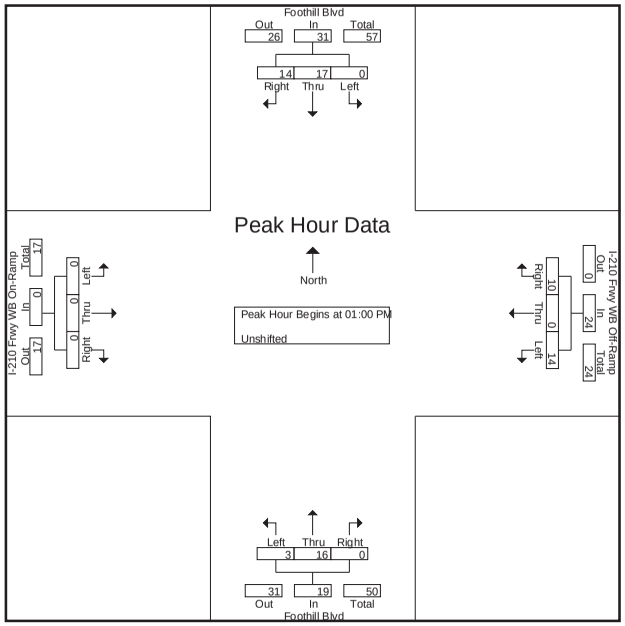


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	2	2	4	3	0	**3**	6	**1**	2	0	3	0	0	0	0	13
01:15 PM	0	4	2	6	4	0	2	6	0	**7**	0	**7**	0	0	0	0	19
01:30 PM	0	**9**	**6**	**15**	**5**	0	3	**8**	1	3	0	4	0	0	0	0	**27**
01:45 PM	0	2	4	6	2	0	2	4	1	4	0	5	0	0	0	0	15
Total Volume	0	17	14	31	14	0	10	24	3	16	0	19	0	0	0	0	74
% App. Total	0	54.8	45.2		58.3	0	41.7		15.8	84.2	0		0	0	0		
PHF	.000	.472	.583	.517	.700	.000	.833	.750	.750	.571	.000	.679	.000	.000	.000	.000	.685

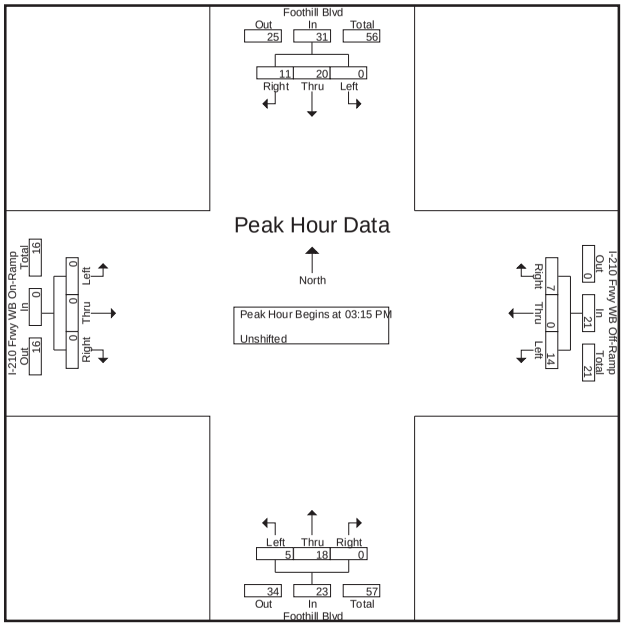


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_2-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	5	**4**	9	**6**	0	2	**8**	**2**	6	0	**8**	0	0	0	0	**25**
03:30 PM	0	2	3	5	4	0	2	6	1	3	0	4	0	0	0	0	15
03:45 PM	0	5	1	6	1	0	0	1	1	2	0	3	0	0	0	0	10
04:00 PM	0	**8**	3	**11**	3	0	**3**	6	1	**7**	0	8	0	0	0	0	25
Total Volume	0	20	11	31	14	0	7	21	5	18	0	23	0	0	0	0	75
% App. Total	0	64.5	35.5		66.7	0	33.3		21.7	78.3	0		0	0	0		
PHF	.000	.625	.688	.705	.583	.000	.583	.656	.625	.643	.000	.719	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 1

	Foothill Blvd Southbound			I-210 Frwy WB Off-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy WB On-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30 AM	0	0	1	1	0	1	1	0	0	0	0	0	4
07:45 AM	0	0	2	1	0	0	1	0	0	0	0	0	4
Total	0	0	3	2	0	2	4	1	0	0	0	0	12
08:00 AM	0	0	1	2	0	2	0	0	0	0	0	0	5
08:15 AM	0	0	1	0	0	2	0	0	0	0	0	0	3
08:30 AM	0	0	3	0	0	2	0	0	0	0	0	0	5
08:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	7	2	0	6	0	0	0	0	0	0	15
09:00 AM	0	0	2	1	0	0	1	1	0	0	0	0	5
09:15 AM	0	1	1	2	0	2	0	3	0	0	0	0	9
09:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	1	4	4	0	3	2	4	0	0	0	0	18
12:00 PM	0	0	1	1	0	0	1	1	0	0	0	0	4
12:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	3	1	0	0	1	3	0	0	0	0	10
01:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
01:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	1	0	0	0	1	1	0	0	0	0	3
Total	0	0	1	2	0	0	2	1	0	0	0	0	6
03:00 PM	0	1	1	0	0	0	0	1	0	0	0	0	3
03:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	2
03:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	3	2	1	0	0	1	2	0	0	0	0	9
04:00 PM	1	2	0	2	0	0	0	0	0	0	0	0	5
04:15 PM	0	1	0	1	0	0	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	3	0	4	0	0	0	2	0	0	0	0	10
05:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	1	0	0	2	1	0	0	0	0	4
Grand Total	1	9	20	17	0	11	12	14	0	0	0	0	84
Apprch %	3.3	30	66.7	60.7	0	39.3	46.2	53.8	0	0	0	0	
Total %	1.2	10.7	23.8	20.2	0	13.1	14.3	16.7	0	0	0	0	

CITY TRAFFIC COUNTERS

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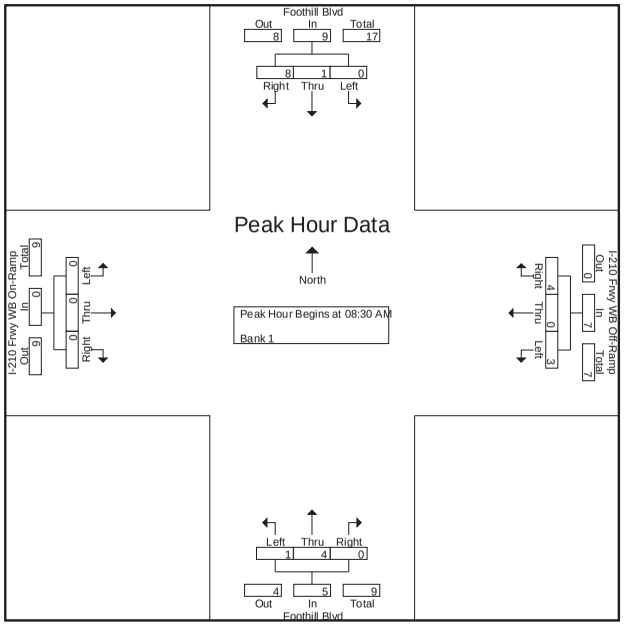
File Name : Foothill_I-210FrwyWBRamps_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	**3**	**3**	0	0	**2**	2	0	0	0	0	0	0	0	0	5
08:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	2	2	1	0	0	1	**1**	1	0	2	0	0	0	0	5
09:15 AM	0	**1**	1	2	**2**	0	2	**4**	0	**3**	0	**3**	0	0	0	0	**9**
Total Volume	0	1	8	9	3	0	4	7	1	4	0	5	0	0	0	0	21
% App. Total	0	11.1	88.9		42.9	0	57.1		20	80	0		0	0	0		
PHF	.000	.250	.667	.750	.375	.000	.500	.438	.250	.333	.000	.417	.000	.000	.000	.000	.583

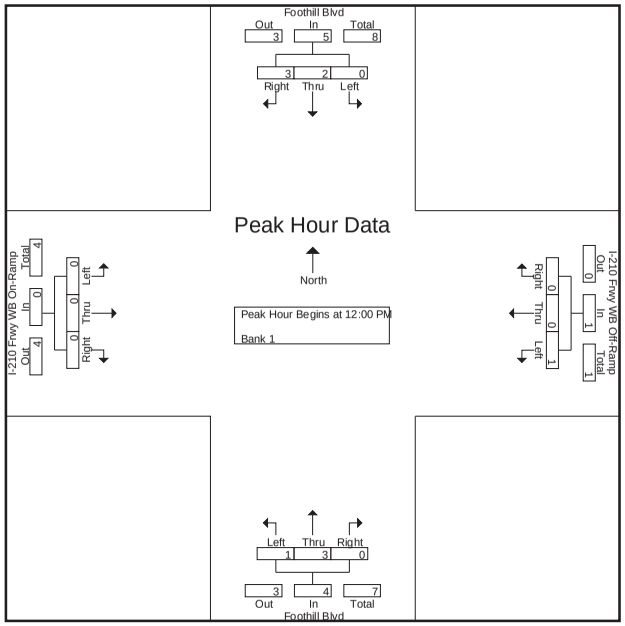


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	1	1	**1**	0	0	**1**	**1**	**1**	0	**2**	0	0	0	0	**4**
12:15 PM	0	**2**	**2**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	3	5	1	0	0	1	1	3	0	4	0	0	0	0	10
% App. Total	0	40	60		100	0	0		25	75	0		0	0	0		
PHF	.000	.250	.375	.313	.250	.000	.000	.250	.250	.750	.000	.500	.000	.000	.000	.000	.625



CITY TRAFFIC COUNTERS

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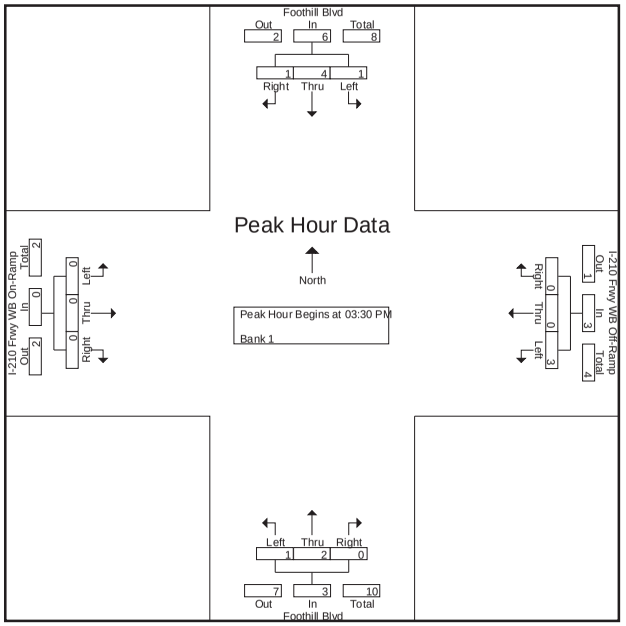
File Name : Foothill_I-210FrwyWBRamps_3-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	**1**	1	0	0	0	0	**1**	0	0	**1**	0	0	0	0	2
03:45 PM	0	1	0	1	0	0	0	0	0	**1**	0	1	0	0	0	0	2
04:00 PM	**1**	**2**	0	**3**	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**5**
04:15 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Total Volume	1	4	1	6	3	0	0	3	1	2	0	3	0	0	0	0	12
% App. Total	16.7	66.7	16.7		100	0	0		33.3	66.7	0		0	0	0		
PHF	.250	.500	.250	.500	.375	.000	.000	.375	.250	.500	.000	.750	.000	.000	.000	.000	.600



CITY TRAFFIC COUNTERS

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File Name : Foothill_I-210FrwyWBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Unshifted

	Foothill Blvd Southbound			I-210 Frwy WB Off-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy WB On-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	0	0	2	1	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	2	1	0	0	0	0	3
09:45 AM	0	0	0	2	0	1	0	0	0	0	0	0	3
Total	0	0	0	2	0	1	3	1	0	0	0	0	7
01:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	2	0	0	0	0	0	0	0	0	3
03:00 PM	0	1	0	0	0	1	2	0	0	0	0	0	4
03:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	0	1	4	0	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	1	0	0	0	0	3
Grand Total	0	2	0	4	0	2	12	3	0	0	0	0	23
Apprch %	0	100	0	66.7	0	33.3	80	20	0	0	0	0	
Total %	0	8.7	0	17.4	0	8.7	52.2	13	0	0	0	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016

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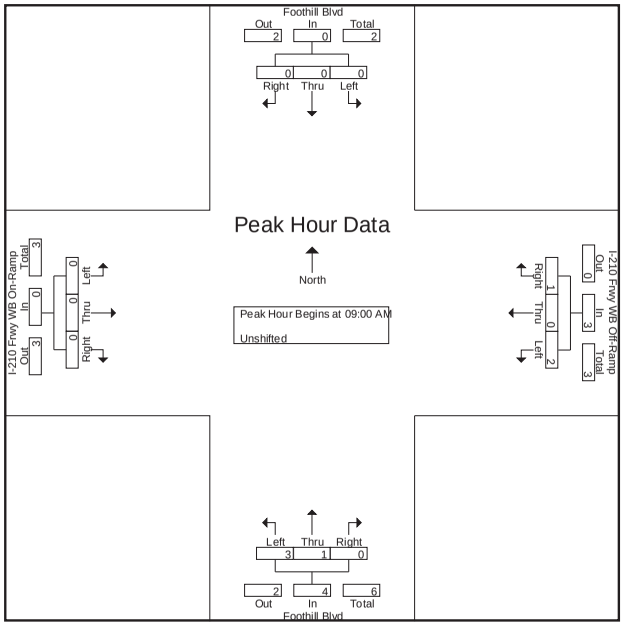
	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	**2**	**1**	0	**3**	0	0	0	0	**3**
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	**2**	0	**1**	**3**	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	2	0	1	3	3	1	0	4	0	0	0	0	7
% App. Total	0	0	0		66.7	0	33.3		75	25	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.250	.250	.375	.250	.000	.333	.000	.000	.000	.000	.583

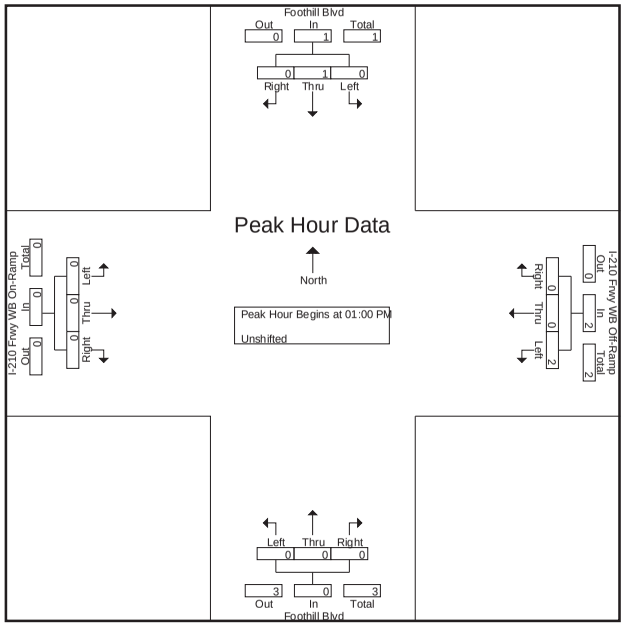


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
% App. Total	0	100	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.750

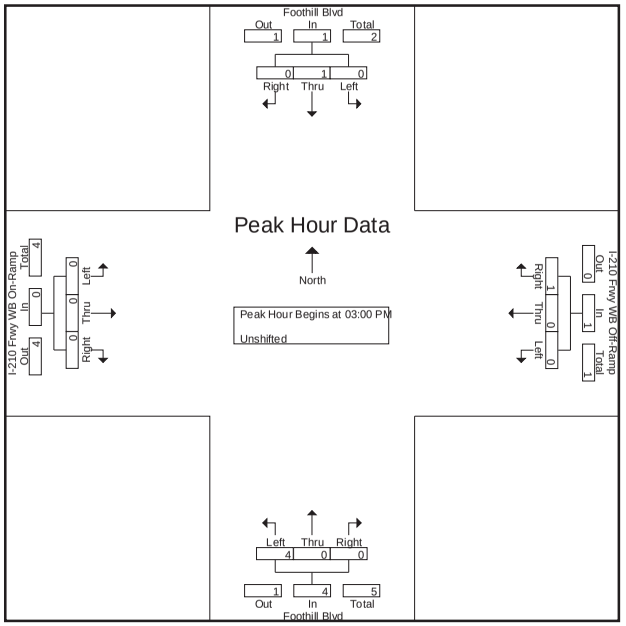


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_4-Axle
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	0	**1**	0	0	**1**	**1**	**2**	0	0	**2**	0	0	0	0	**4**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	1	1	4	0	0	4	0	0	0	0	6
% App. Total	0	100	0		0	0	100		100	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.500	.000	.000	.500	.000	.000	.000	.000	.375



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 1

Groups Printed- Bank 2

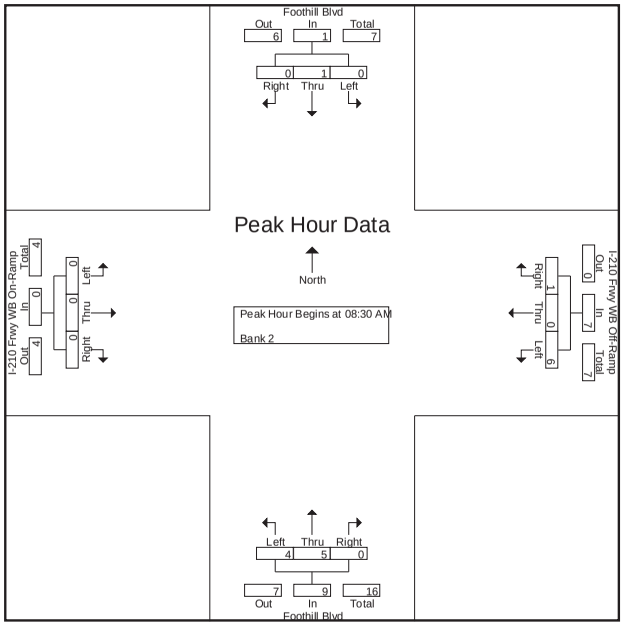
	Foothill Blvd Southbound			I-210 Frwy WB Off-Ramp Westbound			Foothill Blvd Northbound			I-210 Frwy WB On-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	1	0	0	2	0	0	0	0	0	3
07:45 AM	0	0	0	2	0	0	1	0	0	0	0	0	3
Total	0	0	0	6	0	0	3	0	0	0	0	0	9
08:00 AM	0	0	0	3	0	0	1	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	1	0	1	1	0	0	0	0	0	3
Total	0	0	0	4	0	1	5	1	0	0	0	0	11
09:00 AM	0	0	0	3	0	0	2	3	0	0	0	0	8
09:15 AM	0	1	0	2	0	0	0	1	0	0	0	0	4
09:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	0	1	0	6	0	2	2	4	0	0	0	0	15
12:15 PM	0	1	0	1	0	0	0	1	0	0	0	0	3
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	1	0	0	0	1	0	0	0	0	5
01:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	2	2	0	1	0	0	0	0	0	0	5
03:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
03:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	1	0	2	0	2	0	0	0	0	0	0	5
04:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	1	0	2	0	0	1	0	0	0	0	0	4
Total	0	2	0	2	0	0	2	0	0	0	0	0	6
05:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	7	2	25	0	6	12	6	0	0	0	0	58
Apprch %	0	77.8	22.2	80.6	0	19.4	66.7	33.3	0	0	0	0	
Total %	0	12.1	3.4	43.1	0	10.3	20.7	10.3	0	0	0	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 2

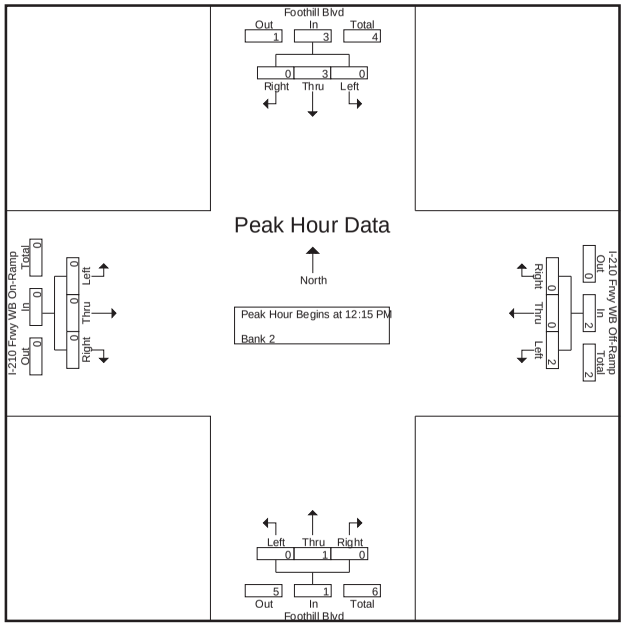
	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
08:45 AM	0	0	0	0	1	0	**1**	2	1	0	0	1	0	0	0	0	3
09:00 AM	0	0	0	0	**3**	0	0	**3**	**2**	**3**	0	**5**	0	0	0	0	**8**
09:15 AM	0	**1**	0	**1**	2	0	0	2	0	1	0	1	0	0	0	0	4
Total Volume	0	1	0	1	6	0	1	7	4	5	0	9	0	0	0	0	17
% App. Total	0	100	0		85.7	0	14.3		44.4	55.6	0		0	0	0		
PHF	.000	.250	.000	.250	.500	.000	.250	.583	.500	.417	.000	.450	.000	.000	.000	.000	.531



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 3

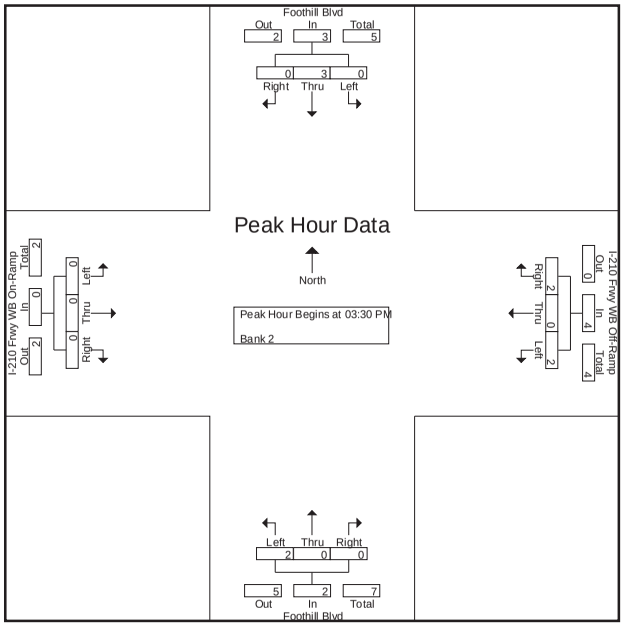
	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	1	0	1	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	**3**
12:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	2	0	0	2	0	1	0	1	0	0	0	0	6
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Foothill_I-210FrwyWBRamps_5+-Axles
Site Code : 00000000
Start Date : 5/24/2016
Page No : 4

	Foothill Blvd Southbound				I-210 Frwy WB Off-Ramp Westbound				Foothill Blvd Northbound				I-210 Frwy WB On-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	**1**	0	**1**	0	0	**1**	1	0	0	0	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:00 PM	0	1	0	1	0	0	0	0	**1**	0	0	**1**	0	0	0	0	2
04:15 PM	0	1	0	1	**2**	0	0	**2**	1	0	0	1	0	0	0	0	**4**
Total Volume	0	3	0	3	2	0	2	4	2	0	0	2	0	0	0	0	9
% App. Total	0	100	0		50	0	50		100	0	0		0	0	0		
PHF	.000	.750	.000	.750	.250	.000	.500	.500	.500	.000	.000	.500	.000	.000	.000	.000	.563



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 34

File Name : Glenoaks_Montague
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

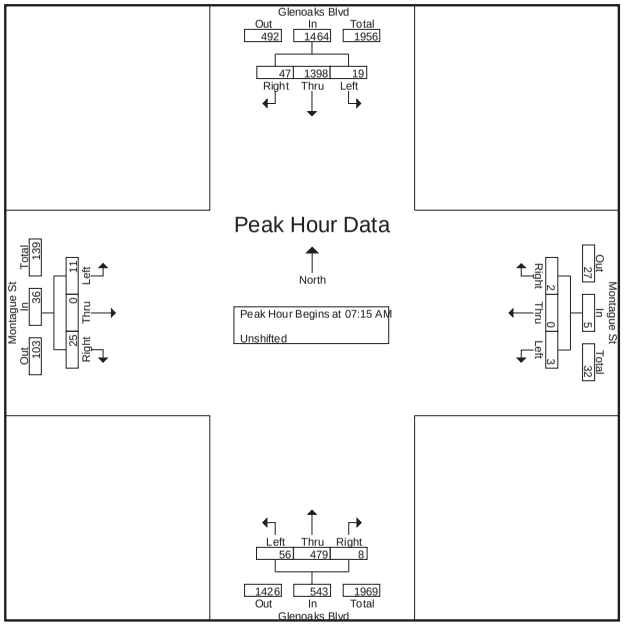
Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Montague St Westbound			Glenoaks Blvd Northbound			Montague St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	7	321	4	0	0	0	12	60	2	1	0	8	415
07:15 AM	4	393	11	1	0	1	11	88	4	3	0	8	524
07:30 AM	3	362	9	0	0	1	15	133	0	0	0	6	529
07:45 AM	10	363	16	2	0	0	18	138	2	2	0	7	558
Total	24	1439	40	3	0	2	56	419	8	6	0	29	2026
08:00 AM	2	280	11	0	0	0	12	120	2	6	0	4	437
08:15 AM	4	200	11	1	0	4	3	108	1	1	0	1	334
08:30 AM	5	191	6	1	0	0	12	90	2	4	0	4	315
08:45 AM	4	185	13	2	0	2	18	77	1	4	0	3	309
Total	15	856	41	4	0	6	45	395	6	15	0	12	1395
09:00 AM	4	163	8	1	0	2	8	86	2	4	1	2	281
09:15 AM	8	136	4	0	0	1	4	83	1	5	0	1	243
09:30 AM	6	163	5	2	1	1	9	95	4	4	0	3	293
09:45 AM	6	131	13	3	0	2	8	91	4	3	0	1	262
Total	24	593	30	6	1	6	29	355	11	16	1	7	1079
12:00 PM	0	107	6	3	0	7	7	122	4	8	1	9	274
12:15 PM	0	129	6	4	0	12	12	140	3	9	1	11	327
12:30 PM	2	109	9	4	0	5	6	133	2	3	1	8	282
12:45 PM	6	122	6	4	1	6	12	131	5	9	1	5	308
Total	8	467	27	15	1	30	37	526	14	29	4	33	1191
01:00 PM	4	114	8	2	0	7	5	129	2	10	1	10	292
01:15 PM	4	118	5	0	0	4	6	123	1	2	0	6	269
01:30 PM	0	153	14	1	1	3	9	141	2	9	0	11	344
01:45 PM	7	120	8	4	1	6	6	122	2	8	0	8	292
Total	15	505	35	7	2	20	26	515	7	29	1	35	1197
03:00 PM	3	93	5	3	0	3	9	205	7	4	0	7	339
03:15 PM	3	129	9	3	0	6	1	224	2	8	0	8	393
03:30 PM	2	132	4	4	0	7	8	324	4	17	0	11	513
03:45 PM	4	134	5	0	0	2	4	276	1	9	0	7	442
Total	12	488	23	10	0	18	22	1029	14	38	0	33	1687
04:00 PM	6	150	1	1	1	6	9	308	2	10	0	10	504
04:15 PM	3	140	4	3	1	4	5	285	6	5	0	8	464
04:30 PM	3	145	4	2	0	0	8	353	3	12	0	20	550
04:45 PM	1	137	6	3	0	0	3	369	3	9	1	9	541
Total	13	572	15	9	2	10	25	1315	14	36	1	47	2059
05:00 PM	3	131	5	1	0	4	2	339	3	24	0	24	536
05:15 PM	7	165	3	0	1	1	2	370	2	7	0	12	570
05:30 PM	4	133	4	2	0	6	6	384	1	6	0	12	558
05:45 PM	1	145	3	2	0	4	5	352	1	7	0	13	533
Total	15	574	15	5	1	15	15	1445	7	44	0	61	2197
Grand Total	126	5494	226	59	7	107	255	5999	81	213	7	257	12831
Apprch %	2.2	94	3.9	34.1	4	61.8	4	94.7	1.3	44.7	1.5	53.9	
Total %	1	42.8	1.8	0.5	0.1	0.8	2	46.8	0.6	1.7	0.1	2	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

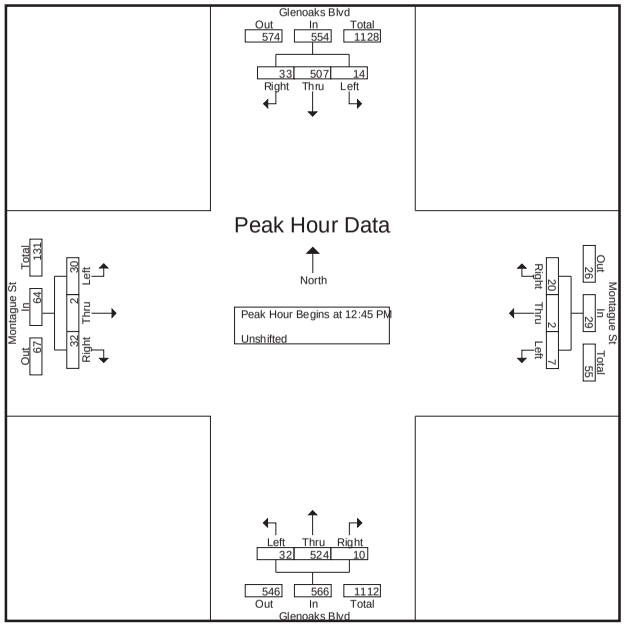
	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	**393**	11	**408**	1	0	**1**	**2**	11	88	**4**	103	3	0	**8**	**11**	524
07:30 AM	3	362	9	374	0	0	1	1	15	133	0	148	0	0	6	6	529
07:45 AM	**10**	363	**16**	389	**2**	0	0	2	**18**	**138**	2	**158**	2	0	7	9	**558**
08:00 AM	2	280	11	293	0	0	0	0	12	120	2	134	**6**	0	4	10	437
Total Volume	19	1398	47	1464	3	0	2	5	56	479	8	543	11	0	25	36	2048
% App. Total	1.3	95.5	3.2		60	0	40		10.3	88.2	1.5		30.6	0	69.4		
PHF	.475	.889	.734	.897	.375	.000	.500	.625	.778	.868	.500	.859	.458	.000	.781	.818	.918



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

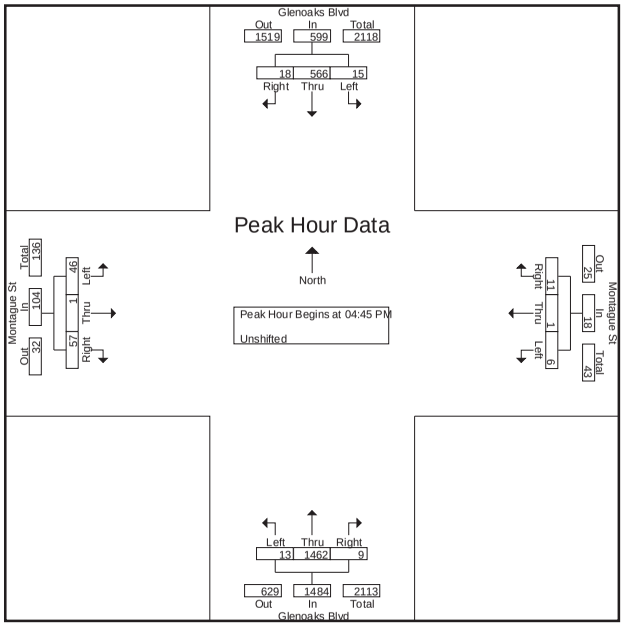
	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	**6**	122	6	134	**4**	**1**	6	**11**	**12**	131	**5**	148	9	**1**	5	15	308
01:00 PM	4	114	8	126	2	0	**7**	9	5	129	2	136	**10**	1	10	**21**	292
01:15 PM	4	118	5	127	0	0	4	4	6	123	1	130	2	0	6	8	269
01:30 PM	0	**153**	**14**	**167**	1	1	3	5	9	**141**	2	**152**	9	0	**11**	20	**344**
Total Volume	14	507	33	554	7	2	20	29	32	524	10	566	30	2	32	64	1213
% App. Total	2.5	91.5	6		24.1	6.9	69		5.7	92.6	1.8		46.9	3.1	50		
PHF	.583	.828	.589	.829	.438	.500	.714	.659	.667	.929	.500	.931	.750	.500	.727	.762	.882



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	137	**6**	144	**3**	0	0	3	3	369	**3**	375	9	**1**	9	19	541
05:00 PM	3	131	5	139	1	0	4	5	2	339	3	344	**24**	0	**24**	**48**	536
05:15 PM	**7**	**165**	3	**175**	0	**1**	1	2	2	370	2	374	7	0	12	19	**570**
05:30 PM	4	133	4	141	2	0	**6**	**8**	**6**	**384**	1	**391**	6	0	12	18	558
Total Volume	15	566	18	599	6	1	11	18	13	1462	9	1484	46	1	57	104	2205
% App. Total	2.5	94.5	3		33.3	5.6	61.1		0.9	98.5	0.6		44.2	1	54.8		
PHF	.536	.858	.750	.856	.500	.250	.458	.563	.542	.952	.750	.949	.479	.250	.594	.542	.967



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Montague_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 1

	Glenoaks Blvd Southbound			Montague St Westbound			Glenoaks Blvd Northbound			Montague St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	0	0	0	0	0	4	0	0	0	0	8
07:15 AM	0	6	0	0	0	0	0	5	0	0	0	0	11
07:30 AM	0	3	0	0	0	0	0	3	0	0	0	0	6
07:45 AM	0	3	1	0	0	0	0	2	0	0	0	0	6
Total	0	16	1	0	0	0	0	14	0	0	0	0	31
08:00 AM	0	8	0	0	0	0	0	4	0	0	0	0	12
08:15 AM	0	6	0	0	0	0	0	1	0	0	0	0	7
08:30 AM	0	7	0	0	0	0	0	3	0	0	0	0	10
08:45 AM	0	9	0	0	0	0	0	2	0	0	0	0	11
Total	0	30	0	0	0	0	0	10	0	0	0	0	40
09:00 AM	0	7	0	0	0	0	0	2	0	0	0	0	9
09:15 AM	0	8	0	0	0	0	0	1	0	0	0	0	9
09:30 AM	0	6	0	0	0	0	0	1	0	0	0	0	7
09:45 AM	0	6	0	0	0	0	0	1	0	0	0	0	7
Total	0	27	0	0	0	0	0	5	0	0	0	0	32
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
12:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
12:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	4	0	0	0	0	0	5	0	0	0	0	9
01:00 PM	0	2	1	0	0	0	0	1	0	0	0	0	4
01:15 PM	0	3	0	0	0	0	0	3	0	0	0	0	6
01:30 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
01:45 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
Total	0	8	1	0	0	0	0	10	0	0	0	0	19
03:00 PM	0	2	0	0	0	0	0	5	0	0	0	0	7
03:15 PM	0	4	0	0	0	0	0	3	0	0	0	0	7
03:30 PM	0	3	0	0	0	0	0	5	0	0	0	0	8
03:45 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
Total	0	12	0	0	0	0	0	15	0	0	0	0	27
04:00 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
04:15 PM	0	3	0	0	0	0	0	4	0	0	0	0	7
04:30 PM	0	5	0	0	0	0	0	2	0	0	0	0	7
04:45 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	0	13	0	0	0	0	0	9	0	0	0	0	22
05:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	4	0	0	0	0	0	4	0	0	0	0	8
05:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	6	0	0	0	0	0	4	0	0	0	0	10
Total	0	19	0	0	0	0	0	8	0	0	0	0	27
Grand Total	0	129	2	0	0	0	0	76	0	0	0	0	207
Apprch %	0	98.5	1.5	0	0	0	0	100	0	0	0	0	
Total %	0	62.3	1	0	0	0	0	36.7	0	0	0	0	

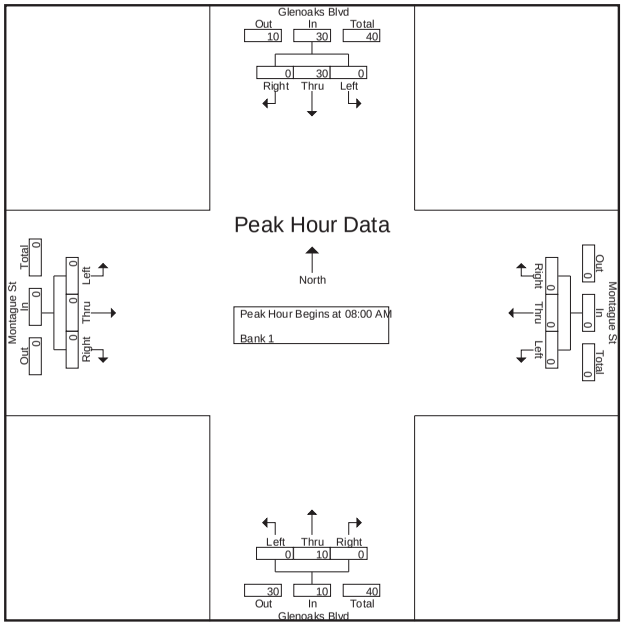
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Montague_Buses
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

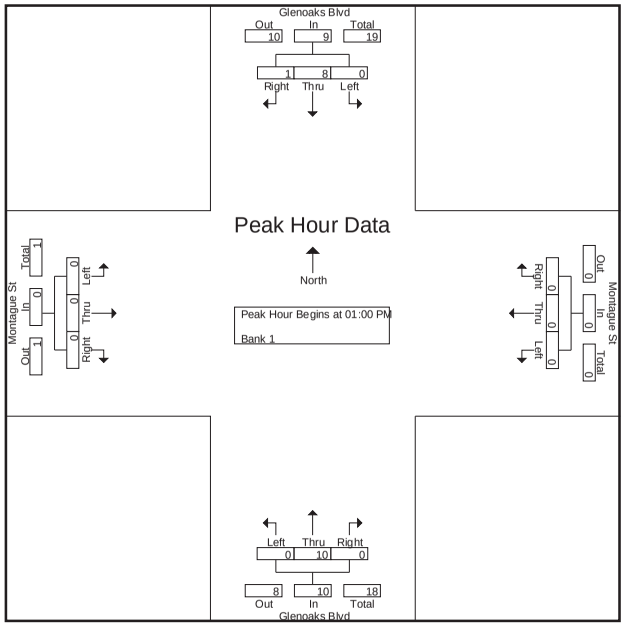
	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	8	0	8	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**12**
08:15 AM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
08:30 AM	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
08:45 AM	0	**9**	0	**9**	0	0	0	0	0	2	0	2	0	0	0	0	11
Total Volume	0	30	0	30	0	0	0	0	0	10	0	10	0	0	0	0	40
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.833	.000	.833	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.833



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

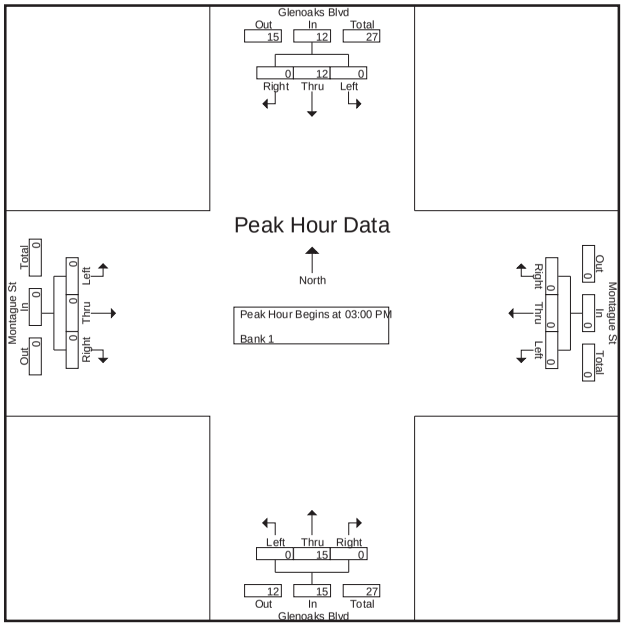
	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	2	**1**	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
01:15 PM	0	**3**	0	3	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**6**
01:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
01:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total Volume	0	8	1	9	0	0	0	0	0	10	0	10	0	0	0	0	19
% App. Total	0	88.9	11.1		0	0	0		0	100	0		0	0	0		
PHF	.000	.667	.250	.750	.000	.000	.000	.000	.000	.833	.000	.833	.000	.000	.000	.000	.792



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	2	0	2	0	0	0	0	0	**5**	0	5	0	0	0	0	7
03:15 PM	0	**4**	0	**4**	0	0	0	0	0	3	0	3	0	0	0	0	7
03:30 PM	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	**8**
03:45 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total Volume	0	12	0	12	0	0	0	0	0	15	0	15	0	0	0	0	27
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.844



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Montague_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 2

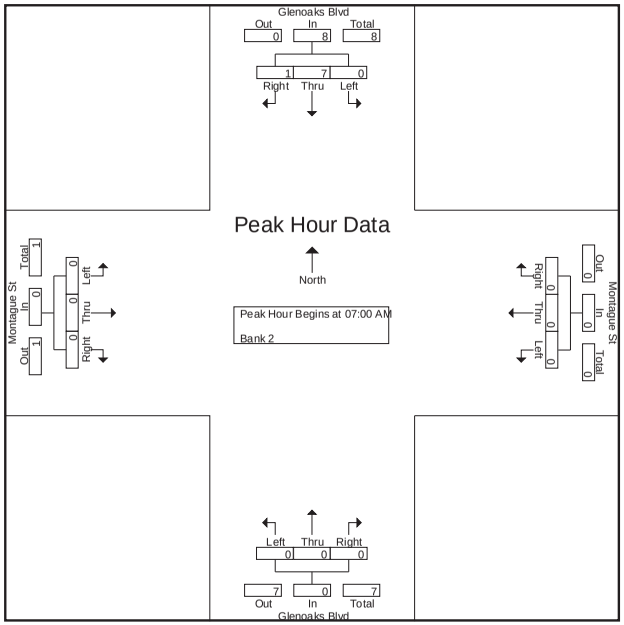
	Glenoaks Blvd Southbound			Montague St Westbound			Glenoaks Blvd Northbound			Montague St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	4
Total	0	7	1	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	4	0	1	0	0	5
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	4	0	1	0	0	6
04:00 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	2	0	0	0	0	0	5	0	0	0	0	7
05:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	6	0	0	0	0	7
Grand Total	0	14	1	0	0	0	0	15	0	1	0	0	31
Apprch %	0	93.3	6.7	0	0	0	0	100	0	100	0	0	
Total %	0	45.2	3.2	0	0	0	0	48.4	0	3.2	0	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Montague_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
Total Volume	0	7	1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
% App. Total	0	87.5	12.5		0	0	0		0	0	0		0	0	0		
PHF	.000	.583	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

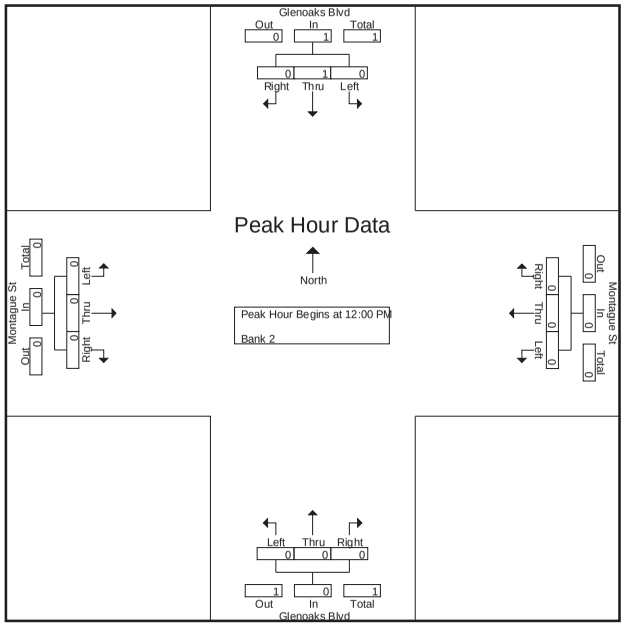


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Montague_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

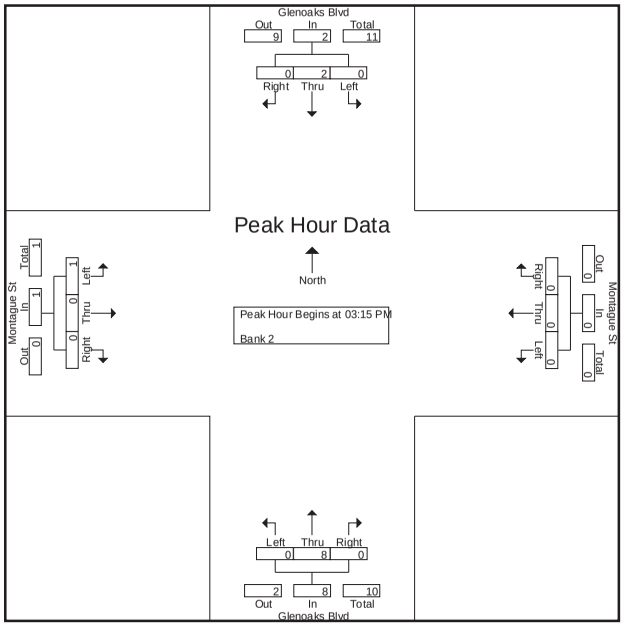


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Montague_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	**4**	0	**4**	**1**	0	0	**1**	**5**
03:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total Volume	0	2	0	2	0	0	0	0	0	8	0	8	1	0	0	1	11
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.550



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Montague_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Montague St Westbound			Glenoaks Blvd Northbound			Montague St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	10	1	0	0	0	0	7	1	0	0	1	21
07:15 AM	0	15	0	0	0	0	0	7	0	0	0	1	23
07:30 AM	0	13	0	0	0	1	0	15	0	0	0	0	29
07:45 AM	0	5	0	0	0	0	1	8	0	1	0	4	19
Total	1	43	1	0	0	1	1	37	1	1	0	6	92
08:00 AM	0	12	0	0	0	0	1	7	0	1	0	0	21
08:15 AM	0	4	2	0	0	0	1	12	0	0	0	0	19
08:30 AM	0	2	0	0	0	0	1	8	0	1	0	2	14
08:45 AM	0	23	0	0	0	0	4	7	0	0	1	0	35
Total	0	41	2	0	0	0	7	34	0	2	1	2	89
09:00 AM	0	18	1	0	0	2	1	7	0	1	0	0	30
09:15 AM	1	22	3	0	0	0	2	8	0	5	0	1	42
09:30 AM	0	12	2	0	0	0	0	7	0	1	0	3	25
09:45 AM	0	9	1	0	0	0	4	7	1	1	0	3	26
Total	1	61	7	0	0	2	7	29	1	8	0	7	123
12:00 PM	0	8	2	0	0	0	2	5	0	3	0	4	24
12:15 PM	0	3	1	0	0	1	3	6	0	2	0	1	17
12:30 PM	0	8	3	0	0	0	2	7	0	0	0	1	21
12:45 PM	1	10	0	0	0	0	2	10	0	1	0	2	26
Total	1	29	6	0	0	1	9	28	0	6	0	8	88
01:00 PM	0	9	0	0	0	0	2	9	0	5	0	0	25
01:15 PM	0	12	0	0	0	0	2	8	0	1	0	0	23
01:30 PM	0	9	2	0	0	0	4	6	1	1	0	3	26
01:45 PM	0	11	1	0	0	0	0	11	0	0	0	2	25
Total	0	41	3	0	0	0	8	34	1	7	0	5	99
03:00 PM	0	3	0	0	0	0	1	9	1	1	0	1	16
03:15 PM	0	12	1	0	0	1	1	14	0	1	0	0	30
03:30 PM	0	9	3	0	0	0	1	8	1	0	0	4	26
03:45 PM	0	6	2	0	0	0	1	9	0	1	0	2	21
Total	0	30	6	0	0	1	4	40	2	3	0	7	93
04:00 PM	0	9	1	0	0	0	3	8	0	2	0	1	24
04:15 PM	0	4	1	0	0	0	3	9	0	0	0	0	17
04:30 PM	0	6	0	0	0	0	3	7	0	0	0	0	16
04:45 PM	0	1	0	0	0	0	1	6	0	0	0	3	11
Total	0	20	2	0	0	0	10	30	0	2	0	4	68
05:00 PM	0	6	0	0	0	0	1	18	0	1	0	1	27
05:15 PM	0	5	1	0	0	0	1	17	0	0	0	3	27
05:30 PM	0	6	0	0	0	0	0	8	0	0	0	0	14
05:45 PM	0	2	1	0	0	1	3	12	0	0	0	0	19
Total	0	19	2	0	0	1	5	55	0	1	0	4	87
Grand Total	3	284	29	0	0	6	51	287	5	30	1	43	739
Apprch %	0.9	89.9	9.2	0	0	100	14.9	83.7	1.5	40.5	1.4	58.1	
Total %	0.4	38.4	3.9	0	0	0.8	6.9	38.8	0.7	4.1	0.1	5.8	

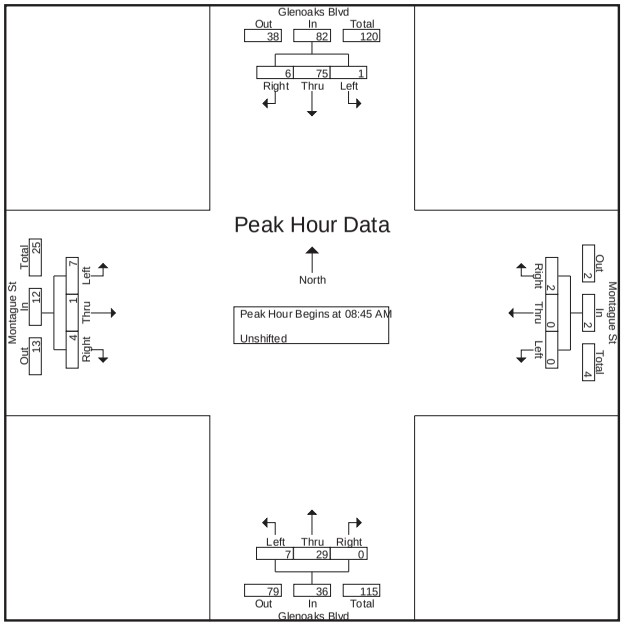
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Montague_2-Axle
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

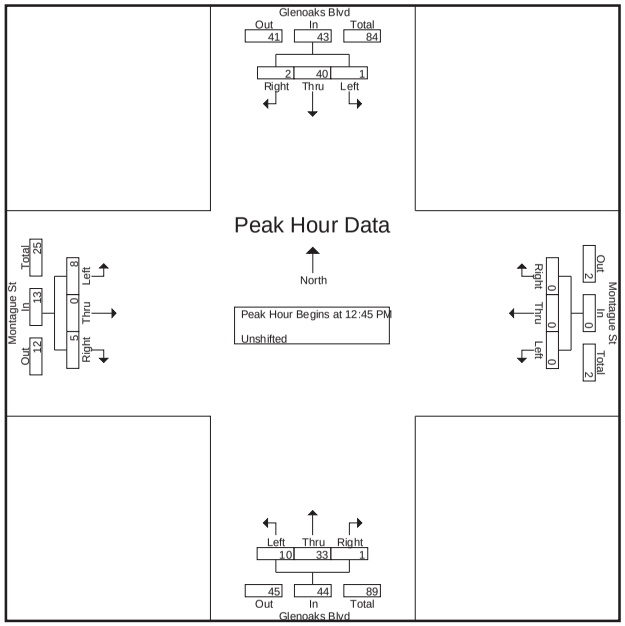
	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**23**	0	23	0	0	0	0	**4**	7	0	**11**	0	**1**	0	1	35
09:00 AM	0	18	1	19	0	0	**2**	**2**	1	7	0	8	1	0	0	1	30
09:15 AM	**1**	22	**3**	**26**	0	0	0	0	2	**8**	0	10	**5**	0	1	**6**	**42**
09:30 AM	0	12	2	14	0	0	0	0	0	7	0	7	1	0	**3**	4	25
Total Volume	1	75	6	82	0	0	2	2	7	29	0	36	7	1	4	12	132
% App. Total	1.2	91.5	7.3		0	0	100		19.4	80.6	0		58.3	8.3	33.3		
PHF	.250	.815	.500	.788	.000	.000	.250	.250	.438	.906	.000	.818	.350	.250	.333	.500	.786



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

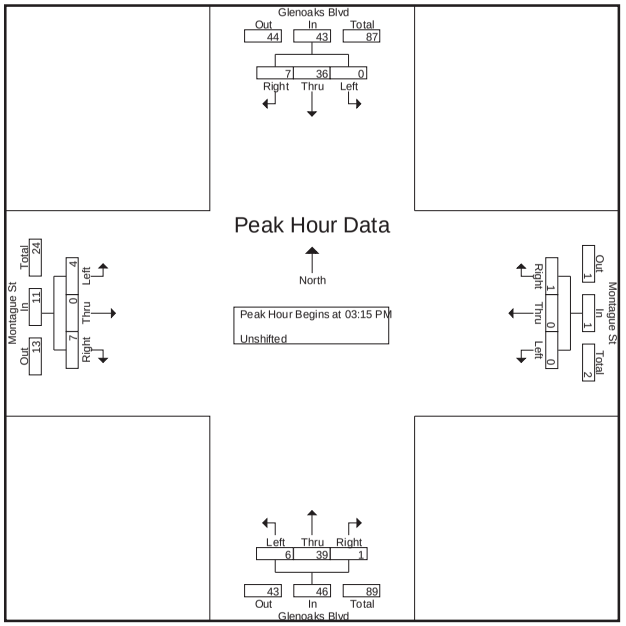
	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	**1**	10	0	11	0	0	0	0	2	**10**	0	**12**	1	0	2	3	**26**
01:00 PM	0	9	0	9	0	0	0	0	2	9	0	11	**5**	0	0	**5**	25
01:15 PM	0	**12**	0	**12**	0	0	0	0	2	8	0	10	1	0	0	1	23
01:30 PM	0	9	**2**	11	0	0	0	0	**4**	6	**1**	11	1	0	**3**	4	26
Total Volume	1	40	2	43	0	0	0	0	10	33	1	44	8	0	5	13	100
% App. Total	2.3	93	4.7		0	0	0		22.7	75	2.3		61.5	0	38.5		
PHF	.250	.833	.250	.896	.000	.000	.000	.000	.625	.825	.250	.917	.400	.000	.417	.650	.962



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	**12**	1	**13**	0	0	**1**	**1**	1	**14**	0	**15**	1	0	0	1	**30**
03:30 PM	0	9	**3**	12	0	0	0	0	1	8	**1**	10	0	0	**4**	**4**	26
03:45 PM	0	6	2	8	0	0	0	0	1	9	0	10	1	0	2	3	21
04:00 PM	0	9	1	10	0	0	0	0	**3**	8	0	11	**2**	0	1	3	24
Total Volume	0	36	7	43	0	0	1	1	6	39	1	46	4	0	7	11	101
% App. Total	0	83.7	16.3		0	0	100		13	84.8	2.2		36.4	0	63.6		
PHF	.000	.750	.583	.827	.000	.000	.250	.250	.500	.696	.250	.767	.500	.000	.438	.688	.842



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 1

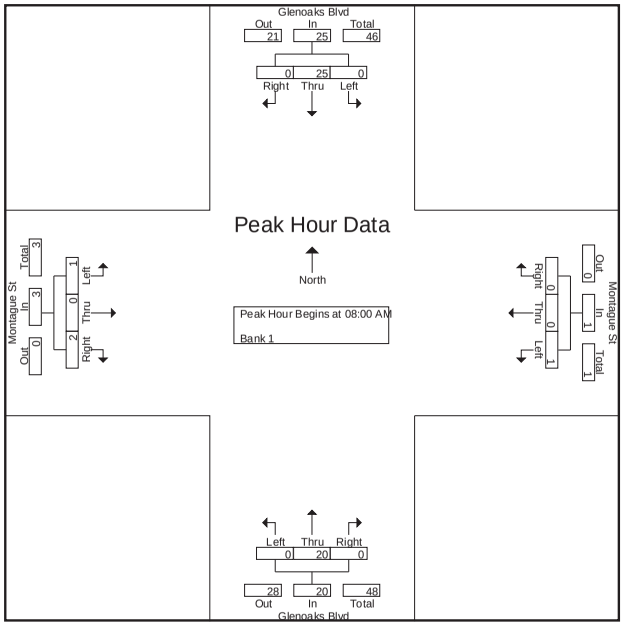
	Glenoaks Blvd Southbound			Montague St Westbound			Glenoaks Blvd Northbound			Montague St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	2	0	0	0	0	4	0	0	0	0	8
07:15 AM	0	2	0	0	0	0	0	4	0	2	0	0	8
07:30 AM	0	2	0	0	0	0	0	0	1	1	0	0	4
07:45 AM	0	4	0	0	0	0	1	3	0	0	0	0	8
Total	0	10	2	0	0	0	1	11	1	3	0	0	28
08:00 AM	0	6	0	1	0	0	0	6	0	0	0	0	13
08:15 AM	0	10	0	0	0	0	0	2	0	0	0	0	12
08:30 AM	0	7	0	0	0	0	0	5	0	1	0	0	13
08:45 AM	0	2	0	0	0	0	0	7	0	0	0	2	11
Total	0	25	0	1	0	0	0	20	0	1	0	2	49
09:00 AM	0	4	0	0	0	0	0	2	0	1	0	0	7
09:15 AM	0	3	0	0	0	0	0	11	0	1	0	1	16
09:30 AM	0	3	2	0	0	0	0	2	0	0	0	0	7
09:45 AM	0	2	2	0	0	0	0	2	0	2	0	0	8
Total	0	12	4	0	0	0	0	17	0	4	0	1	38
12:00 PM	0	3	1	0	0	0	0	1	0	0	0	1	6
12:15 PM	0	6	0	0	0	0	1	3	0	0	0	0	10
12:30 PM	0	0	1	0	0	0	1	2	0	1	0	1	6
12:45 PM	0	3	0	0	0	0	0	3	0	1	0	1	8
Total	0	12	2	0	0	0	2	9	0	2	0	3	30
01:00 PM	0	1	1	0	0	1	0	4	0	1	0	0	8
01:15 PM	0	2	0	0	0	0	1	5	0	0	0	0	8
01:30 PM	0	4	0	0	0	0	0	2	0	0	0	1	7
01:45 PM	0	3	0	0	0	0	1	9	0	1	0	2	16
Total	0	10	1	0	0	1	2	20	0	2	0	3	39
03:00 PM	0	8	1	0	0	0	3	3	0	0	0	2	17
03:15 PM	0	6	0	0	0	0	1	3	0	0	0	1	11
03:30 PM	0	2	3	0	0	0	3	6	0	1	0	0	15
03:45 PM	0	4	1	0	0	0	2	4	0	0	0	0	11
Total	0	20	5	0	0	0	9	16	0	1	0	3	54
04:00 PM	0	6	0	0	0	0	1	2	0	1	0	1	11
04:15 PM	0	2	1	0	0	0	3	3	0	0	0	0	9
04:30 PM	0	3	1	0	0	0	7	3	0	1	0	0	15
04:45 PM	0	4	3	0	0	0	6	2	0	0	0	0	15
Total	0	15	5	0	0	0	17	10	0	2	0	1	50
05:00 PM	0	4	0	0	0	0	9	1	0	2	0	0	16
05:15 PM	0	3	2	0	0	0	4	7	0	0	0	0	16
05:30 PM	0	1	1	0	0	0	5	3	0	0	0	0	10
05:45 PM	0	1	1	0	0	0	2	3	0	2	0	0	9
Total	0	9	4	0	0	0	20	14	0	4	0	0	51
Grand Total	0	113	23	1	0	1	51	117	1	19	0	13	339
Apprch %	0	83.1	16.9	50	0	50	30.2	69.2	0.6	59.4	0	40.6	
Total %	0	33.3	6.8	0.3	0	0.3	15	34.5	0.3	5.6	0	3.8	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_3-Axle
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

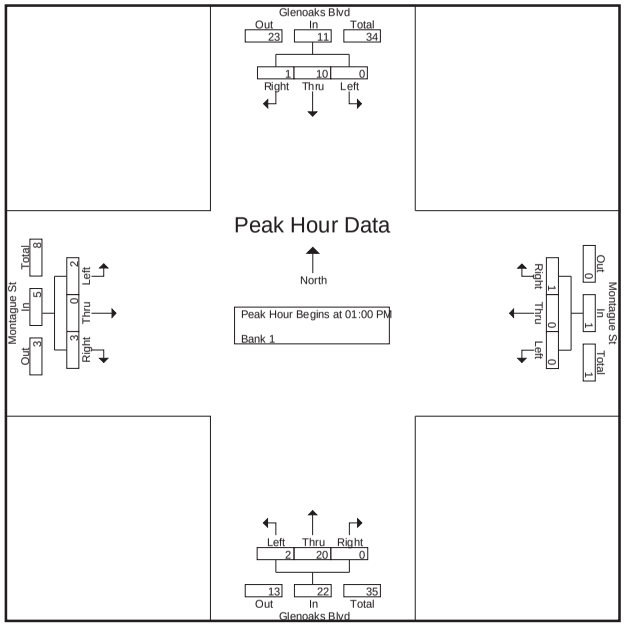
	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	6	0	6	**1**	0	0	**1**	0	6	0	6	0	0	0	0	**13**
08:15 AM	0	**10**	0	**10**	0	0	0	0	0	2	0	2	0	0	0	0	12
08:30 AM	0	7	0	7	0	0	0	0	0	5	0	5	**1**	0	0	1	13
08:45 AM	0	2	0	2	0	0	0	0	0	**7**	0	**7**	0	0	**2**	**2**	11
Total Volume	0	25	0	25	1	0	0	1	0	20	0	20	1	0	2	3	49
% App. Total	0	100	0		100	0	0		0	100	0		33.3	0	66.7		
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.000	.714	.000	.714	.250	.000	.250	.375	.942



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

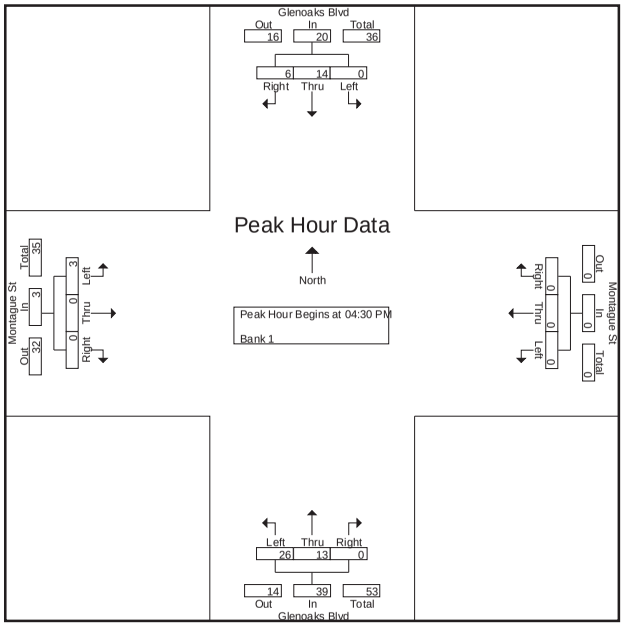
	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	1	**1**	2	0	0	**1**	**1**	0	4	0	4	**1**	0	0	1	8
01:15 PM	0	2	0	2	0	0	0	0	**1**	5	0	6	0	0	0	0	8
01:30 PM	0	**4**	0	**4**	0	0	0	0	0	2	0	2	0	0	1	1	7
01:45 PM	0	3	0	3	0	0	0	0	1	**9**	0	**10**	1	0	**2**	**3**	**16**
Total Volume	0	10	1	11	0	0	1	1	2	20	0	22	2	0	3	5	39
% App. Total	0	90.9	9.1		0	0	100		9.1	90.9	0		40	0	60		
PHF	.000	.625	.250	.688	.000	.000	.250	.250	.500	.556	.000	.550	.500	.000	.375	.417	.609



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	3	1	4	0	0	0	0	7	3	0	10	1	0	0	1	15
04:45 PM	0	**4**	**3**	**7**	0	0	0	0	6	2	0	8	0	0	0	0	15
05:00 PM	0	4	0	4	0	0	0	0	**9**	1	0	10	**2**	0	0	**2**	**16**
05:15 PM	0	3	2	5	0	0	0	0	4	**7**	0	**11**	0	0	0	0	16
Total Volume	0	14	6	20	0	0	0	0	26	13	0	39	3	0	0	3	62
% App. Total	0	70	30		0	0	0		66.7	33.3	0		100	0	0		
PHF	.000	.875	.500	.714	.000	.000	.000	.000	.722	.464	.000	.886	.375	.000	.000	.375	.969



CITY TRAFFIC COUNTERS

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File Name : Glenoaks_Montague_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Unshifted

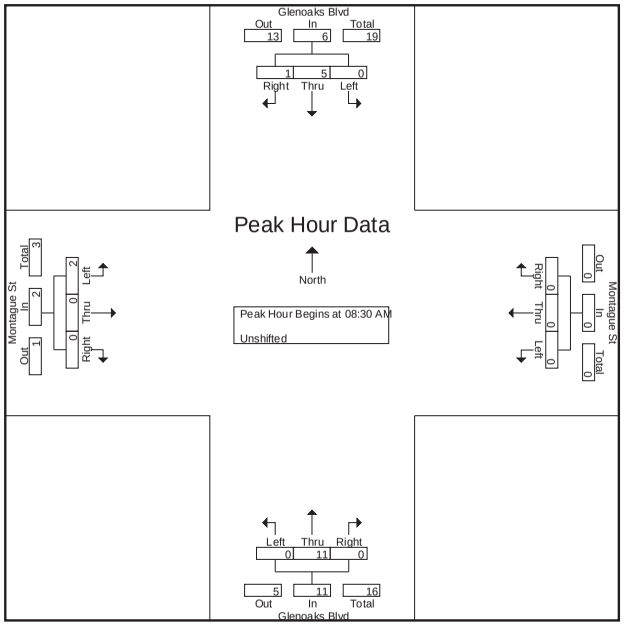
	Glenoaks Blvd Southbound			Montague St Westbound			Glenoaks Blvd Northbound			Montague St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	1	0	0	0	1	4
07:15 AM	0	2	1	0	0	0	0	2	0	0	0	0	5
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	5	1	0	0	0	0	5	0	0	0	1	12
08:00 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
08:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	1	0	0	0	0	4	0	1	0	0	6
08:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	6	1	0	0	0	0	7	0	1	0	0	15
09:00 AM	0	1	0	0	0	0	0	3	0	1	0	0	5
09:15 AM	0	3	0	0	0	0	0	3	0	0	0	0	6
09:30 AM	0	1	0	0	0	0	0	2	0	1	0	0	4
09:45 AM	0	0	0	0	0	0	0	3	0	0	0	1	4
Total	0	5	0	0	0	0	0	11	0	2	0	1	19
12:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
12:30 PM	0	1	0	0	0	0	0	2	0	1	0	0	4
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	4	0	2	0	0	9
01:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
Total	0	0	1	0	0	0	0	4	0	1	0	0	6
03:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
03:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
03:30 PM	0	0	0	0	0	0	1	0	0	0	0	3	4
03:45 PM	0	3	0	0	0	0	1	0	0	0	0	0	4
Total	0	7	0	0	0	0	2	4	0	0	0	3	16
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	1	1	0	0	0	1	1	0	0	0	0	4
04:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
04:45 PM	0	1	1	0	0	0	3	2	0	0	0	1	8
Total	0	4	2	0	0	0	4	5	0	0	0	1	16
05:00 PM	0	1	0	0	0	0	0	2	0	0	0	1	4
05:15 PM	0	5	0	0	0	0	0	0	0	1	0	0	6
05:30 PM	0	3	0	0	0	0	1	1	0	0	0	0	5
05:45 PM	0	2	3	0	0	0	0	0	0	1	0	0	6
Total	0	11	3	0	0	0	1	3	0	2	0	1	21
Grand Total	0	41	8	0	0	0	7	43	0	8	0	7	114
Apprch %	0	83.7	16.3	0	0	0	14	86	0	53.3	0	46.7	
Total %	0	36	7	0	0	0	6.1	37.7	0	7	0	6.1	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Montague_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

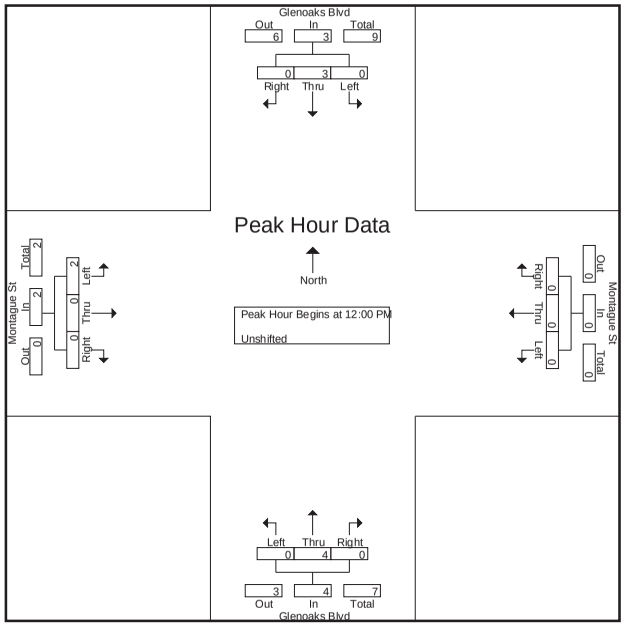
	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	**1**	1	0	0	0	0	0	**4**	0	**4**	**1**	0	0	**1**	**6**
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
09:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	1	0	0	1	5
09:15 AM	0	**3**	0	**3**	0	0	0	0	0	3	0	3	0	0	0	0	6
Total Volume	0	5	1	6	0	0	0	0	0	11	0	11	2	0	0	2	19
% App. Total	0	83.3	16.7		0	0	0		0	100	0		100	0	0		
PHF	.000	.417	.250	.500	.000	.000	.000	.000	.000	.688	.000	.688	.500	.000	.000	.500	.792



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

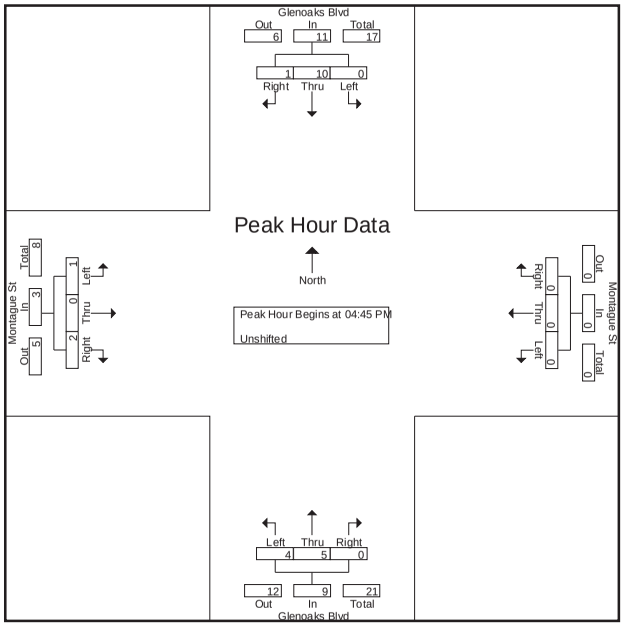
	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	**1**	0	0	**1**	2
12:30 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	1	0	0	1	**4**
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	4	0	4	2	0	0	2	9
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.563



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	**1**	2	0	0	0	0	**3**	**2**	0	5	0	0	**1**	**1**	**8**
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
05:15 PM	0	**5**	0	**5**	0	0	0	0	0	0	0	0	**1**	0	0	1	6
05:30 PM	0	3	0	3	0	0	0	0	1	1	0	2	0	0	0	0	5
Total Volume	0	10	1	11	0	0	0	0	4	5	0	9	1	0	2	3	23
% App. Total	0	90.9	9.1		0	0	0		44.4	55.6	0		33.3	0	66.7		
PHF	.000	.500	.250	.550	.000	.000	.000	.000	.333	.625	.000	.450	.250	.000	.500	.750	.719



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

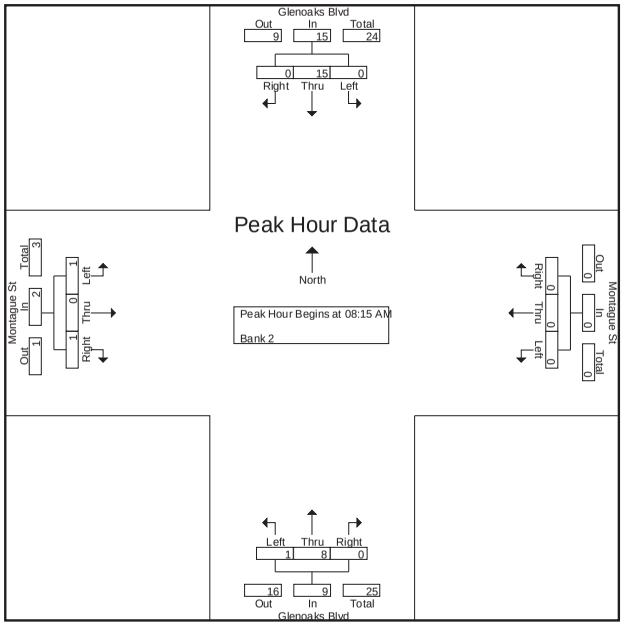
Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Montague St Westbound			Glenoaks Blvd Northbound			Montague St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	0	0	0	0	0	0	0	1	0	0	5
07:15 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
07:30 AM	0	1	1	0	0	0	0	4	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	2	0	0	0	1	3
Total	0	7	1	0	0	0	0	8	0	1	0	1	18
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
08:30 AM	0	7	0	0	0	0	0	2	0	1	0	0	10
08:45 AM	0	3	0	0	0	0	1	3	0	0	0	1	8
Total	0	13	0	0	0	0	1	7	0	1	0	1	23
09:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
09:15 AM	0	1	0	0	0	0	1	1	0	0	0	0	3
09:30 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
09:45 AM	0	0	3	0	0	0	0	2	0	0	0	0	5
Total	0	7	3	0	0	0	1	6	0	0	0	0	17
12:00 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	2	1	0	0	0	0	4	0	0	0	0	7
Total	0	8	1	0	0	0	0	8	0	0	0	0	17
01:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
Total	0	2	0	0	0	0	2	4	0	0	0	0	8
03:00 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
03:15 PM	0	0	1	0	0	0	0	4	0	0	0	0	5
03:30 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
03:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	1	0	0	0	0	14	0	0	0	0	17
04:00 PM	0	4	0	0	0	0	0	3	0	0	0	1	8
04:15 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
04:30 PM	0	2	0	0	0	0	1	2	0	0	0	0	5
04:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	8	0	0	0	0	1	9	0	0	0	1	19
05:00 PM	0	1	1	0	0	0	0	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	1	0	0	0	0	2	0	0	0	0	4
Grand Total	0	48	7	0	0	0	5	58	0	2	0	3	123
Apprch %	0	87.3	12.7	0	0	0	7.9	92.1	0	40	0	60	
Total %	0	39	5.7	0	0	0	4.1	47.2	0	1.6	0	2.4	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Montague_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:30 AM	0	**7**	0	**7**	0	0	0	0	0	2	0	2	**1**	0	0	**1**	**10**
08:45 AM	0	3	0	3	0	0	0	0	**1**	**3**	0	**4**	0	0	**1**	1	8
09:00 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	15	0	15	0	0	0	0	1	8	0	9	1	0	1	2	26
% App. Total	0	100	0		0	0	0		11.1	88.9	0		50	0	50		
PHF	.000	.536	.000	.536	.000	.000	.000	.000	.250	.667	.000	.563	.250	.000	.250	.500	.650

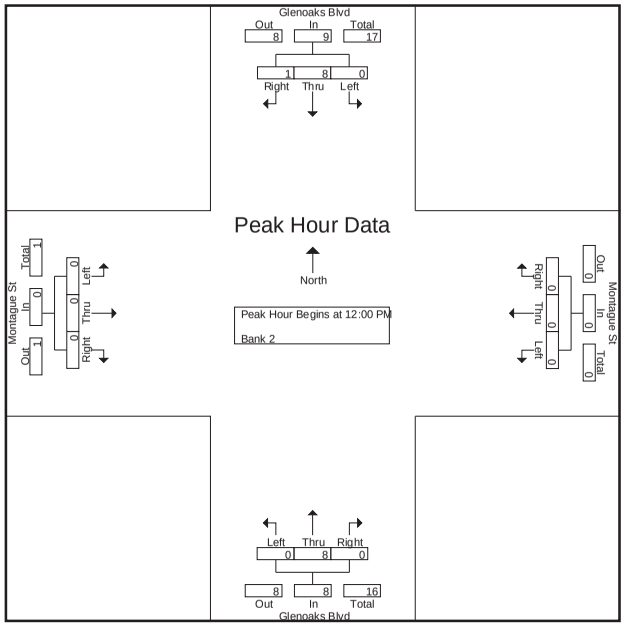


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Montague_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
12:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	2	**1**	3	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**7**
Total Volume	0	8	1	9	0	0	0	0	0	8	0	8	0	0	0	0	17
% App. Total	0	88.9	11.1		0	0	0		0	100	0		0	0	0		
PHF	.000	.667	.250	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.607

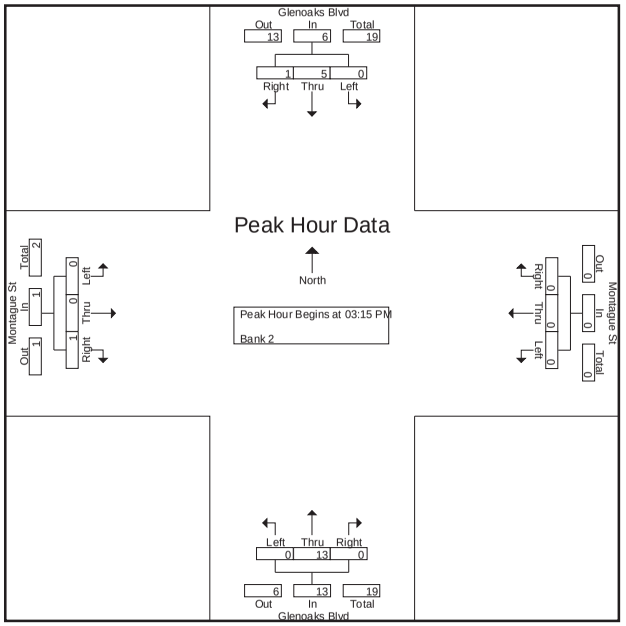


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Montague_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Montague St Westbound				Glenoaks Blvd Northbound				Montague St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	**1**	1	0	0	0	0	0	**4**	0	**4**	0	0	0	0	5
03:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
03:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:00 PM	0	**4**	0	**4**	0	0	0	0	0	3	0	3	0	0	**1**	**1**	**8**
Total Volume	0	5	1	6	0	0	0	0	0	13	0	13	0	0	1	1	20
% App. Total	0	83.3	16.7		0	0	0		0	100	0		0	0	100		
PHF	.000	.313	.250	.375	.000	.000	.000	.000	.000	.813	.000	.813	.000	.000	.250	.250	.625



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 35

File Name : Glenoaks_Branford
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Branford St Westbound			Glenoaks Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	281	43	1	0	2	8	72	0	8	3	11	429
07:15 AM	4	340	28	1	0	1	14	105	3	14	1	13	524
07:30 AM	2	327	50	1	0	0	14	139	2	29	2	12	578
07:45 AM	7	330	30	0	0	0	23	150	3	23	4	13	583
Total	13	1278	151	3	0	3	59	466	8	74	10	49	2114
08:00 AM	4	245	22	1	6	3	20	106	3	33	2	12	457
08:15 AM	6	180	19	0	1	1	23	90	2	12	5	22	361
08:30 AM	3	159	25	4	2	5	18	95	3	11	2	13	340
08:45 AM	7	160	17	0	1	4	15	82	4	10	0	13	313
Total	20	744	83	5	10	13	76	373	12	66	9	60	1471
09:00 AM	10	128	16	3	0	5	21	75	4	25	2	20	309
09:15 AM	3	130	18	2	1	4	12	63	2	14	1	21	271
09:30 AM	9	120	15	7	1	10	18	82	3	17	1	17	300
09:45 AM	7	115	21	6	5	10	16	87	5	17	7	14	310
Total	29	493	70	18	7	29	67	307	14	73	11	72	1190
12:00 PM	5	108	13	7	4	6	22	110	4	25	6	17	327
12:15 PM	10	103	24	4	2	10	19	127	9	20	0	26	354
12:30 PM	2	99	18	7	2	6	15	118	7	27	1	24	326
12:45 PM	12	115	14	4	0	6	22	110	9	31	0	21	344
Total	29	425	69	22	8	28	78	465	29	103	7	88	1351
01:00 PM	9	114	17	5	3	10	15	114	9	21	2	19	338
01:15 PM	12	89	20	5	1	9	22	100	6	29	2	22	317
01:30 PM	6	126	18	5	0	6	20	121	7	28	4	18	359
01:45 PM	16	99	23	2	2	8	14	100	8	31	2	18	323
Total	43	428	78	17	6	33	71	435	30	109	10	77	1337
03:00 PM	9	125	13	2	2	8	17	218	3	25	5	21	448
03:15 PM	3	136	16	4	0	5	15	207	5	42	1	23	457
03:30 PM	6	130	18	4	4	7	16	300	3	46	7	36	577
03:45 PM	2	117	9	4	0	6	23	260	6	34	2	22	485
Total	20	508	56	14	6	26	71	985	17	147	15	102	1967
04:00 PM	7	145	15	4	0	5	17	275	8	45	1	26	548
04:15 PM	4	141	23	5	1	7	21	256	6	30	4	30	528
04:30 PM	4	159	13	5	1	8	20	335	4	50	3	52	654
04:45 PM	6	141	18	5	1	10	16	323	4	70	4	43	641
Total	21	586	69	19	3	30	74	1189	22	195	12	151	2371
05:00 PM	4	142	25	8	1	4	24	316	3	65	0	49	641
05:15 PM	2	151	20	4	0	4	12	350	3	66	2	21	635
05:30 PM	5	137	26	1	0	2	16	342	4	59	1	38	631
05:45 PM	2	131	28	3	1	10	41	325	4	52	3	25	625
Total	13	561	99	16	2	20	93	1333	14	242	6	133	2532
Grand Total	188	5023	675	114	42	182	589	5553	146	1009	80	732	14333
Apprch %	3.2	85.3	11.5	33.7	12.4	53.8	9.4	88.3	2.3	55.4	4.4	40.2	
Total %	1.3	35	4.7	0.8	0.3	1.3	4.1	38.7	1	7	0.6	5.1	

CITY TRAFFIC COUNTERS
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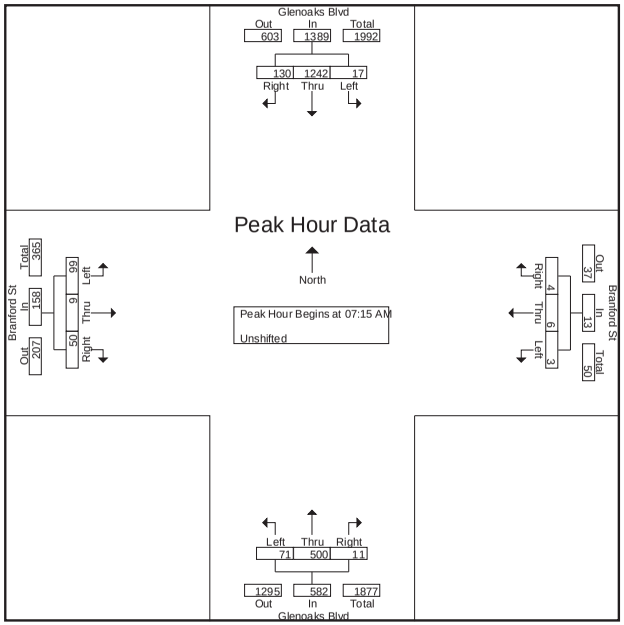
File Name : Glenoaks_Branford
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

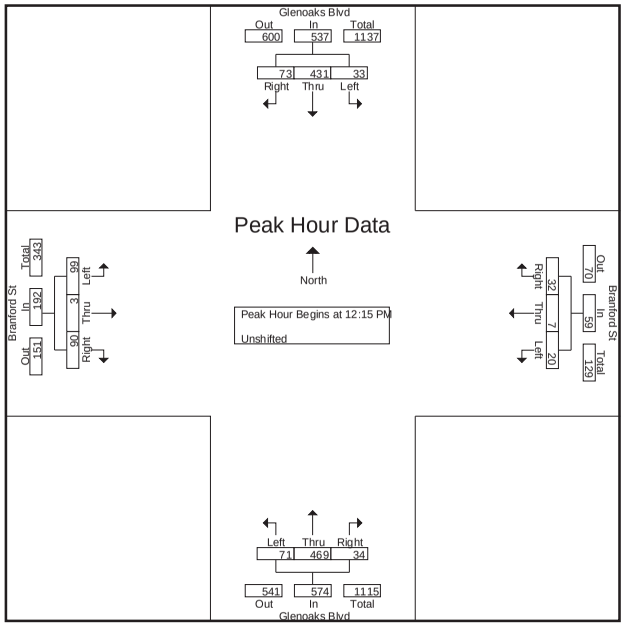
	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	**340**	28	372	**1**	0	1	2	14	105	**3**	122	14	1	**13**	28	524
07:30 AM	2	327	**50**	**379**	1	0	0	1	14	139	2	155	29	2	12	43	578
07:45 AM	**7**	330	30	367	0	0	0	0	**23**	**150**	3	**176**	23	**4**	13	40	**583**
08:00 AM	4	245	22	271	1	**6**	**3**	**10**	20	106	3	129	**33**	2	12	**47**	457
Total Volume	17	1242	130	1389	3	6	4	13	71	500	11	582	99	9	50	158	2142
% App. Total	1.2	89.4	9.4		23.1	46.2	30.8		12.2	85.9	1.9		62.7	5.7	31.6		
PHF	.607	.913	.650	.916	.750	.250	.333	.325	.772	.833	.917	.827	.750	.563	.962	.840	.919



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Branford
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

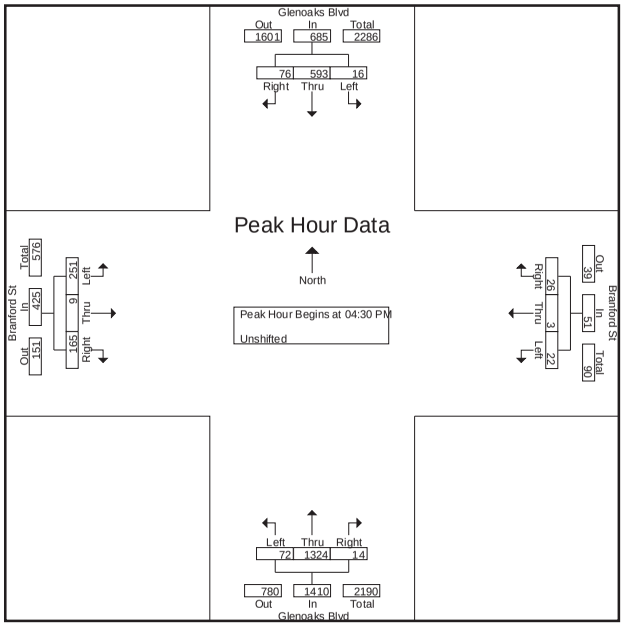
	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	10	103	**24**	137	4	2	**10**	16	19	**127**	**9**	**155**	20	0	**26**	46	**354**
12:30 PM	2	99	18	119	**7**	2	6	15	15	118	7	140	27	1	24	**52**	326
12:45 PM	**12**	**115**	14	**141**	4	0	6	10	**22**	110	9	141	**31**	0	21	52	344
01:00 PM	9	114	17	140	5	**3**	10	**18**	15	114	9	138	21	**2**	19	42	338
Total Volume	33	431	73	537	20	7	32	59	71	469	34	574	99	3	90	192	1362
% App. Total	6.1	80.3	13.6		33.9	11.9	54.2		12.4	81.7	5.9		51.6	1.6	46.9		
PHF	.688	.937	.760	.952	.714	.583	.800	.819	.807	.923	.944	.926	.798	.375	.865	.923	.962



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Branford
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	**159**	13	**176**	5	**1**	8	14	20	335	**4**	359	50	3	**52**	105	**654**
04:45 PM	**6**	141	18	165	5	1	**10**	**16**	16	323	4	343	**70**	**4**	43	**117**	641
05:00 PM	4	142	**25**	171	**8**	1	4	13	**24**	316	3	343	65	0	49	114	641
05:15 PM	2	151	20	173	4	0	4	8	12	**350**	3	**365**	66	2	21	89	635
Total Volume	16	593	76	685	22	3	26	51	72	1324	14	1410	251	9	165	425	2571
% App. Total	2.3	86.6	11.1		43.1	5.9	51		5.1	93.9	1		59.1	2.1	38.8		
PHF	.667	.932	.760	.973	.688	.750	.650	.797	.750	.946	.875	.966	.896	.563	.793	.908	.983



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Branford_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 1

	Glenoaks Blvd Southbound			Branford St Westbound			Glenoaks Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	0	2	0	2	0	0	0	0	5
07:15 AM	1	3	0	0	6	4	0	3	0	0	0	0	17
07:30 AM	1	2	0	0	0	3	0	0	2	0	0	0	8
07:45 AM	6	1	0	2	0	1	0	3	2	0	0	0	15
Total	9	6	0	2	6	10	0	8	4	0	0	0	45
08:00 AM	3	1	0	0	0	2	0	3	0	0	0	0	9
08:15 AM	6	2	0	1	0	0	0	1	2	0	0	0	12
08:30 AM	4	1	0	0	0	2	0	0	5	0	0	0	12
08:45 AM	6	0	0	0	0	0	0	1	8	0	0	0	15
Total	19	4	0	1	0	4	0	5	15	0	0	0	48
09:00 AM	5	0	0	1	0	0	0	1	1	0	0	0	8
09:15 AM	3	1	0	0	0	1	0	0	5	0	0	0	10
09:30 AM	9	0	0	0	0	0	0	0	1	0	0	0	10
09:45 AM	1	1	0	0	0	1	0	0	1	0	0	0	4
Total	18	2	0	1	0	2	0	1	8	0	0	0	32
12:00 PM	0	0	0	0	0	1	0	3	0	0	0	0	4
12:15 PM	0	2	1	0	0	1	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	2	4
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	1	0	0	4	0	5	0	0	0	2	14
01:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	1	0	0	0	0	3	0	0	0	0	0	0	4
01:30 PM	2	0	0	0	0	3	0	1	0	0	0	0	6
01:45 PM	1	0	0	2	0	4	0	0	0	0	0	0	7
Total	5	1	0	2	0	10	0	1	0	0	0	0	19
03:00 PM	0	2	0	6	0	2	0	0	0	0	0	1	11
03:15 PM	1	3	0	1	0	2	0	1	0	0	0	0	8
03:30 PM	1	2	0	1	0	4	0	0	0	0	0	0	8
03:45 PM	1	2	0	4	0	2	0	1	0	0	0	0	10
Total	3	9	0	12	0	10	0	2	0	0	0	1	37
04:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
04:15 PM	1	1	0	0	0	1	0	2	2	0	0	0	7
04:30 PM	4	2	0	1	0	2	0	1	4	0	0	0	14
04:45 PM	2	0	0	0	0	1	0	0	2	0	0	0	5
Total	7	5	0	1	0	4	0	4	8	0	0	0	29
05:00 PM	0	2	0	0	0	0	0	1	3	0	0	0	6
05:15 PM	3	1	0	0	0	1	0	1	2	0	0	0	8
05:30 PM	6	1	0	0	0	1	0	0	2	0	0	0	10
05:45 PM	6	0	0	1	0	2	0	0	5	0	0	0	14
Total	15	4	0	1	0	4	0	2	12	0	0	0	38
Grand Total	76	33	1	20	6	48	0	28	47	0	0	3	262
Apprch %	69.1	30	0.9	27	8.1	64.9	0	37.3	62.7	0	0	100	
Total %	29	12.6	0.4	7.6	2.3	18.3	0	10.7	17.9	0	0	1.1	

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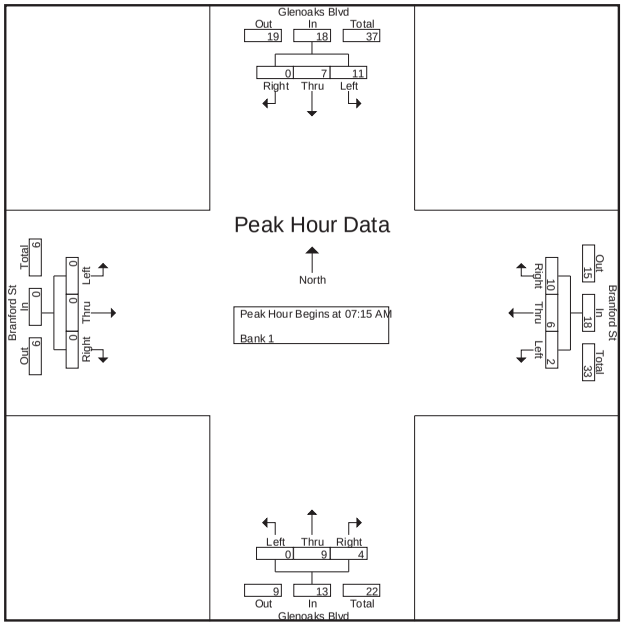
www.ctcounters.com

File Name : Glenoaks_Branford_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

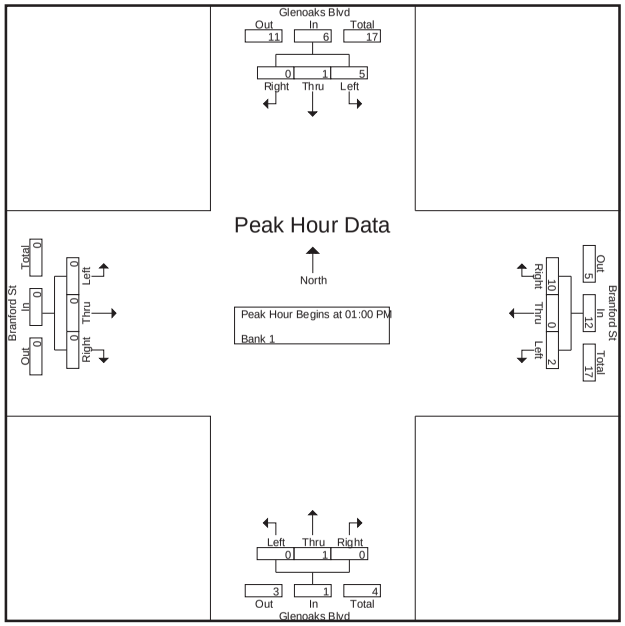
	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**3**	0	4	0	**6**	**4**	**10**	0	**3**	0	3	0	0	0	0	**17**
07:30 AM	1	2	0	3	0	0	3	3	0	0	**2**	2	0	0	0	0	8
07:45 AM	**6**	1	0	**7**	**2**	0	1	3	0	3	2	**5**	0	0	0	0	15
08:00 AM	3	1	0	4	0	0	2	2	0	3	0	3	0	0	0	0	9
Total Volume	11	7	0	18	2	6	10	18	0	9	4	13	0	0	0	0	49
% App. Total	61.1	38.9	0		11.1	33.3	55.6		0	69.2	30.8		0	0	0		
PHF	.458	.583	.000	.643	.250	.250	.625	.450	.000	.750	.500	.650	.000	.000	.000	.000	.721



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Branford_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

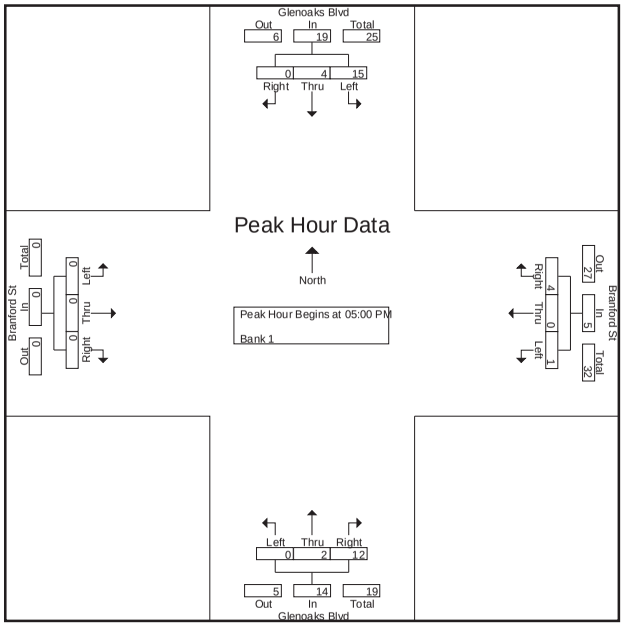
	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	1	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	1	0	0	1	0	0	3	3	0	0	0	0	0	0	0	0	4
01:30 PM	**2**	0	0	2	0	0	3	3	0	**1**	0	**1**	0	0	0	0	6
01:45 PM	1	0	0	1	**2**	0	**4**	**6**	0	0	0	0	0	0	0	0	**7**
Total Volume	5	1	0	6	2	0	10	12	0	1	0	1	0	0	0	0	19
% App. Total	83.3	16.7	0		16.7	0	83.3		0	100	0		0	0	0		
PHF	.625	.250	.000	.750	.250	.000	.625	.500	.000	.250	.000	.250	.000	.000	.000	.000	.679



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Branford_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**2**	0	2	0	0	0	0	0	**1**	3	4	0	0	0	0	6
05:15 PM	3	1	0	4	0	0	1	1	0	1	2	3	0	0	0	0	8
05:30 PM	**6**	1	0	**7**	0	0	1	1	0	0	2	2	0	0	0	0	10
05:45 PM	6	0	0	6	**1**	0	**2**	**3**	0	0	**5**	**5**	0	0	0	0	**14**
Total Volume	15	4	0	19	1	0	4	5	0	2	12	14	0	0	0	0	38
% App. Total	78.9	21.1	0		20	0	80		0	14.3	85.7		0	0	0		
PHF	.625	.500	.000	.679	.250	.000	.500	.417	.000	.500	.600	.700	.000	.000	.000	.000	.679



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Branford_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Branford St Westbound			Glenoaks Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	3
07:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	1	0	0	0	0	0	0	0	0	6
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	1	0	0	0	0	1	3
03:30 PM	0	0	0	0	0	0	0	2	0	0	0	1	3
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	2	0	0	0	1	4
04:00 PM	0	1	0	0	0	0	0	2	0	1	0	2	6
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	2	0	1	0	2	7
05:00 PM	0	1	0	0	0	0	0	3	0	0	0	1	5
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	1	0	0	1	0	1	5	0	0	0	1	9
Grand Total	0	10	1	1	1	0	2	9	0	1	1	5	31
Apprch %	0	90.9	9.1	50	50	0	18.2	81.8	0	14.3	14.3	71.4	
Total %	0	32.3	3.2	3.2	3.2	0	6.5	29	0	3.2	3.2	16.1	

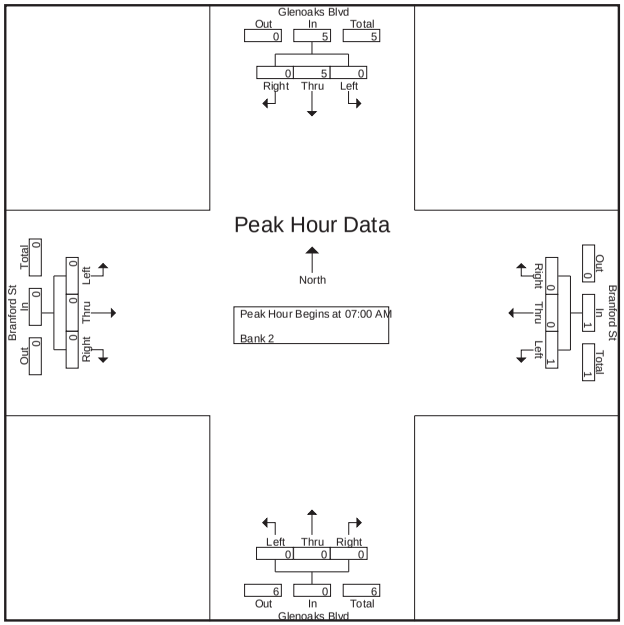
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Branford_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**2**	0	**2**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**3**
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	1	0	0	1	0	0	0	0	0	0	0	0	6
% App. Total	0	100	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

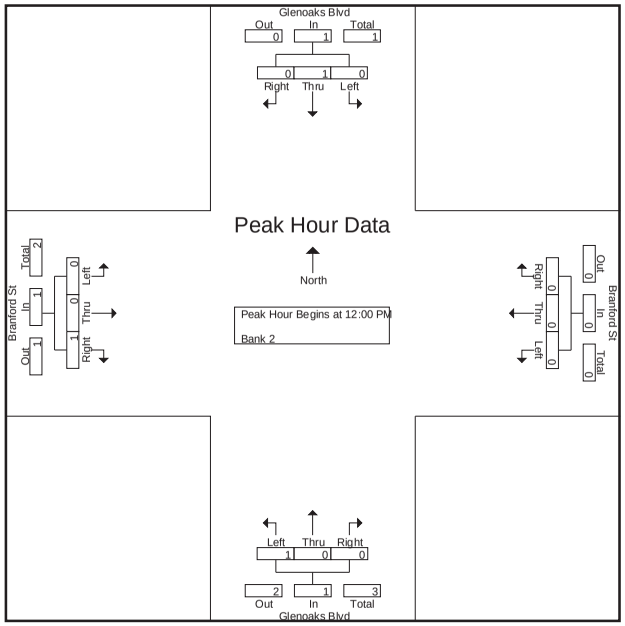


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Branford_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
12:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
Total Volume	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
% App. Total	0	100	0		0	0	0		100	0	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.750

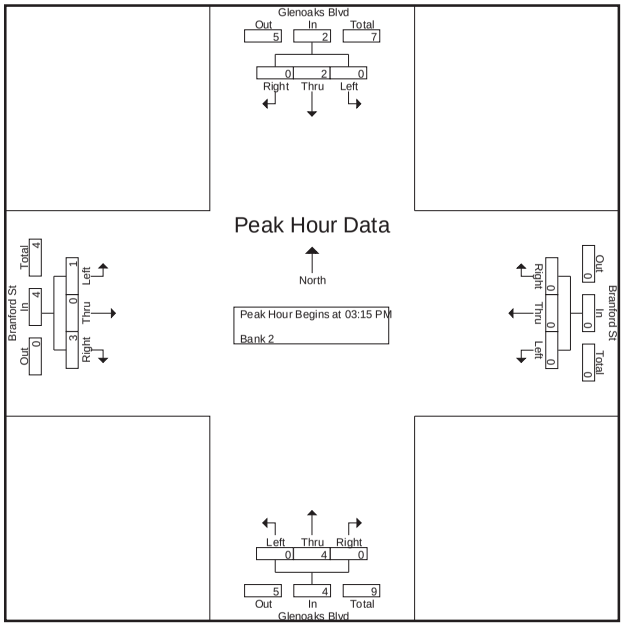


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Branford_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	1	1	3
03:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	**1**	0	**2**	**3**	**6**
Total Volume	0	2	0	2	0	0	0	0	0	4	0	4	1	0	3	4	10
% App. Total	0	100	0		0	0	0		0	100	0		25	0	75		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.375	.333	.417



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Branford_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Branford St Westbound			Glenoaks Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	5	1	0	0	0	4	4	0	1	0	3	18
07:15 AM	2	5	3	2	0	2	1	5	1	2	5	1	29
07:30 AM	0	7	1	0	0	0	1	15	0	5	0	1	30
07:45 AM	0	6	0	1	0	0	1	6	1	3	0	0	18
Total	2	23	5	3	0	2	7	30	2	11	5	5	95
08:00 AM	0	6	0	0	0	0	0	4	0	1	0	3	14
08:15 AM	1	5	0	2	0	1	0	5	0	6	1	1	22
08:30 AM	0	2	0	0	0	0	0	10	0	1	0	2	15
08:45 AM	1	15	3	0	0	0	1	5	0	1	0	0	26
Total	2	28	3	2	0	1	1	24	0	9	1	6	77
09:00 AM	1	20	0	0	0	0	0	4	0	0	0	1	26
09:15 AM	0	17	2	0	0	0	0	4	1	2	0	4	30
09:30 AM	0	5	3	0	0	0	0	5	2	4	0	2	21
09:45 AM	0	5	2	2	0	1	2	3	1	2	0	2	20
Total	1	47	7	2	0	1	2	16	4	8	0	9	97
12:00 PM	0	6	2	0	0	0	1	3	0	3	1	1	17
12:15 PM	1	3	0	0	2	0	0	4	0	1	0	4	15
12:30 PM	0	7	1	0	0	1	2	3	0	2	0	3	19
12:45 PM	0	8	3	0	0	0	1	8	0	1	0	2	23
Total	1	24	6	0	2	1	4	18	0	7	1	10	74
01:00 PM	0	8	2	0	0	1	2	3	0	2	0	4	22
01:15 PM	0	11	1	0	0	2	1	5	1	2	0	2	25
01:30 PM	1	5	1	0	0	1	0	7	0	5	0	2	22
01:45 PM	1	7	1	0	1	2	3	5	0	1	1	1	23
Total	2	31	5	0	1	6	6	20	1	10	1	9	92
03:00 PM	2	7	1	1	0	0	2	9	0	0	1	2	25
03:15 PM	0	6	1	1	0	0	1	8	0	2	0	2	21
03:30 PM	0	8	4	1	0	0	0	9	0	3	0	0	25
03:45 PM	0	7	5	0	0	0	2	7	0	3	0	4	28
Total	2	28	11	3	0	0	5	33	0	8	1	8	99
04:00 PM	1	12	3	0	0	0	1	7	2	2	0	2	30
04:15 PM	0	1	1	0	0	0	1	10	0	3	0	0	16
04:30 PM	0	5	0	0	0	0	3	10	0	1	0	1	20
04:45 PM	0	4	1	0	0	0	0	8	0	2	0	0	15
Total	1	22	5	0	0	0	5	35	2	8	0	3	81
05:00 PM	1	6	1	0	0	1	1	14	0	2	0	2	28
05:15 PM	0	6	0	0	0	0	1	17	0	1	0	2	27
05:30 PM	0	6	0	0	0	0	0	5	0	1	0	0	12
05:45 PM	0	5	0	0	0	0	0	12	1	0	0	0	18
Total	1	23	1	0	0	1	2	48	1	4	0	4	85
Grand Total	12	226	43	10	3	12	32	224	10	65	9	54	700
Apprch %	4.3	80.4	15.3	40	12	48	12	84.2	3.8	50.8	7	42.2	
Total %	1.7	32.3	6.1	1.4	0.4	1.7	4.6	32	1.4	9.3	1.3	7.7	

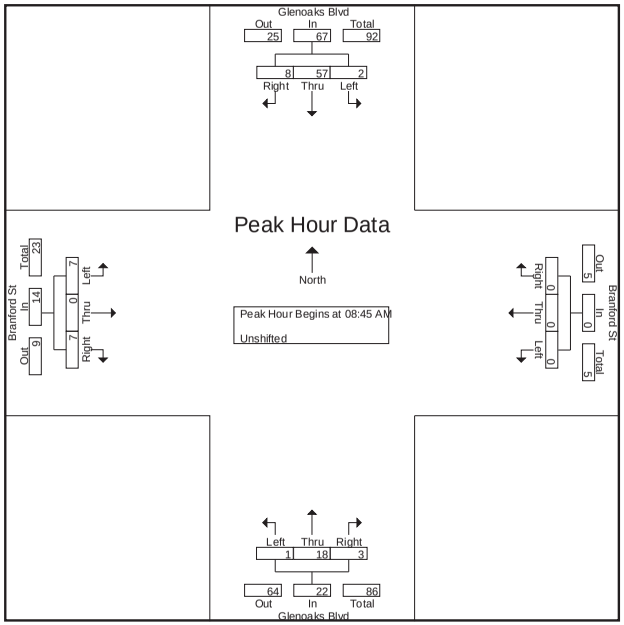
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Branford_2-Axle
Site Code : 00000000
Start Date : 5/25/2016

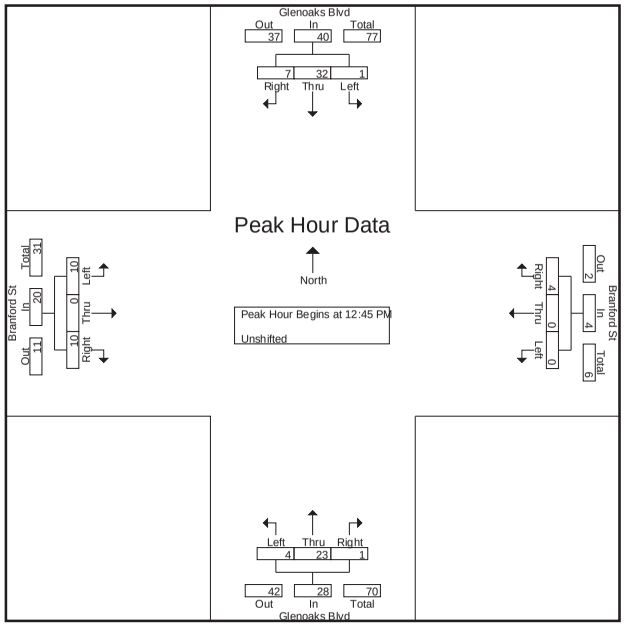
Page No : 2

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**1**	15	**3**	19	0	0	0	0	**1**	**5**	0	6	1	0	0	1	26
09:00 AM	1	**20**	0	**21**	0	0	0	0	0	4	0	4	0	0	1	1	26
09:15 AM	0	17	2	19	0	0	0	0	0	4	1	5	2	0	**4**	**6**	**30**
09:30 AM	0	5	3	8	0	0	0	0	0	5	**2**	**7**	**4**	0	2	6	21
Total Volume	2	57	8	67	0	0	0	0	1	18	3	22	7	0	7	14	103
% App. Total	3	85.1	11.9		0	0	0		4.5	81.8	13.6		50	0	50		
PHF	.500	.713	.667	.798	.000	.000	.000	.000	.250	.900	.375	.786	.438	.000	.438	.583	.858



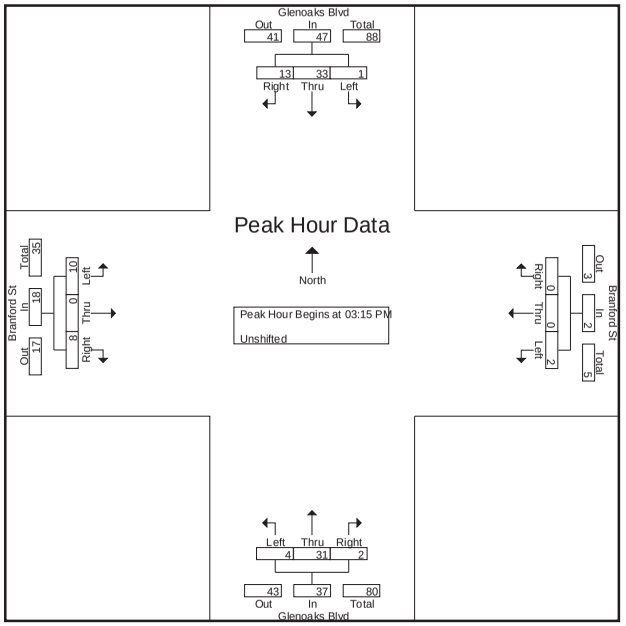
File Name : Glenoaks_Branford_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	8	**3**	11	0	0	0	0	1	**8**	0	**9**	1	0	2	3	23
01:00 PM	0	8	2	10	0	0	1	1	**2**	3	0	5	2	0	**4**	6	22
01:15 PM	0	**11**	1	**12**	0	0	**2**	**2**	1	5	**1**	7	2	0	2	4	**25**
01:30 PM	**1**	5	1	7	0	0	1	1	0	7	0	7	**5**	0	2	**7**	22
Total Volume	1	32	7	40	0	0	4	4	4	23	1	28	10	0	10	20	92
% App. Total	2.5	80	17.5		0	0	100		14.3	82.1	3.6		50	0	50		
PHF	.250	.727	.583	.833	.000	.000	.500	.500	.500	.719	.250	.778	.500	.000	.625	.714	.920



File Name : Glenoaks_Branford_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	6	1	7	**1**	0	0	**1**	1	8	0	9	2	0	2	4	21
03:30 PM	0	8	4	12	1	0	0	1	0	**9**	0	9	**3**	0	0	3	25
03:45 PM	0	7	**5**	12	0	0	0	0	**2**	7	0	9	3	0	**4**	**7**	28
04:00 PM	**1**	**12**	3	**16**	0	0	0	0	1	7	**2**	**10**	2	0	2	4	**30**
Total Volume	1	33	13	47	2	0	0	2	4	31	2	37	10	0	8	18	104
% App. Total	2.1	70.2	27.7		100	0	0		10.8	83.8	5.4		55.6	0	44.4		
PHF	.250	.688	.650	.734	.500	.000	.000	.500	.500	.861	.250	.925	.833	.000	.500	.643	.867



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Branford_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

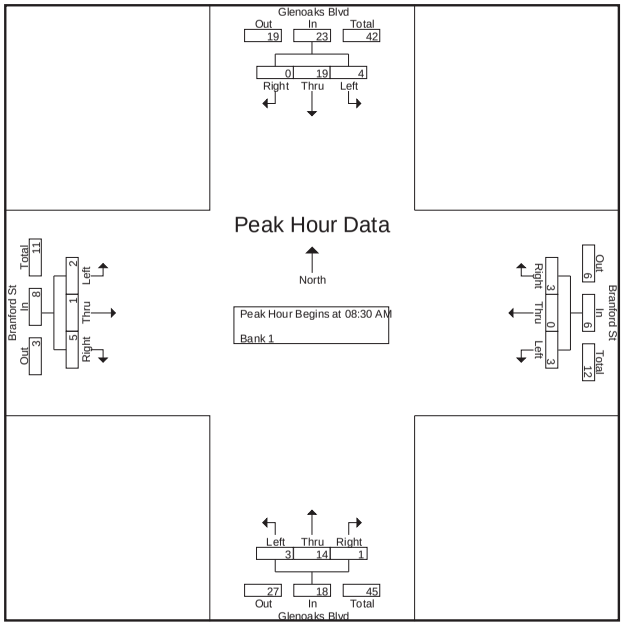
Groups Printed- Bank 1

	Glenoaks Blvd Southbound			Branford St Westbound			Glenoaks Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	8	0	0	2	0	0	1	0	0	0	0	11
07:15 AM	0	0	0	0	1	1	0	2	0	0	1	0	5
07:30 AM	0	3	0	1	1	0	0	1	0	0	0	0	6
07:45 AM	1	2	0	0	0	1	0	3	0	1	0	0	8
Total	1	13	0	1	4	2	0	7	0	1	1	0	30
08:00 AM	0	5	0	0	0	2	0	5	0	0	0	0	12
08:15 AM	0	11	1	0	0	0	1	1	0	0	0	0	14
08:30 AM	0	6	0	1	0	2	2	1	0	1	0	2	15
08:45 AM	1	5	0	0	0	1	0	2	1	1	0	1	12
Total	1	27	1	1	0	5	3	9	1	2	0	3	53
09:00 AM	0	3	0	0	0	0	0	1	0	0	0	1	5
09:15 AM	3	5	0	2	0	0	1	10	0	0	1	1	23
09:30 AM	0	6	0	0	0	0	1	2	0	1	0	1	11
09:45 AM	1	0	0	0	0	1	0	2	0	0	1	1	6
Total	4	14	0	2	0	1	2	15	0	1	2	4	45
12:00 PM	0	3	2	0	0	0	0	0	0	1	0	4	10
12:15 PM	0	6	0	0	0	0	1	4	0	1	0	1	13
12:30 PM	0	0	0	0	0	0	1	1	1	0	0	0	3
12:45 PM	0	2	0	0	1	0	0	1	0	0	0	0	4
Total	0	11	2	0	1	0	2	6	1	2	0	5	30
01:00 PM	0	0	2	0	0	0	0	4	0	0	0	1	7
01:15 PM	0	1	1	1	0	0	0	4	0	1	0	1	9
01:30 PM	0	4	0	0	0	0	0	1	0	0	0	2	7
01:45 PM	0	3	0	0	0	0	1	6	0	3	0	0	13
Total	0	8	3	1	0	0	1	15	0	4	0	4	36
03:00 PM	1	3	4	0	0	0	2	4	0	0	0	4	18
03:15 PM	0	5	2	0	0	0	2	7	0	0	0	0	16
03:30 PM	0	2	0	1	1	0	3	6	1	0	0	0	14
03:45 PM	0	2	0	1	0	0	0	6	1	0	0	1	11
Total	1	12	6	2	1	0	7	23	2	0	0	5	59
04:00 PM	1	4	1	0	0	0	0	3	0	0	0	1	10
04:15 PM	2	1	0	0	0	0	0	7	0	0	0	2	12
04:30 PM	0	1	1	0	0	0	0	5	1	1	1	2	12
04:45 PM	1	4	0	0	0	0	1	11	0	0	0	1	18
Total	4	10	2	0	0	0	1	26	1	1	1	6	52
05:00 PM	1	2	0	0	0	0	1	9	1	0	0	0	14
05:15 PM	1	1	0	0	0	0	0	9	1	2	0	0	14
05:30 PM	1	0	0	0	0	0	0	5	0	0	0	0	6
05:45 PM	0	1	0	0	0	0	0	3	1	0	0	0	5
Total	3	4	0	0	0	0	1	26	3	2	0	0	39
Grand Total	14	99	14	7	6	8	17	127	8	13	4	27	344
Apprch %	11	78	11	33.3	28.6	38.1	11.2	83.6	5.3	29.5	9.1	61.4	
Total %	4.1	28.8	4.1	2	1.7	2.3	4.9	36.9	2.3	3.8	1.2	7.8	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Branford_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

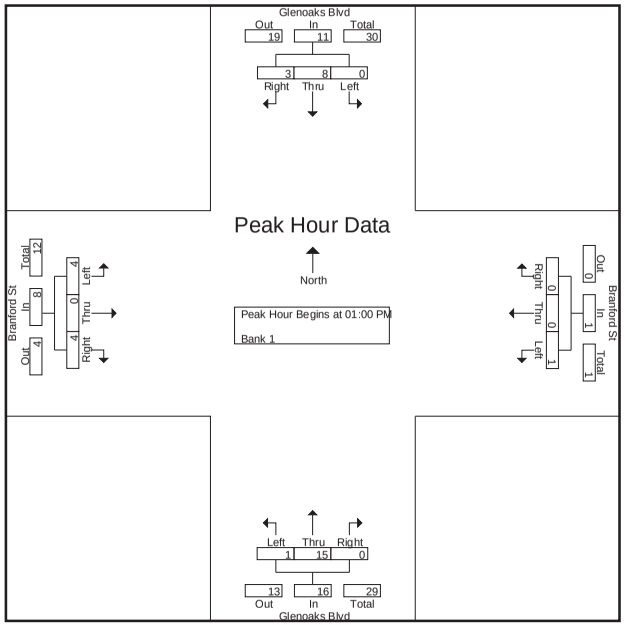
	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	**6**	0	6	1	0	**2**	**3**	**2**	1	0	3	**1**	0	**2**	**3**	15
08:45 AM	1	5	0	6	0	0	1	1	0	2	**1**	3	1	0	1	2	12
09:00 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	1	1	5
09:15 AM	**3**	5	0	**8**	**2**	0	0	2	1	**10**	0	**11**	0	**1**	1	2	**23**
Total Volume	4	19	0	23	3	0	3	6	3	14	1	18	2	1	5	8	55
% App. Total	17.4	82.6	0		50	0	50		16.7	77.8	5.6		25	12.5	62.5		
PHF	.333	.792	.000	.719	.375	.000	.375	.500	.375	.350	.250	.409	.500	.250	.625	.667	.598



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Branford_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	**2**	2	0	0	0	0	0	4	0	4	0	0	1	1	7
01:15 PM	0	1	1	2	**1**	0	0	**1**	0	4	0	4	1	0	1	2	9
01:30 PM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	0	0	**2**	2	7
01:45 PM	0	3	0	3	0	0	0	0	**1**	**6**	0	**7**	**3**	0	0	**3**	**13**
Total Volume	0	8	3	11	1	0	0	1	1	15	0	16	4	0	4	8	36
% App. Total	0	72.7	27.3		100	0	0		6.2	93.8	0		50	0	50		
PHF	.000	.500	.375	.688	.250	.000	.000	.250	.250	.625	.000	.571	.333	.000	.500	.667	.692



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File Name : Glenoaks_Branford_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
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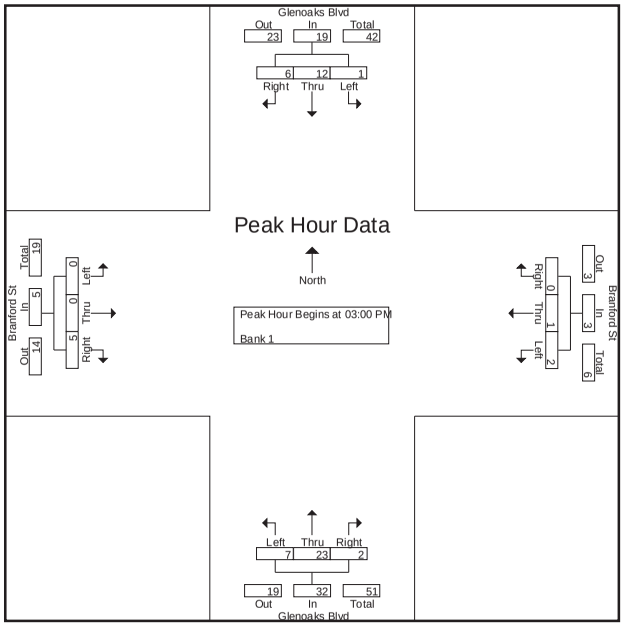
	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	3	**4**	**8**	0	0	0	0	2	4	0	6	0	0	**4**	**4**	**18**
03:15 PM	0	**5**	2	7	0	0	0	0	2	**7**	0	9	0	0	0	0	16
03:30 PM	0	2	0	2	**1**	**1**	0	**2**	**3**	6	**1**	**10**	0	0	0	0	14
03:45 PM	0	2	0	2	1	0	0	1	0	6	1	7	0	0	1	1	11
Total Volume	1	12	6	19	2	1	0	3	7	23	2	32	0	0	5	5	59
% App. Total	5.3	63.2	31.6		66.7	33.3	0		21.9	71.9	6.2		0	0	100		
PHF	.250	.600	.375	.594	.500	.250	.000	.375	.583	.821	.500	.800	.000	.000	.313	.313	.819



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File Name : Glenoaks_Branford_4-Axle
Site Code : 00000000
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Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Branford St Westbound			Glenoaks Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	2	0	1	0	0	3
Total	0	2	0	0	0	0	0	5	0	1	0	0	8
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
08:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	1	0	1	0	1	0	0	3
08:45 AM	0	0	0	0	0	1	0	3	1	3	0	0	8
Total	0	2	0	0	0	4	0	4	1	4	0	1	16
09:00 AM	1	0	0	1	0	1	0	3	1	1	0	0	8
09:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	4	3	0	0	0	0	0	7
Total	1	0	0	1	0	7	3	3	1	1	0	0	17
12:00 PM	1	1	0	0	0	2	0	1	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	1	4	0	0	0	2	0	2	0	1	0	0	10
01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	2	0	0	0	0	4
03:00 PM	2	1	0	0	0	3	0	0	0	5	0	0	11
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	1	2	0	0	0	0	0	1	0	0	0	1	5
Total	3	4	0	0	0	3	0	2	0	5	0	1	18
04:00 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
04:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	1	2
Total	2	0	1	0	0	0	0	2	0	0	0	1	6
05:00 PM	1	2	1	0	0	0	0	0	0	0	0	0	4
05:15 PM	3	1	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	1	0	0	0	0	0	0	3	0	0	0	0	4
05:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	3	1	0	0	0	0	3	0	0	0	0	13
Grand Total	13	16	2	2	0	16	3	23	2	12	0	3	92
Apprch %	41.9	51.6	6.5	11.1	0	88.9	10.7	82.1	7.1	80	0	20	
Total %	14.1	17.4	2.2	2.2	0	17.4	3.3	25	2.2	13	0	3.3	

CITY TRAFFIC COUNTERS

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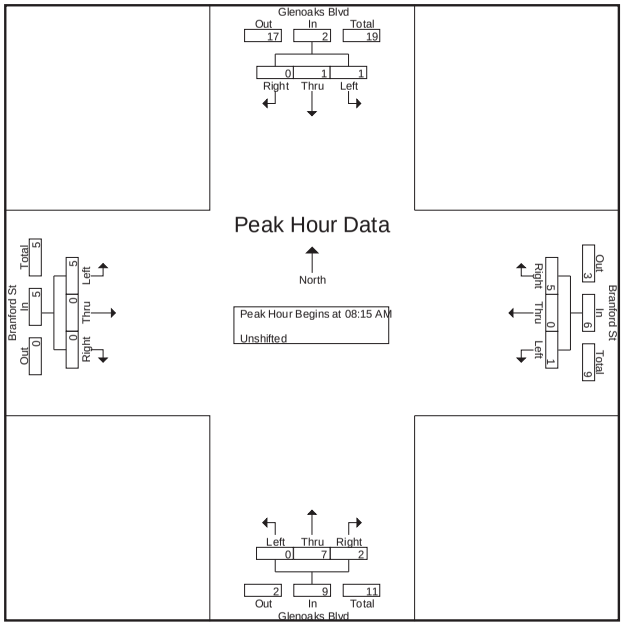
File Name : Glenoaks_Branford_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

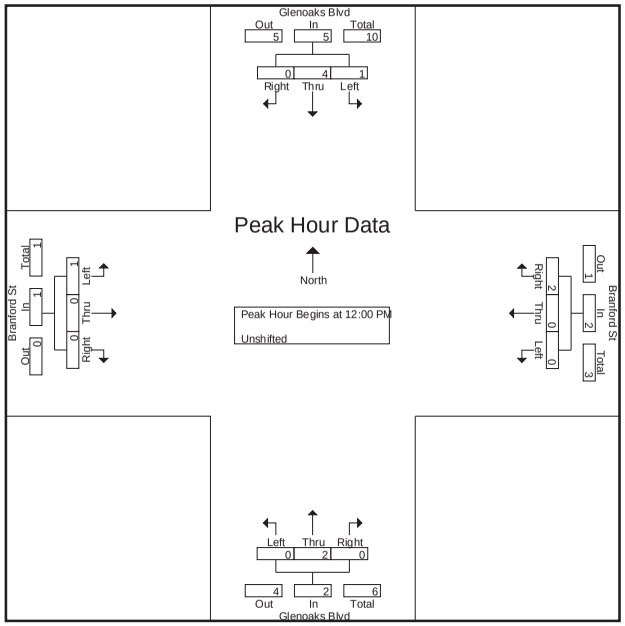
	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	**1**	0	**1**	0	0	**2**	**2**	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1	3
08:45 AM	0	0	0	0	0	0	1	1	0	**3**	**1**	**4**	**3**	0	0	**3**	**8**
09:00 AM	**1**	0	0	1	**1**	0	1	2	0	3	1	4	1	0	0	1	8
Total Volume	1	1	0	2	1	0	5	6	0	7	2	9	5	0	0	5	22
% App. Total	50	50	0		16.7	0	83.3		0	77.8	22.2		100	0	0		
PHF	.250	.250	.000	.500	.250	.000	.625	.750	.000	.583	.500	.563	.417	.000	.000	.417	.688



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Branford_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**1**	1	0	**2**	0	0	**2**	**2**	0	**1**	0	**1**	0	0	0	0	**5**
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
12:45 PM	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	4	0	5	0	0	2	2	0	2	0	2	1	0	0	1	10
% App. Total	20	80	0		0	0	100		0	100	0		100	0	0		
PHF	.250	.500	.000	.625	.000	.000	.250	.250	.000	.500	.000	.500	.250	.000	.000	.250	.500



CITY TRAFFIC COUNTERS
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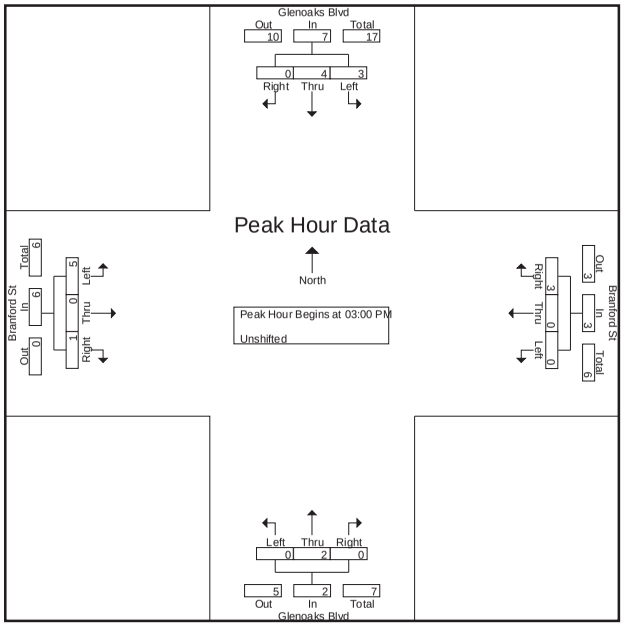
File Name : Glenoaks_Branford_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**2**	1	0	**3**	0	0	**3**	**3**	0	0	0	0	**5**	0	0	**5**	**11**
03:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	1	**2**	0	3	0	0	0	0	0	1	0	1	0	0	**1**	1	5
Total Volume	3	4	0	7	0	0	3	3	0	2	0	2	5	0	1	6	18
% App. Total	42.9	57.1	0		0	0	100		0	100	0		83.3	0	16.7		
PHF	.375	.500	.000	.583	.000	.000	.250	.250	.000	.500	.000	.500	.250	.000	.250	.300	.409



CITY TRAFFIC COUNTERS

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File Name : Glenoaks_Branford_5+-Axle
Site Code : 00000000
Start Date : 5/25/2016
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Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Branford St Westbound			Glenoaks Blvd Northbound			Branford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
07:15 AM	0	1	0	0	0	1	0	0	0	1	0	1	4
07:30 AM	0	1	0	0	0	0	0	4	0	0	0	0	5
07:45 AM	0	1	0	0	0	1	0	1	0	0	0	0	3
Total	0	3	0	0	0	2	0	6	0	2	0	1	14
08:00 AM	1	2	0	0	0	1	0	0	0	0	0	0	4
08:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	3
08:30 AM	1	6	0	0	0	0	0	2	0	0	0	2	11
08:45 AM	0	4	0	0	0	0	0	1	1	0	0	0	6
Total	2	14	1	0	0	1	0	3	1	0	0	2	24
09:00 AM	2	4	0	0	0	0	0	1	0	0	0	0	7
09:15 AM	0	2	0	0	0	0	1	1	0	0	0	0	4
09:30 AM	0	1	1	1	0	1	2	3	0	1	0	0	10
09:45 AM	0	3	0	0	0	0	0	1	0	0	1	0	5
Total	2	10	1	1	0	1	3	6	0	1	1	0	26
12:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:15 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
12:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
12:45 PM	0	1	0	0	0	0	1	3	0	0	0	1	6
Total	0	5	0	0	0	0	1	10	0	0	0	1	17
01:00 PM	0	1	0	0	0	0	1	2	0	1	0	0	5
01:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
01:30 PM	0	1	0	0	0	0	1	2	0	0	0	0	4
01:45 PM	0	0	1	0	0	0	0	4	0	1	0	0	6
Total	0	2	1	0	0	0	3	8	0	2	0	1	17
03:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
03:15 PM	0	1	0	0	0	0	0	5	0	0	0	0	6
03:30 PM	0	1	0	0	0	0	0	3	0	1	0	0	5
03:45 PM	0	0	0	0	0	0	1	1	0	1	0	0	3
Total	0	2	0	0	0	0	1	12	0	2	0	0	17
04:00 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
04:15 PM	0	0	1	0	0	0	0	3	0	0	0	0	4
04:30 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
04:45 PM	1	1	0	0	0	0	0	2	0	1	0	1	6
Total	1	6	1	0	0	0	0	10	0	1	0	1	20
05:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	0	1	0	0	0	0	0	2	2	0	0	1	6
Grand Total	5	43	4	1	0	4	8	57	3	8	1	7	141
Apprch %	9.6	82.7	7.7	20	0	80	11.8	83.8	4.4	50	6.2	43.8	
Total %	3.5	30.5	2.8	0.7	0	2.8	5.7	40.4	2.1	5.7	0.7	5	

CITY TRAFFIC COUNTERS

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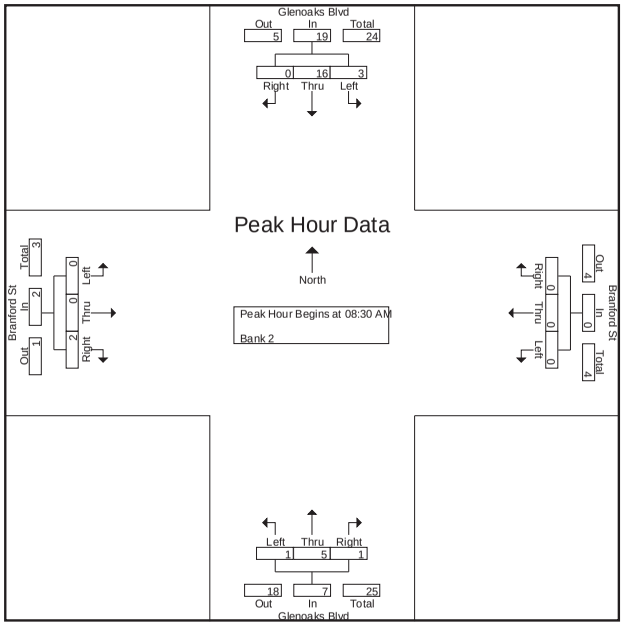
Page No : 2

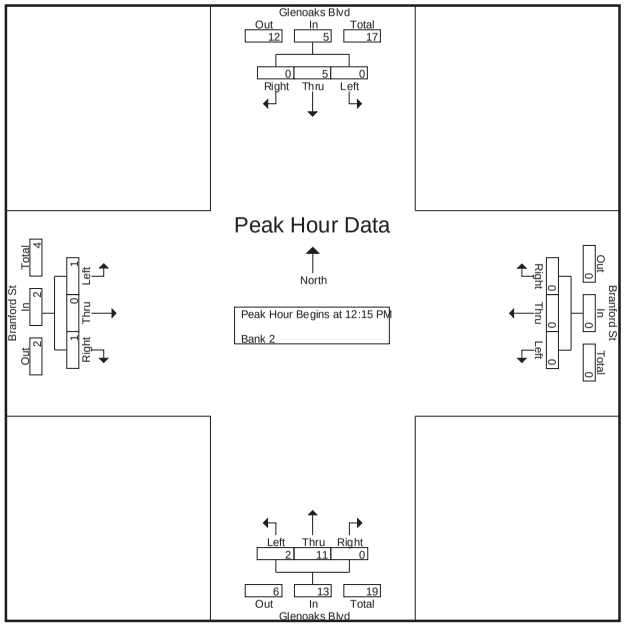
	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	1	**6**	0	**7**	0	0	0	0	0	**2**	0	**2**	0	0	**2**	**2**	**11**
08:45 AM	0	4	0	4	0	0	0	0	0	1	**1**	2	0	0	0	0	6
09:00 AM	**2**	4	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
09:15 AM	0	2	0	2	0	0	0	0	**1**	1	0	2	0	0	0	0	4
Total Volume	3	16	0	19	0	0	0	0	1	5	1	7	0	0	2	2	28
% App. Total	15.8	84.2	0		0	0	0		14.3	71.4	14.3		0	0	100		
PHF	.375	.667	.000	.679	.000	.000	.000	.000	.250	.625	.250	.875	.000	.000	.250	.250	.636



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Branford_5+-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

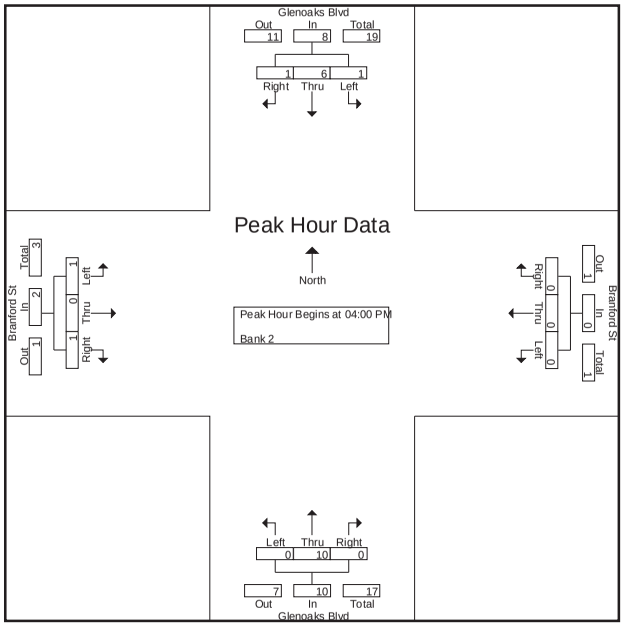
	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	**2**	0	**2**	0	0	0	0	0	**3**	0	3	0	0	0	0	5
12:30 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
12:45 PM	0	1	0	1	0	0	0	0	**1**	3	0	**4**	0	0	**1**	**1**	**6**
01:00 PM	0	1	0	1	0	0	0	0	1	2	0	3	**1**	0	0	1	5
Total Volume	0	5	0	5	0	0	0	0	2	11	0	13	1	0	1	2	20
% App. Total	0	100	0		0	0	0		15.4	84.6	0		50	0	50		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.500	.917	.000	.813	.250	.000	.250	.500	.833



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Branford_5+-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Branford St Westbound				Glenoaks Blvd Northbound				Branford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0	5
04:15 PM	0	0	**1**	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
04:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:45 PM	**1**	1	0	2	0	0	0	0	0	2	0	2	**1**	0	**1**	**2**	**6**
Total Volume	1	6	1	8	0	0	0	0	0	10	0	10	1	0	1	2	20
% App. Total	12.5	75	12.5		0	0	0		0	100	0		50	0	50		
PHF	.250	.500	.250	.667	.000	.000	.000	.000	.000	.833	.000	.833	.250	.000	.250	.250	.833



CITY TRAFFIC COUNTERS
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INT. 36

File Name : Glenoaks_Truesdale
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Truesdale St Westbound			Glenoaks Blvd Northbound			Truesdale St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	245	4	1	0	1	7	82	5	5	0	6	358
07:15 AM	3	320	0	0	0	1	11	114	0	7	0	8	464
07:30 AM	3	319	2	1	0	1	6	154	3	6	0	5	500
07:45 AM	9	295	14	0	0	0	5	168	1	2	0	1	495
Total	17	1179	20	2	0	3	29	518	9	20	0	20	1817
08:00 AM	6	255	4	2	0	1	4	133	3	0	0	4	412
08:15 AM	1	221	1	1	0	0	5	117	0	0	0	0	346
08:30 AM	0	185	1	0	0	1	3	122	1	0	0	7	320
08:45 AM	0	184	1	1	0	1	4	105	0	2	0	0	298
Total	7	845	7	4	0	3	16	477	4	2	0	11	1376
09:00 AM	6	159	0	1	0	1	2	102	0	1	0	1	273
09:15 AM	3	139	3	2	0	3	3	83	2	1	0	5	244
09:30 AM	2	132	11	0	0	5	1	103	0	0	0	7	261
09:45 AM	2	134	8	0	0	0	3	106	1	3	1	8	266
Total	13	564	22	3	0	9	9	394	3	5	1	21	1044
12:00 PM	1	133	11	0	0	2	4	123	5	2	0	9	290
12:15 PM	0	128	7	0	0	2	6	160	1	0	0	7	311
12:30 PM	1	135	4	0	0	1	4	135	2	2	0	1	285
12:45 PM	3	139	2	0	0	1	3	141	1	1	0	1	292
Total	5	535	24	0	0	6	17	559	9	5	0	18	1178
01:00 PM	3	131	0	0	0	1	4	128	1	1	0	4	273
01:15 PM	2	118	2	1	0	1	3	126	1	2	0	3	259
01:30 PM	1	140	3	1	0	0	8	145	3	10	0	10	321
01:45 PM	0	124	5	1	0	3	4	130	1	1	0	9	278
Total	6	513	10	3	0	5	19	529	6	14	0	26	1131
03:00 PM	1	154	2	2	0	4	8	222	2	4	0	11	410
03:15 PM	2	151	6	1	0	1	7	220	0	3	0	9	400
03:30 PM	1	203	5	0	0	1	9	283	0	15	0	14	531
03:45 PM	2	156	0	0	0	2	4	263	0	13	0	6	446
Total	6	664	13	3	0	8	28	988	2	35	0	40	1787
04:00 PM	0	180	0	1	0	3	9	263	0	18	0	25	499
04:15 PM	3	161	1	3	0	3	4	252	1	8	0	11	447
04:30 PM	2	198	10	1	0	6	28	279	1	10	0	18	553
04:45 PM	0	174	6	3	0	6	15	319	0	9	0	5	537
Total	5	713	17	8	0	18	56	1113	2	45	0	59	2036
05:00 PM	0	187	2	3	0	4	7	313	0	11	0	6	533
05:15 PM	0	157	10	2	0	1	4	330	0	5	0	3	512
05:30 PM	2	183	0	0	0	4	5	355	0	10	0	8	567
05:45 PM	3	150	0	0	0	4	2	322	2	4	0	8	495
Total	5	677	12	5	0	13	18	1320	2	30	0	25	2107
Grand Total	64	5690	125	28	0	65	192	5898	37	156	1	220	12476
Apprch %	1.1	96.8	2.1	30.1	0	69.9	3.1	96.3	0.6	41.4	0.3	58.4	
Total %	0.5	45.6	1	0.2	0	0.5	1.5	47.3	0.3	1.3	0	1.8	

CITY TRAFFIC COUNTERS
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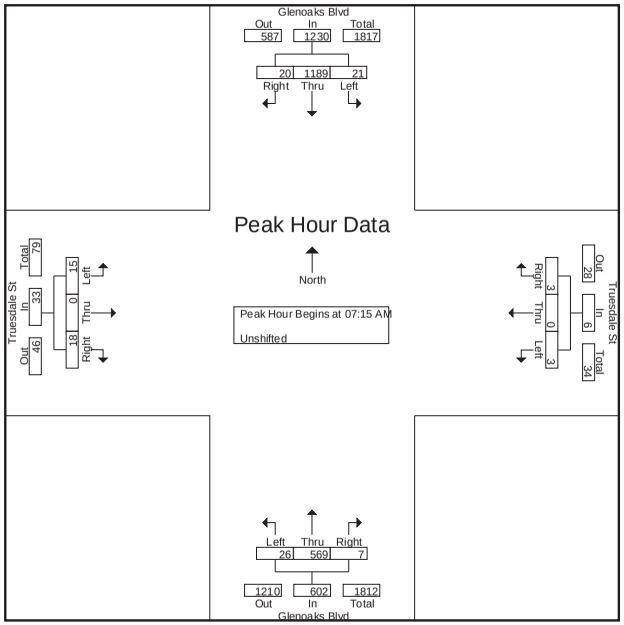
File Name : Glenoaks_Truesdale
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

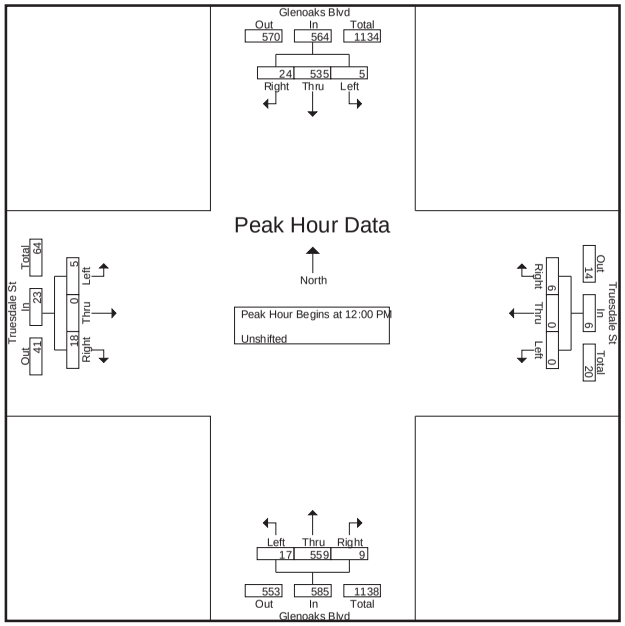
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	**320**	0	323	0	0	**1**	1	**11**	114	0	125	**7**	0	**8**	**15**	464
07:30 AM	3	319	2	**324**	1	0	1	2	6	154	**3**	163	6	0	5	11	**500**
07:45 AM	**9**	295	**14**	318	0	0	0	0	5	**168**	1	**174**	2	0	1	3	495
08:00 AM	6	255	4	265	**2**	0	1	**3**	4	133	3	140	0	0	4	4	412
Total Volume	21	1189	20	1230	3	0	3	6	26	569	7	602	15	0	18	33	1871
% App. Total	1.7	96.7	1.6		50	0	50		4.3	94.5	1.2		45.5	0	54.5		
PHF	.583	.929	.357	.949	.375	.000	.750	.500	.591	.847	.583	.865	.536	.000	.563	.550	.936



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

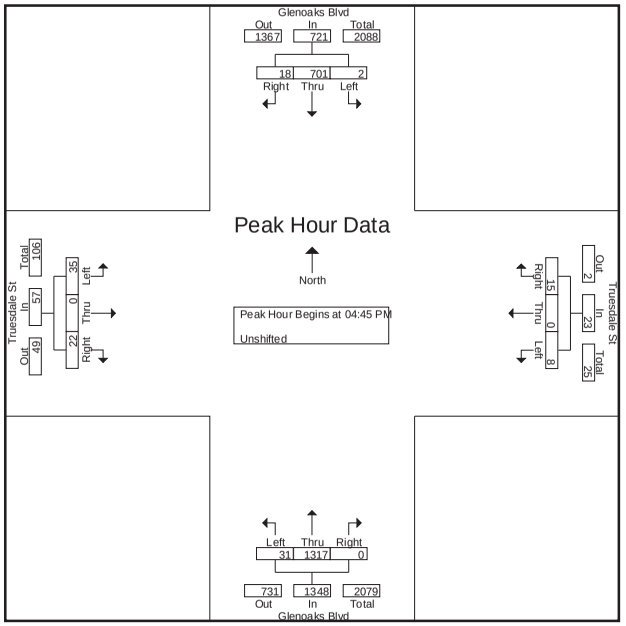
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	1	133	**11**	**145**	0	0	**2**	**2**	4	123	**5**	132	**2**	0	**9**	**11**	290
12:15 PM	0	128	7	135	0	0	2	2	**6**	**160**	1	**167**	0	0	7	7	**311**
12:30 PM	1	135	4	140	0	0	1	1	4	135	2	141	2	0	1	3	285
12:45 PM	**3**	**139**	2	144	0	0	1	1	3	141	1	145	1	0	1	2	292
Total Volume	5	535	24	564	0	0	6	6	17	559	9	585	5	0	18	23	1178
% App. Total	0.9	94.9	4.3		0	0	100		2.9	95.6	1.5		21.7	0	78.3		
PHF	.417	.962	.545	.972	.000	.000	.750	.750	.708	.873	.450	.876	.625	.000	.500	.523	.947



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	174	6	180	**3**	0	**6**	**9**	**15**	319	0	334	9	0	5	14	537
05:00 PM	0	**187**	2	**189**	3	0	4	7	7	313	0	320	**11**	0	6	17	533
05:15 PM	0	157	**10**	167	2	0	1	3	4	330	0	334	5	0	3	8	512
05:30 PM	**2**	183	0	185	0	0	4	4	5	**355**	0	**360**	10	0	**8**	**18**	**567**
Total Volume	2	701	18	721	8	0	15	23	31	1317	0	1348	35	0	22	57	2149
% App. Total	0.3	97.2	2.5		34.8	0	65.2		2.3	97.7	0		61.4	0	38.6		
PHF	.250	.937	.450	.954	.667	.000	.625	.639	.517	.927	.000	.936	.795	.000	.688	.792	.948



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Truesdale_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
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Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Truesdale St Westbound			Glenoaks Blvd Northbound			Truesdale St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	2	1	0	0	0	1	0	0	0	0	0	4
07:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	1	0	0	0	1	0	0	0	0	0	7
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
Total	0	0	1	0	0	0	0	1	0	0	0	0	2
03:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	2	0	0	0	0	4
04:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
04:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	4	0	0	0	0	0	1	0	0	0	1	6
05:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
05:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	5	0	0	0	0	7
Grand Total	0	14	2	0	0	0	1	9	0	0	0	1	27
Apprch %	0	87.5	12.5	0	0	0	10	90	0	0	0	100	
Total %	0	51.9	7.4	0	0	0	3.7	33.3	0	0	0	3.7	

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File Name : Glenoaks_Truesdale_Motorcycles
Site Code : 00000000
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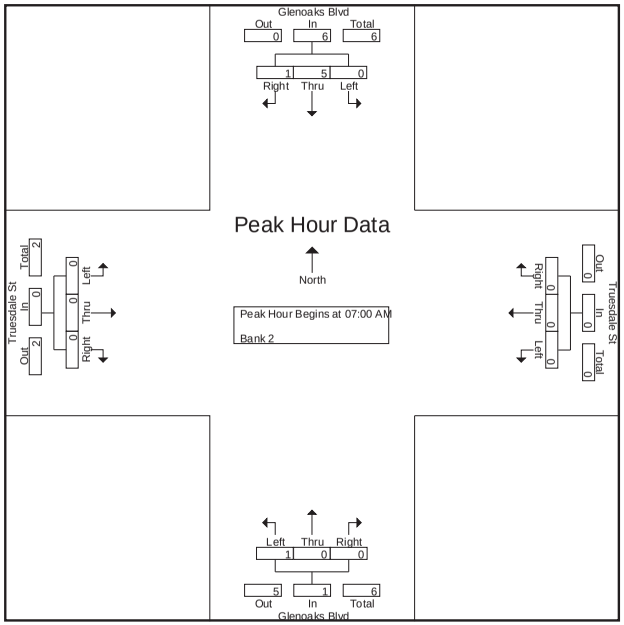
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**2**	**1**	**3**	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**4**
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	1	6	0	0	0	0	1	0	0	1	0	0	0	0	7
% App. Total	0	83.3	16.7		0	0	0		100	0	0		0	0	0		
PHF	.000	.625	.250	.500	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.438



CITY TRAFFIC COUNTERS

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File Name : Glenoaks_Truesdale_Motorcycles
Site Code : 00000000
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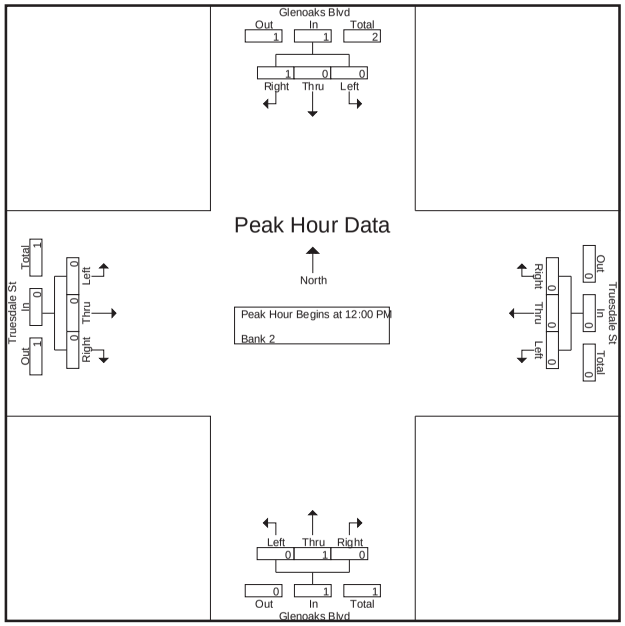
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250



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File Name : Glenoaks_Truesdale_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
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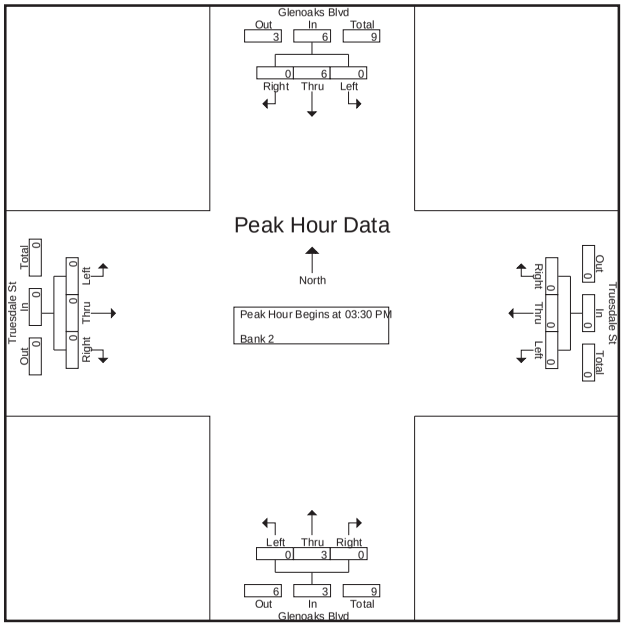
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Truesdale_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 1

	Glenoaks Blvd Southbound			Truesdale St Westbound			Glenoaks Blvd Northbound			Truesdale St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
07:15 AM	0	5	0	0	0	0	0	2	0	0	0	0	7
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	3	0	0	0	0	0	4	0	0	0	0	7
Total	0	12	0	0	0	0	0	8	0	0	0	0	20
08:00 AM	0	3	0	0	0	0	0	4	0	0	0	0	7
08:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:30 AM	0	2	0	0	0	0	0	6	0	0	0	0	8
08:45 AM	0	1	0	0	0	0	0	7	0	0	0	0	8
Total	0	8	0	0	0	0	0	18	0	0	0	0	26
09:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
09:15 AM	0	2	0	0	0	0	0	4	0	0	0	0	6
09:30 AM	0	0	0	0	0	0	0	6	0	0	0	0	6
09:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	0	0	0	0	0	16	0	0	0	0	18
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	2	0	0	0	0	4
01:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
01:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
01:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	6	0	0	0	0	0	4	0	0	0	0	10
03:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	7
03:15 PM	0	4	0	0	0	0	0	3	0	0	0	0	7
03:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
03:45 PM	0	6	0	0	0	0	0	1	0	0	0	0	7
Total	0	21	0	0	0	0	0	4	0	0	0	0	25
04:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
04:15 PM	0	3	0	0	0	0	0	5	0	0	0	0	8
04:30 PM	0	2	0	0	0	0	0	7	0	0	0	0	9
04:45 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	8	0	0	0	0	0	15	0	0	0	0	23
05:00 PM	0	2	0	0	0	0	0	4	0	0	0	0	6
05:15 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	2	0	0	0	0	0	7	0	0	0	0	9
Total	0	5	0	0	0	0	0	16	0	0	0	0	21
Grand Total	0	64	0	0	0	0	0	83	0	0	0	0	147
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	43.5	0	0	0	0	0	56.5	0	0	0	0	

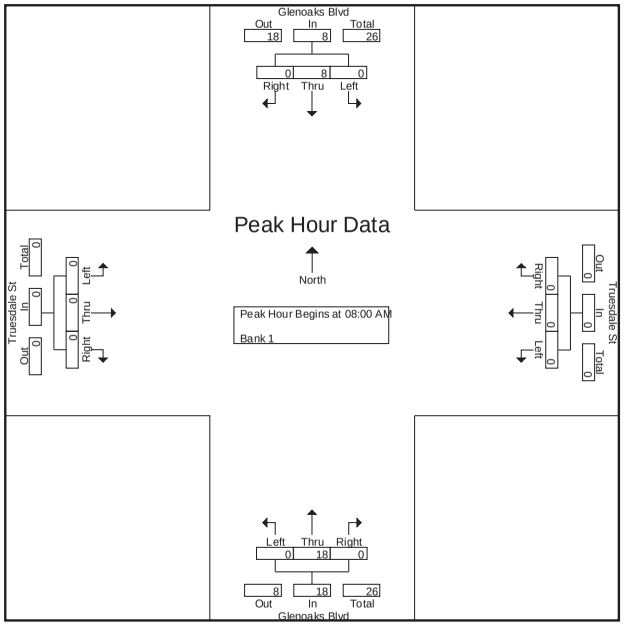
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Truesdale_Buses
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

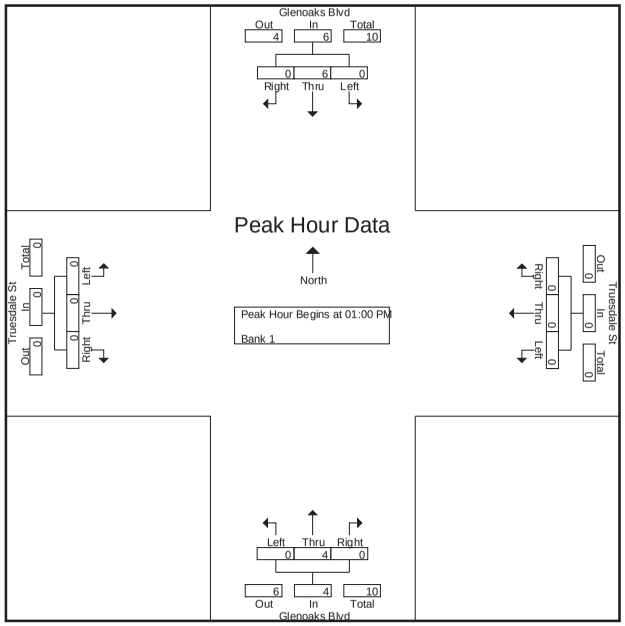
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**3**	0	**3**	0	0	0	0	0	4	0	4	0	0	0	0	7
08:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:30 AM	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	**8**
08:45 AM	0	1	0	1	0	0	0	0	0	**7**	0	**7**	0	0	0	0	8
Total Volume	0	8	0	8	0	0	0	0	0	18	0	18	0	0	0	0	26
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.643	.000	.643	.000	.000	.000	.000	.813



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

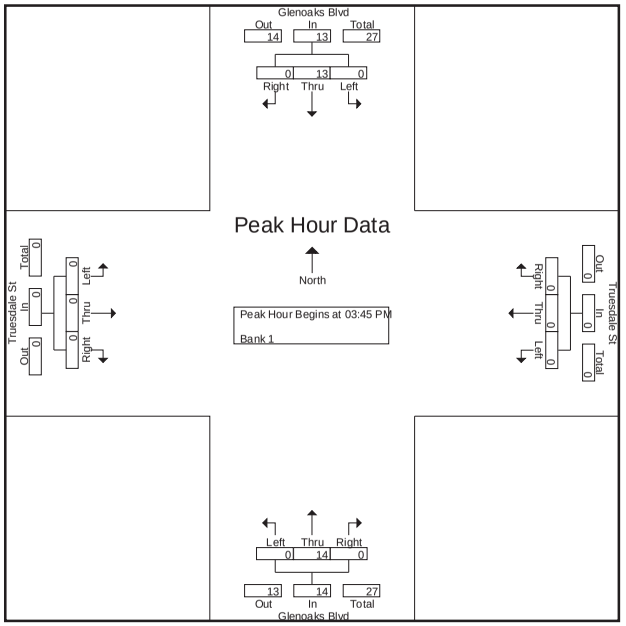
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
01:15 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
01:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
01:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.833



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	**6**	0	**6**	0	0	0	0	0	1	0	1	0	0	0	0	7
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
04:30 PM	0	2	0	2	0	0	0	0	0	**7**	0	**7**	0	0	0	0	**9**
Total Volume	0	13	0	13	0	0	0	0	0	14	0	14	0	0	0	0	27
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.542	.000	.542	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Unshifted

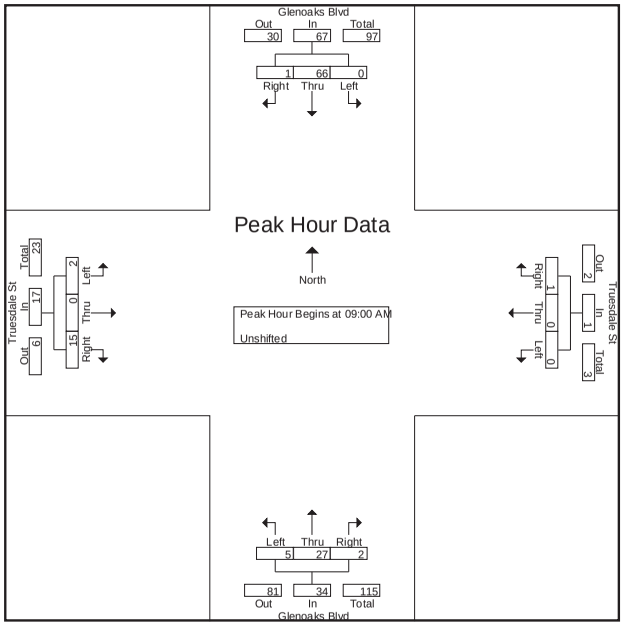
	Glenoaks Blvd Southbound			Truesdale St Westbound			Glenoaks Blvd Northbound			Truesdale St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	12	0	0	0	0	4	5	0	0	0	1	22
07:15 AM	0	15	2	0	0	1	1	4	1	0	0	4	28
07:30 AM	0	8	0	0	0	1	1	10	0	0	0	3	23
07:45 AM	0	13	0	0	0	0	0	5	0	1	0	4	23
Total	0	48	2	0	0	2	6	24	1	1	0	12	96
08:00 AM	0	7	2	0	0	1	3	4	0	0	0	1	18
08:15 AM	0	12	1	0	0	2	0	9	0	0	0	1	25
08:30 AM	0	8	0	0	0	1	0	9	0	1	0	1	20
08:45 AM	0	10	0	1	0	0	0	6	0	0	0	1	18
Total	0	37	3	1	0	4	3	28	0	1	0	4	81
09:00 AM	0	20	1	0	0	1	0	3	0	1	0	2	28
09:15 AM	0	28	0	0	0	0	2	6	0	0	0	2	38
09:30 AM	0	9	0	0	0	0	3	7	0	1	0	8	28
09:45 AM	0	9	0	0	0	0	0	11	2	0	0	3	25
Total	0	66	1	0	0	1	5	27	2	2	0	15	119
12:00 PM	0	9	1	1	0	1	1	4	2	1	0	2	22
12:15 PM	0	8	1	0	0	1	1	3	1	1	0	2	18
12:30 PM	0	8	0	0	0	0	1	7	0	1	0	1	18
12:45 PM	0	9	1	0	0	0	0	5	0	0	0	2	17
Total	0	34	3	1	0	2	3	19	3	3	0	7	75
01:00 PM	0	12	1	0	0	0	2	6	0	1	0	2	24
01:15 PM	0	12	4	0	0	0	0	9	0	3	0	3	31
01:30 PM	1	8	1	0	0	0	1	6	1	0	0	4	22
01:45 PM	0	7	1	0	0	0	0	9	0	0	0	1	18
Total	1	39	7	0	0	0	3	30	1	4	0	10	95
03:00 PM	0	7	0	0	0	0	0	10	0	0	0	0	17
03:15 PM	0	6	0	1	0	0	1	4	0	0	0	0	12
03:30 PM	0	9	0	0	0	0	3	10	1	1	0	3	27
03:45 PM	0	7	0	0	0	0	2	7	0	1	0	1	18
Total	0	29	0	1	0	0	6	31	1	2	0	4	74
04:00 PM	0	11	1	0	0	0	0	5	1	1	0	1	20
04:15 PM	0	4	0	0	0	1	1	6	1	0	1	1	15
04:30 PM	0	7	0	0	0	2	1	13	1	0	0	0	24
04:45 PM	0	6	0	0	0	0	0	8	0	0	0	0	14
Total	0	28	1	0	0	3	2	32	3	1	1	2	73
05:00 PM	0	8	0	0	0	1	0	9	0	1	0	0	19
05:15 PM	0	4	1	0	0	0	0	14	0	0	0	0	19
05:30 PM	1	3	0	0	0	0	0	8	0	0	0	1	13
05:45 PM	0	4	0	0	0	0	0	14	0	0	0	0	18
Total	1	19	1	0	0	1	0	45	0	1	0	1	69
Grand Total	2	300	18	3	0	13	28	236	11	15	1	55	682
Apprch %	0.6	93.8	5.6	18.8	0	81.2	10.2	85.8	4	21.1	1.4	77.5	
Total %	0.3	44	2.6	0.4	0	1.9	4.1	34.6	1.6	2.2	0.1	8.1	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_2-Axle
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

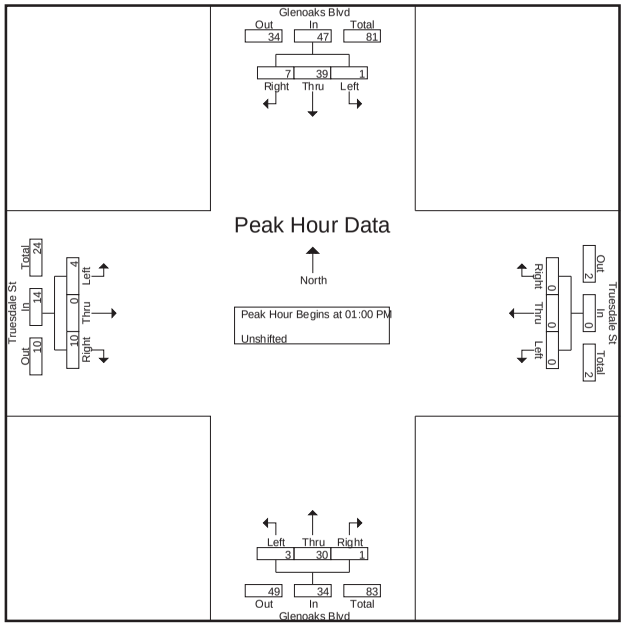
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	20	**1**	21	0	0	**1**	**1**	0	3	0	3	**1**	0	2	3	28
09:15 AM	0	**28**	0	**28**	0	0	0	0	2	6	0	8	0	0	2	2	**38**
09:30 AM	0	9	0	9	0	0	0	0	**3**	7	0	10	1	0	**8**	**9**	28
09:45 AM	0	9	0	9	0	0	0	0	0	**11**	**2**	**13**	0	0	3	3	25
Total Volume	0	66	1	67	0	0	1	1	5	27	2	34	2	0	15	17	119
% App. Total	0	98.5	1.5		0	0	100		14.7	79.4	5.9		11.8	0	88.2		
PHF	.000	.589	.250	.598	.000	.000	.250	.250	.417	.614	.250	.654	.500	.000	.469	.472	.783



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

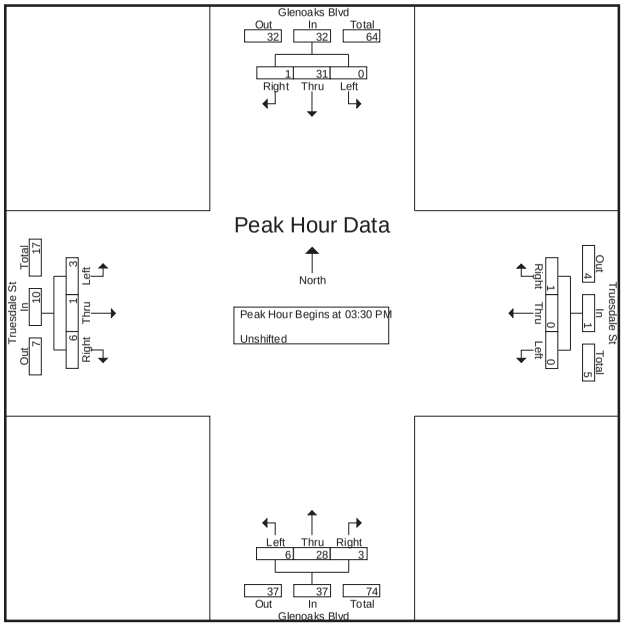
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	**12**	1	13	0	0	0	0	**2**	6	0	8	1	0	2	3	24
01:15 PM	0	12	**4**	**16**	0	0	0	0	0	**9**	0	**9**	**3**	0	3	**6**	**31**
01:30 PM	**1**	8	1	10	0	0	0	0	1	6	**1**	8	0	0	**4**	4	22
01:45 PM	0	7	1	8	0	0	0	0	0	9	0	9	0	0	1	1	18
Total Volume	1	39	7	47	0	0	0	0	3	30	1	34	4	0	10	14	95
% App. Total	2.1	83	14.9		0	0	0		8.8	88.2	2.9		28.6	0	71.4		
PHF	.250	.813	.438	.734	.000	.000	.000	.000	.375	.833	.250	.944	.333	.000	.625	.583	.766



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	9	0	9	0	0	0	0	**3**	**10**	**1**	**14**	**1**	0	**3**	**4**	**27**
03:45 PM	0	7	0	7	0	0	0	0	2	7	0	9	1	0	1	2	18
04:00 PM	0	**11**	**1**	**12**	0	0	0	0	0	5	1	6	1	0	1	2	20
04:15 PM	0	4	0	4	0	0	**1**	**1**	1	6	1	8	0	**1**	1	2	15
Total Volume	0	31	1	32	0	0	1	1	6	28	3	37	3	1	6	10	80
% App. Total	0	96.9	3.1		0	0	100		16.2	75.7	8.1		30	10	60		
PHF	.000	.705	.250	.667	.000	.000	.250	.250	.500	.700	.750	.661	.750	.250	.500	.625	.741



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 1

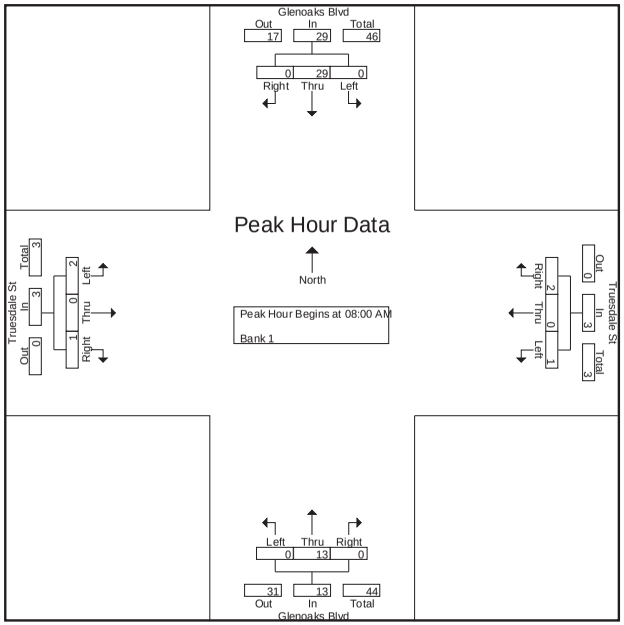
	Glenoaks Blvd Southbound			Truesdale St Westbound			Glenoaks Blvd Northbound			Truesdale St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	0	0	0	0	0	0	0	0	0	6	10
07:15 AM	0	0	0	0	0	0	0	1	0	2	0	1	4
07:30 AM	0	2	0	0	0	0	1	1	0	1	0	3	8
07:45 AM	0	3	0	0	0	0	0	2	0	1	0	0	6
Total	0	9	0	0	0	0	1	4	0	4	0	10	28
08:00 AM	0	5	0	1	0	0	0	4	0	0	0	0	10
08:15 AM	0	11	0	0	0	2	0	4	0	1	0	0	18
08:30 AM	0	9	0	0	0	0	0	2	0	1	0	1	13
08:45 AM	0	4	0	0	0	0	0	3	0	0	0	0	7
Total	0	29	0	1	0	2	0	13	0	2	0	1	48
09:00 AM	0	5	1	0	0	0	0	2	0	0	0	0	8
09:15 AM	0	3	0	0	0	0	0	11	0	0	0	1	15
09:30 AM	0	7	0	0	0	0	0	3	0	0	0	0	10
09:45 AM	0	4	0	0	0	0	0	1	0	0	0	0	5
Total	0	19	1	0	0	0	0	17	0	0	0	1	38
12:00 PM	0	7	1	0	0	0	0	1	0	0	0	0	9
12:15 PM	0	5	0	0	0	0	0	4	0	0	0	0	9
12:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
12:45 PM	0	2	0	0	0	0	0	3	0	0	0	1	6
Total	0	15	1	0	0	0	0	10	0	0	0	1	27
01:00 PM	0	3	0	0	0	0	0	4	0	0	0	0	7
01:15 PM	2	4	0	0	0	0	0	5	0	0	0	2	13
01:30 PM	0	5	0	0	0	0	0	3	0	0	0	0	8
01:45 PM	0	2	0	0	0	0	0	7	0	0	0	0	9
Total	2	14	0	0	0	0	0	19	0	0	0	2	37
03:00 PM	0	5	0	0	0	0	0	2	0	0	0	0	7
03:15 PM	0	4	0	0	0	0	2	9	0	0	0	0	15
03:30 PM	0	2	0	0	0	0	1	6	0	0	0	0	9
03:45 PM	0	3	0	1	0	0	0	9	0	1	1	1	16
Total	0	14	0	1	0	0	3	26	0	1	1	1	47
04:00 PM	0	7	0	0	0	0	0	5	0	0	0	0	12
04:15 PM	0	3	0	0	0	0	0	7	0	0	0	0	10
04:30 PM	0	1	0	0	0	0	0	7	0	0	0	0	8
04:45 PM	0	3	0	0	0	0	0	8	0	0	0	0	11
Total	0	14	0	0	0	0	0	27	0	0	0	0	41
05:00 PM	0	2	0	0	0	0	0	10	0	0	0	0	12
05:15 PM	0	1	0	0	0	0	0	11	0	0	0	0	12
05:30 PM	0	0	0	0	0	0	0	7	0	0	0	0	7
05:45 PM	0	1	0	0	0	0	0	6	0	0	0	0	7
Total	0	4	0	0	0	0	0	34	0	0	0	0	38
Grand Total	2	118	2	2	0	2	4	150	0	7	1	16	304
Apprch %	1.6	96.7	1.6	50	0	50	2.6	97.4	0	29.2	4.2	66.7	
Total %	0.7	38.8	0.7	0.7	0	0.7	1.3	49.3	0	2.3	0.3	5.3	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_3-Axle
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

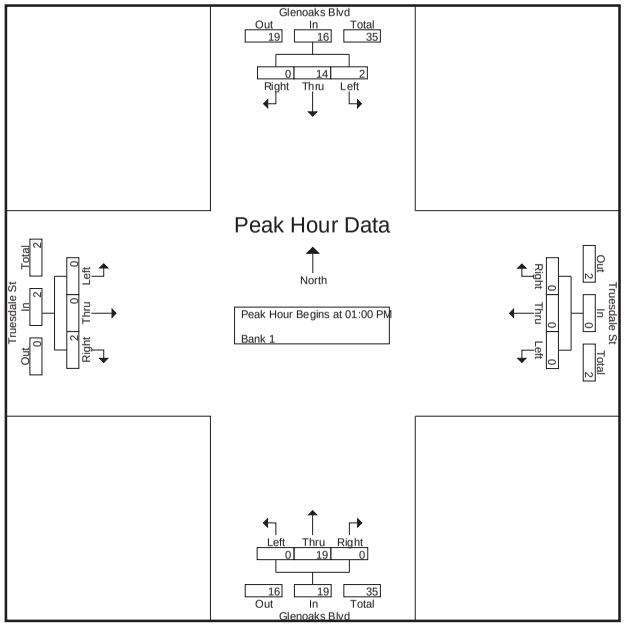
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	5	0	5	**1**	0	0	1	0	**4**	0	**4**	0	0	0	0	10
08:15 AM	0	**11**	0	**11**	0	0	**2**	**2**	0	4	0	4	**1**	0	0	1	**18**
08:30 AM	0	9	0	9	0	0	0	0	0	2	0	2	1	0	**1**	**2**	13
08:45 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
Total Volume	0	29	0	29	1	0	2	3	0	13	0	13	2	0	1	3	48
% App. Total	0	100	0		33.3	0	66.7		0	100	0		66.7	0	33.3		
PHF	.000	.659	.000	.659	.250	.000	.250	.375	.000	.813	.000	.813	.500	.000	.250	.375	.667



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

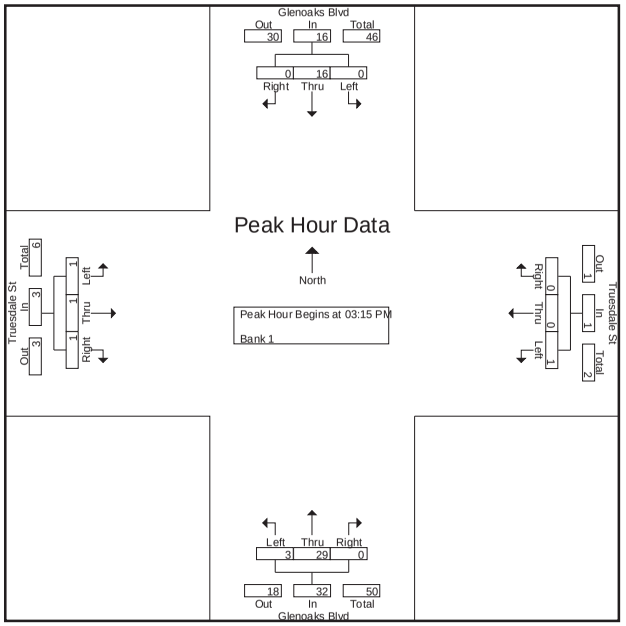
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
01:15 PM	**2**	4	0	**6**	0	0	0	0	0	5	0	5	0	0	**2**	**2**	**13**
01:30 PM	0	**5**	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
01:45 PM	0	2	0	2	0	0	0	0	0	**7**	0	**7**	0	0	0	0	9
Total Volume	2	14	0	16	0	0	0	0	0	19	0	19	0	0	2	2	37
% App. Total	12.5	87.5	0		0	0	0		0	100	0		0	0	100		
PHF	.250	.700	.000	.667	.000	.000	.000	.000	.000	.679	.000	.679	.000	.000	.250	.250	.712



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	4	0	4	0	0	0	0	**2**	**9**	0	**11**	0	0	0	0	15
03:30 PM	0	2	0	2	0	0	0	0	1	6	0	7	0	0	0	0	9
03:45 PM	0	3	0	3	**1**	0	0	**1**	0	9	0	9	**1**	**1**	**1**	**3**	**16**
04:00 PM	0	**7**	0	**7**	0	0	0	0	0	5	0	5	0	0	0	0	12
Total Volume	0	16	0	16	1	0	0	1	3	29	0	32	1	1	1	3	52
% App. Total	0	100	0		100	0	0		9.4	90.6	0		33.3	33.3	33.3		
PHF	.000	.571	.000	.571	.250	.000	.000	.250	.375	.806	.000	.727	.250	.250	.250	.250	.813



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Truesdale_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
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Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Truesdale St Westbound			Glenoaks Blvd Northbound			Truesdale St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
07:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	1	2	0	0	0	0	0	2	0	0	0	0	5
08:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	0	0	0	1	0	0	0	1	5
09:00 AM	0	4	0	0	0	0	0	4	0	0	0	0	8
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
09:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	9	0	0	0	0	0	6	0	0	0	0	15
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	3	0	0	0	0	5
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	1	0	0	0	0	3
03:00 PM	1	3	0	0	0	0	0	1	0	0	0	0	5
03:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	7	0	0	0	0	0	1	0	0	0	0	9
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	0	4	0	0	0	0	0	3	1	0	0	0	8
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	3	0	0	0	0	0	1	0	0	0	0	4
Grand Total	2	32	0	0	0	0	0	18	1	0	0	1	54
Apprch %	5.9	94.1	0	0	0	0	0	94.7	5.3	0	0	100	
Total %	3.7	59.3	0	0	0	0	0	33.3	1.9	0	0	1.9	

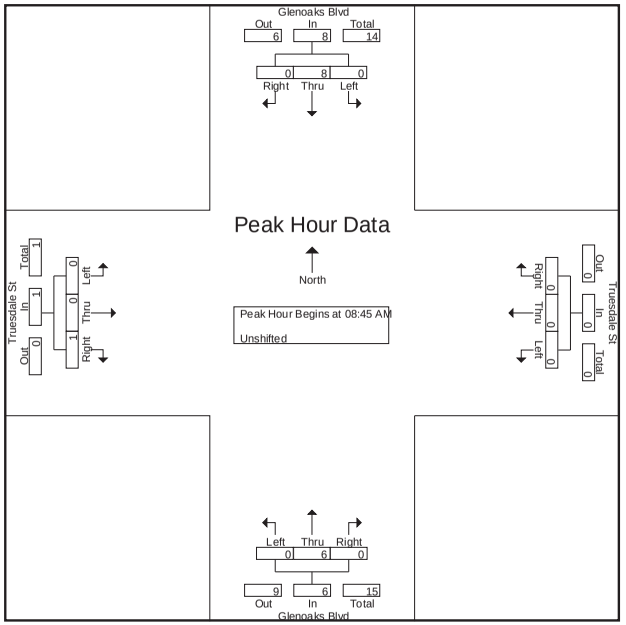
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Truesdale_4-Axle
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

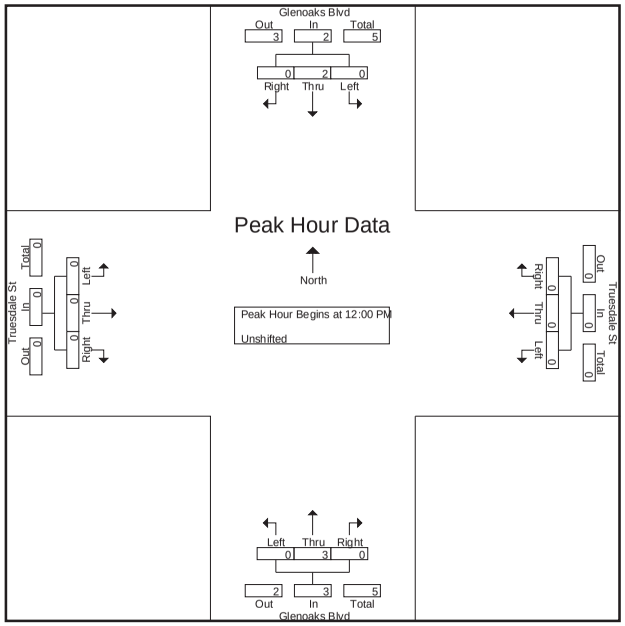
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
09:00 AM	0	**4**	0	**4**	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**8**
09:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total Volume	0	8	0	8	0	0	0	0	0	6	0	6	0	0	1	1	15
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.250	.250	.469



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

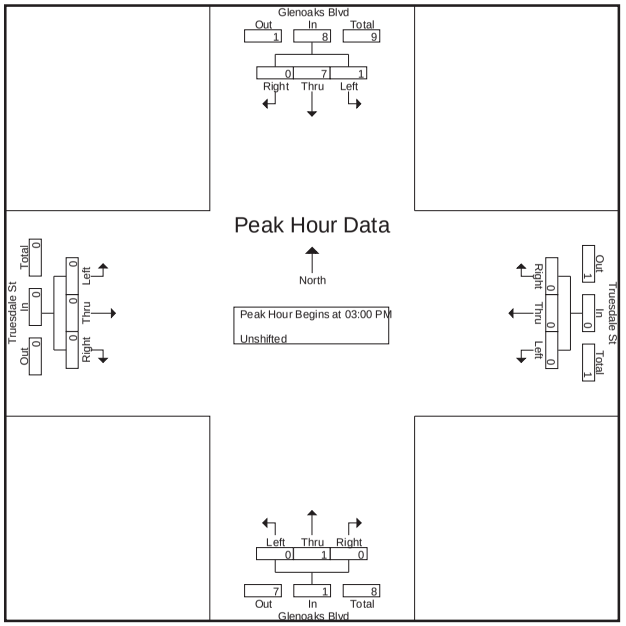
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.625



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Truesdale_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	**3**	0	**4**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**5**
03:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	7	0	8	0	0	0	0	0	1	0	1	0	0	0	0	9
% App. Total	12.5	87.5	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.583	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.450



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Truesdale_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Truesdale St Westbound			Glenoaks Blvd Northbound			Truesdale St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	0	0	1	0	0	3
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	4	0	1	5
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	3	0	0	0	0	0	0	0	6	0	1	10
08:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	4	0	0	0	0	0	1	0	0	0	0	5
08:30 AM	0	2	0	0	0	0	0	1	0	0	0	1	4
08:45 AM	0	7	0	0	0	1	0	2	0	0	0	0	10
Total	0	16	0	0	0	1	0	4	0	0	0	1	22
09:00 AM	0	3	0	0	0	0	1	1	0	0	0	0	5
09:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
09:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	5	0	0	0	0	1	4	0	0	0	0	10
12:00 PM	0	2	1	0	0	0	0	1	0	1	0	0	5
12:15 PM	0	1	0	0	0	0	0	2	0	0	0	1	4
12:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
12:45 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
Total	0	5	1	0	0	0	0	8	0	1	0	1	16
01:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:30 PM	0	2	0	1	0	0	0	0	0	0	0	0	3
01:45 PM	1	1	0	0	0	0	0	1	0	0	0	0	3
Total	1	4	0	1	0	0	0	4	0	0	0	0	10
03:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
03:15 PM	0	2	0	0	0	0	0	4	0	0	0	1	7
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	2	0	0	0	0	1	8	0	0	0	1	12
04:00 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:30 PM	0	1	0	0	0	0	1	3	0	0	0	0	5
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	1	7	0	0	0	0	12
05:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
05:15 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
Total	1	0	0	0	0	0	0	4	0	0	0	0	5
Grand Total	2	39	1	1	0	1	3	39	0	7	0	4	97
Apprch %	4.8	92.9	2.4	50	0	50	7.1	92.9	0	63.6	0	36.4	
Total %	2.1	40.2	1	1	0	1	3.1	40.2	0	7.2	0	4.1	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Truesdale_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016

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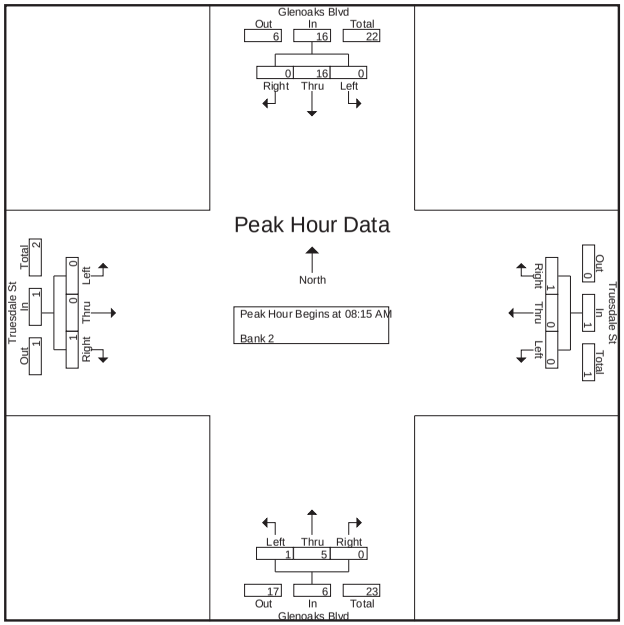
	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	**1**	**1**	4
08:45 AM	0	**7**	0	**7**	0	0	**1**	**1**	0	**2**	0	**2**	0	0	0	0	**10**
09:00 AM	0	3	0	3	0	0	0	0	**1**	1	0	2	0	0	0	0	5
Total Volume	0	16	0	16	0	0	1	1	1	5	0	6	0	0	1	1	24
% App. Total	0	100	0		0	0	100		16.7	83.3	0		0	0	100		
PHF	.000	.571	.000	.571	.000	.000	.250	.250	.250	.625	.000	.750	.000	.000	.250	.250	.600

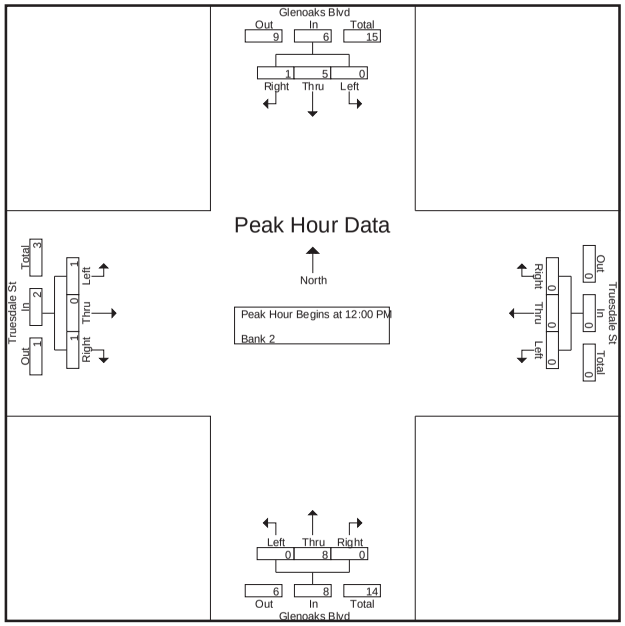


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Truesdale_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**2**	**1**	**3**	0	0	0	0	0	1	0	1	**1**	0	0	**1**	**5**
12:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	**1**	1	4
12:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
12:45 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
Total Volume	0	5	1	6	0	0	0	0	0	8	0	8	1	0	1	2	16
% App. Total	0	83.3	16.7		0	0	0		0	100	0		50	0	50		
PHF	.000	.625	.250	.500	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.250	.500	.800

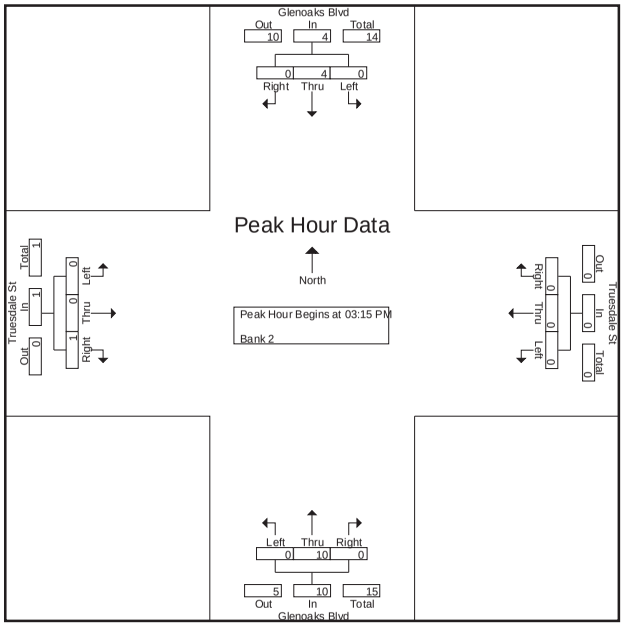


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Truesdale_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Truesdale St Westbound				Glenoaks Blvd Northbound				Truesdale St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	**2**	0	**2**	0	0	0	0	0	**4**	0	**4**	0	0	**1**	**1**	**7**
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
04:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	0	4	0	4	0	0	0	0	0	10	0	10	0	0	1	1	15
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.250	.250	.536



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 37

File Name : Glenoaks_Peoria
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

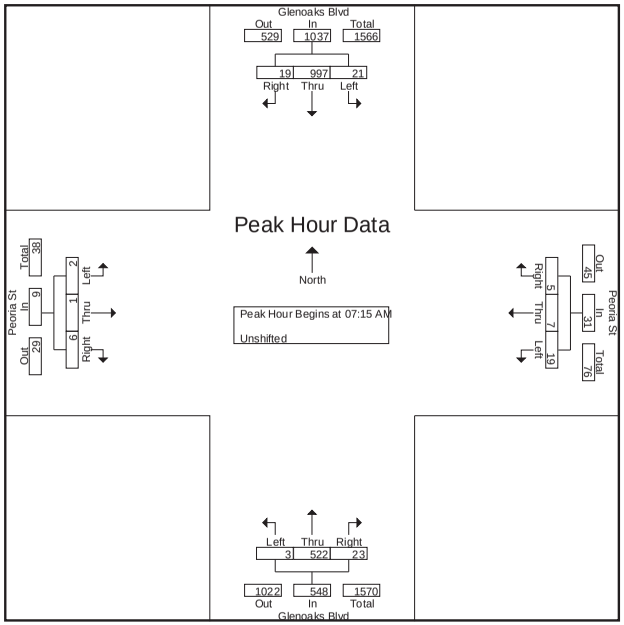
Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Peoria St Westbound			Glenoaks Blvd Northbound			Peoria St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	6	219	4	3	0	2	0	87	5	4	1	0	331
07:15 AM	4	272	7	2	1	0	0	124	3	1	0	0	414
07:30 AM	3	270	4	6	3	1	2	157	7	1	0	0	454
07:45 AM	6	249	4	7	2	3	1	128	6	0	0	4	410
Total	19	1010	19	18	6	6	3	496	21	6	1	4	1609
08:00 AM	8	206	4	4	1	1	0	113	7	0	1	2	347
08:15 AM	2	194	1	4	0	0	3	111	2	0	0	0	317
08:30 AM	6	156	3	2	1	3	3	96	4	0	1	3	278
08:45 AM	5	186	8	2	0	2	2	92	9	2	1	1	310
Total	21	742	16	12	2	6	8	412	22	2	3	6	1252
09:00 AM	6	128	5	4	0	4	1	79	1	0	1	3	232
09:15 AM	3	119	4	0	0	0	1	64	1	1	0	6	199
09:30 AM	4	134	3	1	1	1	4	87	5	3	2	0	245
09:45 AM	2	125	4	1	0	3	2	95	3	2	0	5	242
Total	15	506	16	6	1	8	8	325	10	6	3	14	918
12:00 PM	2	133	2	6	0	2	5	107	3	3	0	4	267
12:15 PM	2	126	3	1	0	5	4	141	3	2	1	3	291
12:30 PM	3	130	0	4	0	1	4	145	6	0	0	1	294
12:45 PM	0	122	3	3	1	1	7	119	6	2	1	2	267
Total	7	511	8	14	1	9	20	512	18	7	2	10	1119
01:00 PM	4	119	6	7	0	1	7	102	3	2	0	2	253
01:15 PM	0	108	4	0	1	4	3	112	2	0	1	1	236
01:30 PM	1	127	2	5	1	5	6	140	2	6	0	3	298
01:45 PM	5	121	1	4	0	1	3	114	10	1	1	4	265
Total	10	475	13	16	2	11	19	468	17	9	2	10	1052
03:00 PM	4	163	4	3	0	2	4	186	3	5	1	2	377
03:15 PM	3	144	3	4	2	5	2	182	3	5	2	7	362
03:30 PM	1	180	3	2	0	4	3	220	4	4	0	5	426
03:45 PM	0	154	0	6	1	2	6	229	2	5	0	1	406
Total	8	641	10	15	3	13	15	817	12	19	3	15	1571
04:00 PM	2	153	1	2	0	5	6	227	10	11	2	6	425
04:15 PM	4	166	4	4	0	7	2	215	3	6	1	2	414
04:30 PM	4	172	1	9	1	13	1	274	10	11	0	1	497
04:45 PM	3	168	2	2	1	3	2	299	7	1	1	4	493
Total	13	659	8	17	2	28	11	1015	30	29	4	13	1829
05:00 PM	6	178	1	2	1	8	2	270	6	1	2	0	477
05:15 PM	6	176	5	1	2	4	2	261	5	7	0	2	471
05:30 PM	0	169	2	3	0	2	2	310	9	12	1	6	516
05:45 PM	5	129	0	2	0	2	0	254	5	6	1	2	406
Total	17	652	8	8	3	16	6	1095	25	26	4	10	1870
Grand Total	110	5196	98	106	20	97	90	5140	155	104	22	82	11220
Apprch %	2	96.2	1.8	47.5	9	43.5	1.7	95.5	2.9	50	10.6	39.4	
Total %	1	46.3	0.9	0.9	0.2	0.9	0.8	45.8	1.4	0.9	0.2	0.7	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Peoria
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

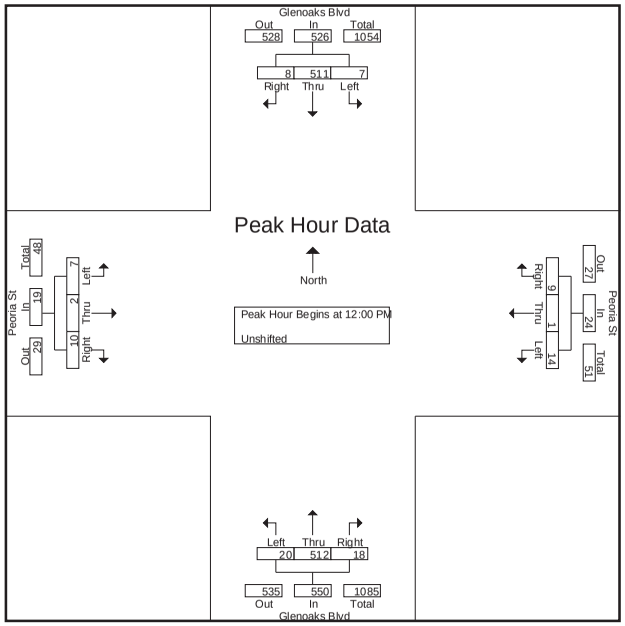
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	**272**	**7**	**283**	2	1	0	3	0	124	3	127	**1**	0	0	1	414
07:30 AM	3	270	4	277	6	**3**	1	10	**2**	**157**	**7**	**166**	1	0	0	1	**454**
07:45 AM	6	249	4	259	**7**	2	**3**	**12**	1	128	6	135	0	0	**4**	**4**	410
08:00 AM	**8**	206	4	218	4	1	1	6	0	113	7	120	0	**1**	2	3	347
Total Volume	21	997	19	1037	19	7	5	31	3	522	23	548	2	1	6	9	1625
% App. Total	2	96.1	1.8		61.3	22.6	16.1		0.5	95.3	4.2		22.2	11.1	66.7		
PHF	.656	.916	.679	.916	.679	.583	.417	.646	.375	.831	.821	.825	.500	.250	.375	.563	.895



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Peoria
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

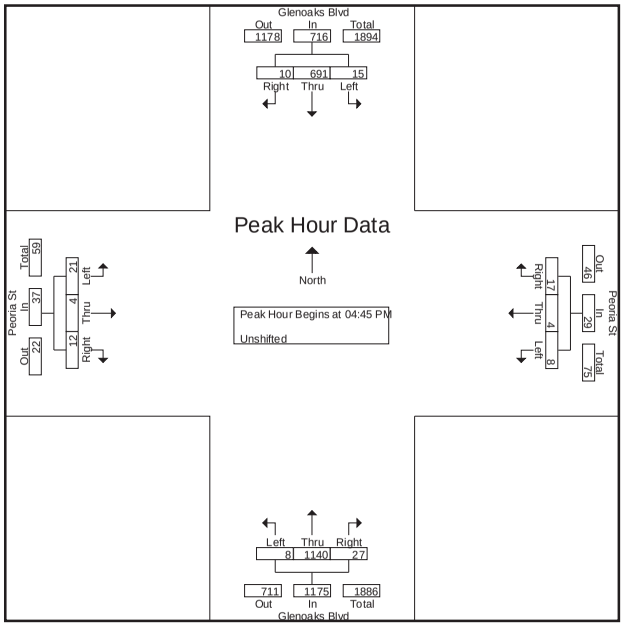
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	2	**133**	2	**137**	**6**	0	2	**8**	5	107	3	115	**3**	0	**4**	**7**	267
12:15 PM	2	126	**3**	131	1	0	**5**	6	4	141	3	148	2	**1**	3	6	291
12:30 PM	**3**	130	0	133	4	0	1	5	4	**145**	**6**	**155**	0	0	1	1	**294**
12:45 PM	0	122	3	125	3	**1**	1	5	**7**	119	6	132	2	1	2	5	267
Total Volume	7	511	8	526	14	1	9	24	20	512	18	550	7	2	10	19	1119
% App. Total	1.3	97.1	1.5		58.3	4.2	37.5		3.6	93.1	3.3		36.8	10.5	52.6		
PHF	.583	.961	.667	.960	.583	.250	.450	.750	.714	.883	.750	.887	.583	.500	.625	.679	.952



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Peoria
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	168	2	173	2	1	3	6	**2**	299	7	308	1	1	4	6	493
05:00 PM	**6**	**178**	1	185	2	1	**8**	**11**	2	270	6	278	1	**2**	0	3	477
05:15 PM	6	176	**5**	**187**	1	**2**	4	7	2	261	5	268	7	0	2	9	471
05:30 PM	0	169	2	171	**3**	0	2	5	2	**310**	**9**	**321**	**12**	1	**6**	**19**	**516**
Total Volume	15	691	10	716	8	4	17	29	8	1140	27	1175	21	4	12	37	1957
% App. Total	2.1	96.5	1.4		27.6	13.8	58.6		0.7	97	2.3		56.8	10.8	32.4		
PHF	.625	.971	.500	.957	.667	.500	.531	.659	1.00	.919	.750	.915	.438	.500	.500	.487	.948



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Peoria_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 2

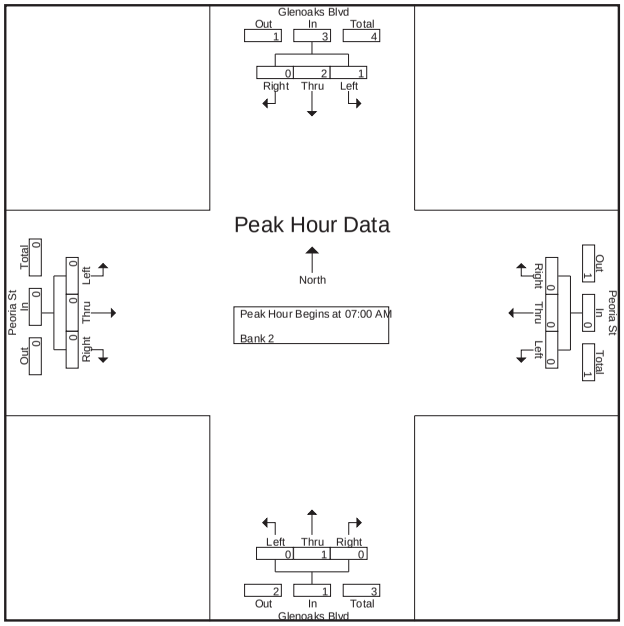
	Glenoaks Blvd Southbound			Peoria St Westbound			Glenoaks Blvd Northbound			Peoria St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	0	0	0	1	0	0	0	0	4
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	0	0	0	0	0	0	0	0	3
09:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	1	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	2	0	0	0	0	2
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	5	0	0	0	0	0	1	0	0	0	0	6
05:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	1	0	3	0	0	0	0	6
Grand Total	2	14	0	0	0	1	0	7	2	0	0	0	26
Apprch %	12.5	87.5	0	0	0	100	0	77.8	22.2	0	0	0	
Total %	7.7	53.8	0	0	0	3.8	0	26.9	7.7	0	0	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Peoria_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:15 AM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	2	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% App. Total	33.3	66.7	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	1.00

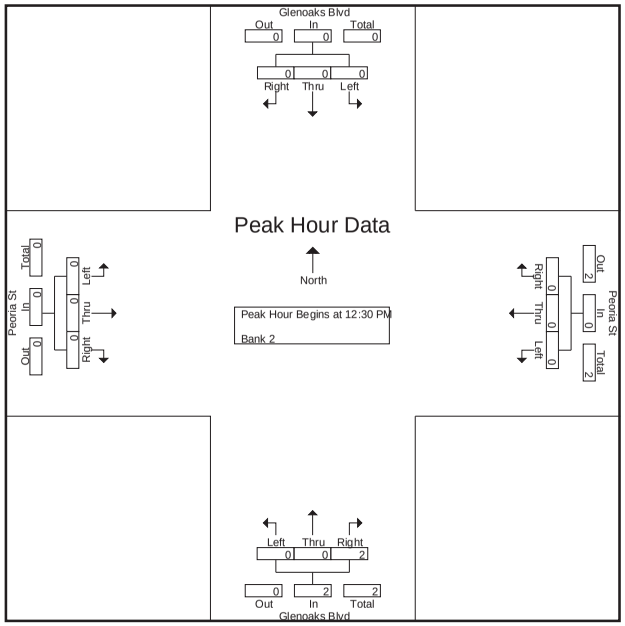


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Peoria_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.500

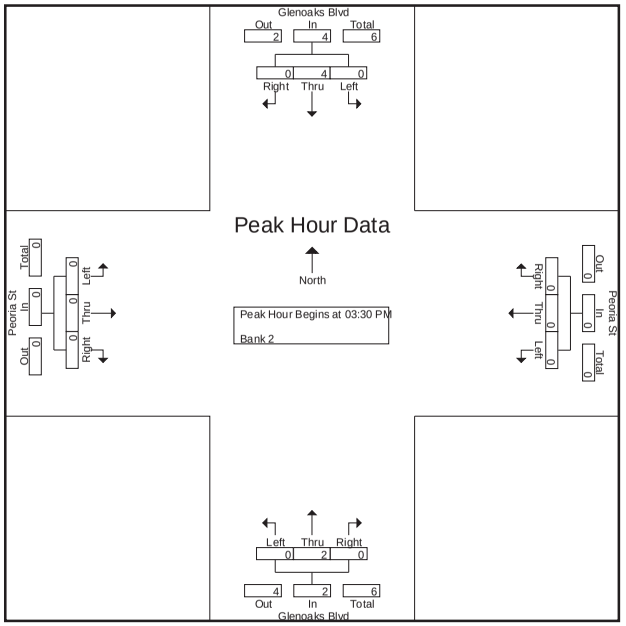


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Peoria_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Peoria_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 1

	Glenoaks Blvd Southbound			Peoria St Westbound			Glenoaks Blvd Northbound			Peoria St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
07:15 AM	0	5	0	0	0	0	0	2	0	0	0	0	7
07:45 AM	0	3	0	0	0	0	0	4	0	0	0	0	7
Total	0	10	0	0	0	0	0	8	0	0	0	0	18
08:00 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
08:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:30 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
08:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	8	0	0	0	0	0	7	0	0	0	0	15
09:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:15 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
09:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	1	0	0	0	0	0	7	0	0	0	0	8
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	1	0	0	0	0	3
01:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
01:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	3	0	0	0	0	6
03:00 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
03:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
03:30 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
03:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	15	0	0	0	0	0	4	0	0	0	0	19
04:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:15 PM	0	4	0	0	0	0	0	2	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	6	0	0	0	0	6
04:45 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
Total	0	8	0	0	0	0	0	11	0	0	0	0	19
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	2	0	0	0	0	0	6	0	0	0	0	8
Grand Total	0	49	0	0	0	0	0	47	0	0	0	0	96
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	51	0	0	0	0	0	49	0	0	0	0	

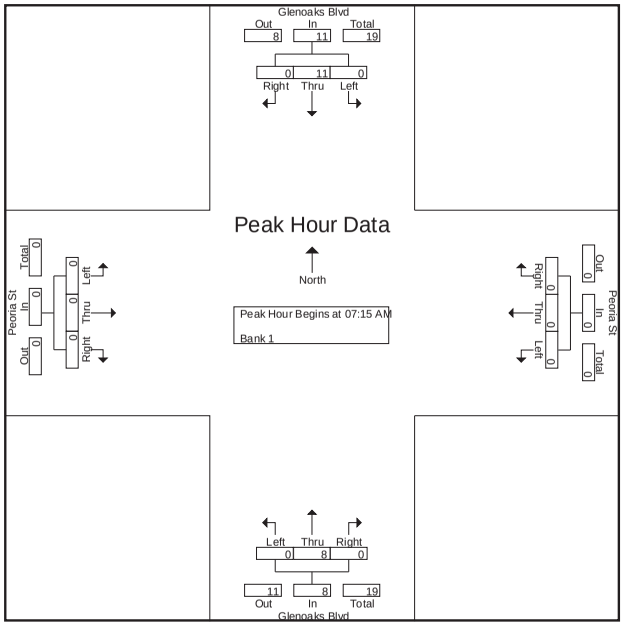
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Peoria_Buses
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

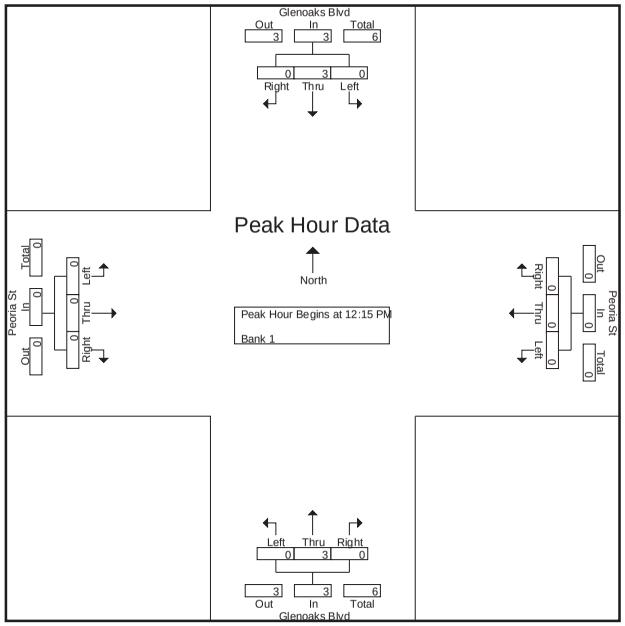
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**5**	0	**5**	0	0	0	0	0	2	0	2	0	0	0	0	**7**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	0	3	0	0	0	0	0	**4**	0	**4**	0	0	0	0	7
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total Volume	0	11	0	11	0	0	0	0	0	8	0	8	0	0	0	0	19
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.550	.000	.550	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.679



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Peoria_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Peoria_Buses
Site Code : 00000000
Start Date : 5/25/2016
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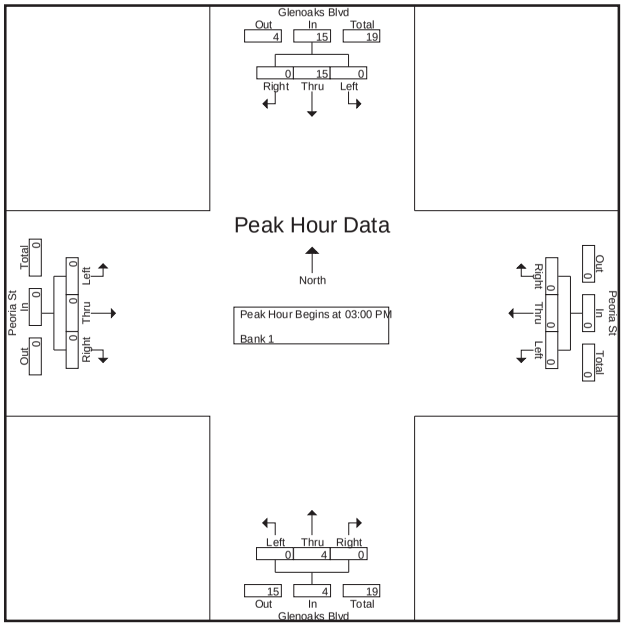
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	**5**
03:15 PM	0	3	0	3	0	0	0	0	0	**2**	0	**2**	0	0	0	0	5
03:30 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
03:45 PM	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	15	0	15	0	0	0	0	0	4	0	4	0	0	0	0	19
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.950



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Peoria_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Peoria St Westbound			Glenoaks Blvd Northbound			Peoria St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	10	1	2	0	1	0	11	0	1	0	0	28
07:15 AM	0	14	1	2	2	0	0	8	2	1	0	0	30
07:30 AM	0	15	1	2	0	2	1	5	4	2	0	0	32
07:45 AM	2	15	1	1	1	2	0	5	0	2	0	1	30
Total	4	54	4	7	3	5	1	29	6	6	0	1	120
08:00 AM	0	15	0	2	1	0	1	11	3	2	1	1	37
08:15 AM	1	13	1	3	0	1	0	5	0	0	1	1	26
08:30 AM	2	9	1	1	1	2	1	8	2	1	0	0	28
08:45 AM	2	14	1	2	0	4	1	7	0	0	0	0	31
Total	5	51	3	8	2	7	3	31	5	3	2	2	122
09:00 AM	1	22	1	1	0	0	0	9	2	0	1	3	40
09:15 AM	1	26	2	0	0	0	1	13	1	1	0	3	48
09:30 AM	3	18	1	1	0	1	0	6	2	1	1	0	34
09:45 AM	3	18	1	0	1	1	0	14	1	0	1	0	40
Total	8	84	5	2	1	2	1	42	6	2	3	6	162
12:00 PM	2	16	2	0	1	0	0	13	1	0	0	0	35
12:15 PM	1	13	1	1	0	1	1	6	2	1	0	5	32
12:30 PM	0	9	0	1	1	2	1	11	1	0	1	2	29
12:45 PM	1	12	0	0	1	2	0	6	1	1	0	1	25
Total	4	50	3	2	3	5	2	36	5	2	1	8	121
01:00 PM	1	17	2	0	0	0	0	11	0	1	0	1	33
01:15 PM	0	18	2	1	0	1	0	12	2	0	0	1	37
01:30 PM	1	13	0	1	0	0	0	8	0	1	0	1	25
01:45 PM	1	11	2	2	0	1	1	11	2	0	0	1	32
Total	3	59	6	4	0	2	1	42	4	2	0	4	127
03:00 PM	0	14	1	2	1	1	0	9	2	1	0	1	32
03:15 PM	1	12	1	0	0	2	0	8	0	0	0	0	24
03:30 PM	0	13	0	0	0	0	0	15	3	1	0	1	33
03:45 PM	0	13	0	0	1	1	1	11	0	0	1	0	28
Total	1	52	2	2	2	4	1	43	5	2	1	2	117
04:00 PM	1	14	2	1	1	0	0	8	1	0	0	0	28
04:15 PM	1	5	0	0	1	1	2	10	1	1	0	1	23
04:30 PM	1	7	0	0	0	1	0	18	1	0	0	0	28
04:45 PM	0	11	1	0	0	0	1	14	1	0	0	0	28
Total	3	37	3	1	2	2	3	50	4	1	0	1	107
05:00 PM	2	7	1	0	0	1	1	15	2	0	0	0	29
05:15 PM	1	6	0	0	0	2	0	17	0	1	1	2	30
05:30 PM	0	9	0	0	0	0	0	7	3	0	0	0	19
05:45 PM	0	3	1	0	0	1	0	12	0	0	0	0	17
Total	3	25	2	0	0	4	1	51	5	1	1	2	95
Grand Total	31	412	28	26	13	31	13	324	40	19	8	26	971
Apprch %	6.6	87.5	5.9	37.1	18.6	44.3	3.4	85.9	10.6	35.8	15.1	49.1	
Total %	3.2	42.4	2.9	2.7	1.3	3.2	1.3	33.4	4.1	2	0.8	2.7	

CITY TRAFFIC COUNTERS

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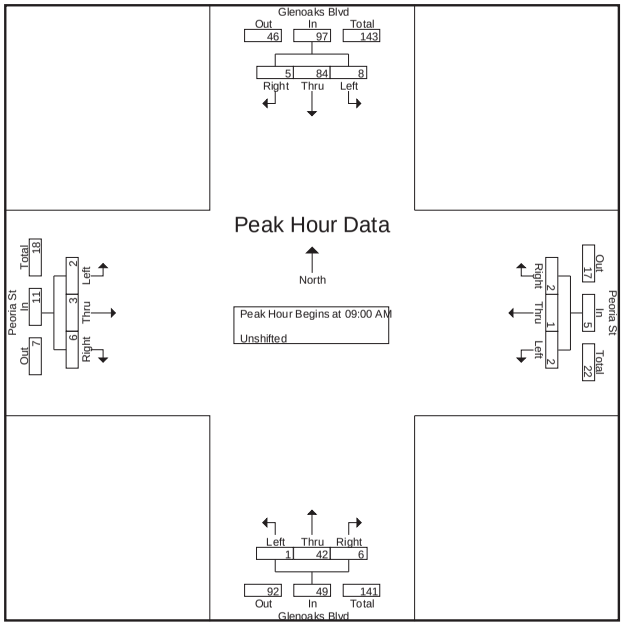
File Name : Glenoaks_Peoria_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

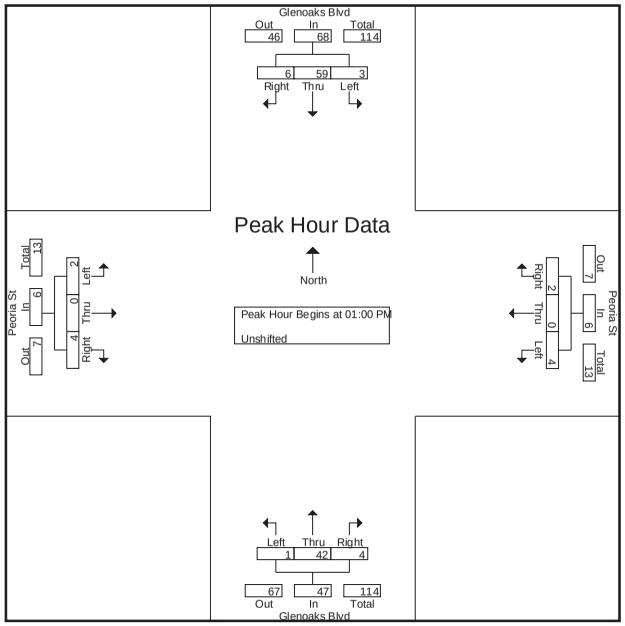
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	1	22	1	24	**1**	0	0	1	0	9	**2**	11	0	**1**	**3**	**4**	40
09:15 AM	1	**26**	**2**	**29**	0	0	0	0	**1**	13	1	**15**	**1**	0	3	4	**48**
09:30 AM	**3**	18	1	22	1	0	**1**	**2**	0	6	2	8	1	1	0	2	34
09:45 AM	3	18	1	22	0	**1**	1	2	0	**14**	1	15	0	1	0	1	40
Total Volume	8	84	5	97	2	1	2	5	1	42	6	49	2	3	6	11	162
% App. Total	8.2	86.6	5.2		40	20	40		2	85.7	12.2		18.2	27.3	54.5		
PHF	.667	.808	.625	.836	.500	.250	.500	.625	.250	.750	.750	.817	.500	.750	.500	.688	.844



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Peoria_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

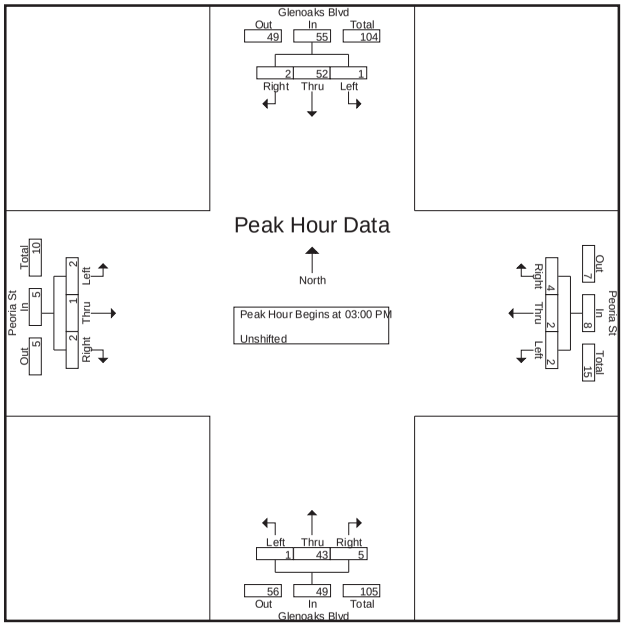
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**1**	17	**2**	**20**	0	0	0	0	0	11	0	11	**1**	0	**1**	**2**	33
01:15 PM	0	**18**	2	20	1	0	**1**	2	0	**12**	**2**	**14**	0	0	1	1	**37**
01:30 PM	1	13	0	14	1	0	0	1	0	8	0	8	1	0	1	2	25
01:45 PM	1	11	2	14	**2**	0	1	**3**	**1**	11	2	14	0	0	1	1	32
Total Volume	3	59	6	68	4	0	2	6	1	42	4	47	2	0	4	6	127
% App. Total	4.4	86.8	8.8		66.7	0	33.3		2.1	89.4	8.5		33.3	0	66.7		
PHF	.750	.819	.750	.850	.500	.000	.500	.500	.250	.875	.500	.839	.500	.000	1.00	.750	.858



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Peoria_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**14**	**1**	**15**	**2**	**1**	1	**4**	0	9	2	11	**1**	0	**1**	**2**	32
03:15 PM	**1**	12	1	14	0	0	**2**	2	0	8	0	8	0	0	0	0	24
03:30 PM	0	13	0	13	0	0	0	0	0	**15**	**3**	**18**	1	0	1	2	**33**
03:45 PM	0	13	0	13	0	1	1	2	**1**	11	0	12	0	**1**	0	1	28
Total Volume	1	52	2	55	2	2	4	8	1	43	5	49	2	1	2	5	117
% App. Total	1.8	94.5	3.6		25	25	50		2	87.8	10.2		40	20	40		
PHF	.250	.929	.500	.917	.250	.500	.500	.500	.250	.717	.417	.681	.500	.250	.500	.625	.886



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Peoria_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
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Groups Printed- Bank 1

	Glenoaks Blvd Southbound			Peoria St Westbound			Glenoaks Blvd Northbound			Peoria St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	6	1	0	0	0	0	1	0	0	0	0	9
07:15 AM	1	2	0	0	0	1	0	1	3	0	0	0	8
07:30 AM	0	7	0	1	2	0	0	1	0	0	0	0	11
07:45 AM	3	2	1	2	1	1	0	5	0	0	0	0	15
Total	5	17	2	3	3	2	0	8	3	0	0	0	43
08:00 AM	2	6	0	3	0	1	0	3	0	0	0	0	15
08:15 AM	1	7	0	1	2	0	0	3	0	0	0	0	14
08:30 AM	1	6	3	0	3	0	0	2	0	0	0	0	15
08:45 AM	3	5	0	3	0	4	0	2	0	0	0	0	17
Total	7	24	3	7	5	5	0	10	0	0	0	0	61
09:00 AM	1	3	2	3	3	0	0	0	1	0	0	0	13
09:15 AM	3	8	0	1	3	1	0	4	0	1	0	1	22
09:30 AM	1	6	0	4	0	0	1	3	1	0	0	0	16
09:45 AM	5	2	0	0	2	3	0	4	0	0	0	0	16
Total	10	19	2	8	8	4	1	11	2	1	0	1	67
12:00 PM	0	6	0	3	2	0	0	2	2	0	0	1	16
12:15 PM	4	7	2	3	3	1	0	3	1	1	0	4	29
12:30 PM	0	3	0	0	1	1	0	5	1	0	0	1	12
12:45 PM	2	4	2	5	0	2	0	3	2	1	0	1	22
Total	6	20	4	11	6	4	0	13	6	2	0	7	79
01:00 PM	3	3	1	1	1	1	0	2	0	0	0	3	15
01:15 PM	0	3	1	2	0	0	0	1	0	2	0	1	10
01:30 PM	3	8	1	1	3	2	0	2	0	0	1	3	24
01:45 PM	1	6	0	2	1	2	1	8	0	2	0	4	27
Total	7	20	3	6	5	5	1	13	0	4	1	11	76
03:00 PM	4	5	1	0	1	0	1	7	0	1	1	1	22
03:15 PM	1	3	1	2	0	2	0	6	1	2	0	0	18
03:30 PM	0	5	0	1	0	4	0	7	0	0	0	0	17
03:45 PM	0	3	0	0	1	0	0	4	0	1	0	1	10
Total	5	16	2	3	2	6	1	24	1	4	1	2	67
04:00 PM	0	6	2	3	0	0	0	3	1	1	0	0	16
04:15 PM	1	5	0	0	0	0	0	7	1	0	1	0	15
04:30 PM	0	4	1	1	0	1	1	5	1	0	1	1	16
04:45 PM	0	2	0	0	1	0	1	11	1	0	2	0	18
Total	1	17	3	4	1	1	2	26	4	1	4	1	65
05:00 PM	0	2	1	2	1	0	1	7	1	0	0	0	15
05:15 PM	0	1	0	1	0	0	0	14	1	0	2	0	19
05:30 PM	1	1	0	1	0	0	0	5	1	1	1	0	11
05:45 PM	1	1	0	0	0	0	0	5	3	0	0	0	10
Total	2	5	1	4	1	0	1	31	6	1	3	0	55
Grand Total	43	138	20	46	31	27	6	136	22	13	9	22	513
Apprch %	21.4	68.7	10	44.2	29.8	26	3.7	82.9	13.4	29.5	20.5	50	
Total %	8.4	26.9	3.9	9	6	5.3	1.2	26.5	4.3	2.5	1.8	4.3	

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File Name : Glenoaks_Peoria_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
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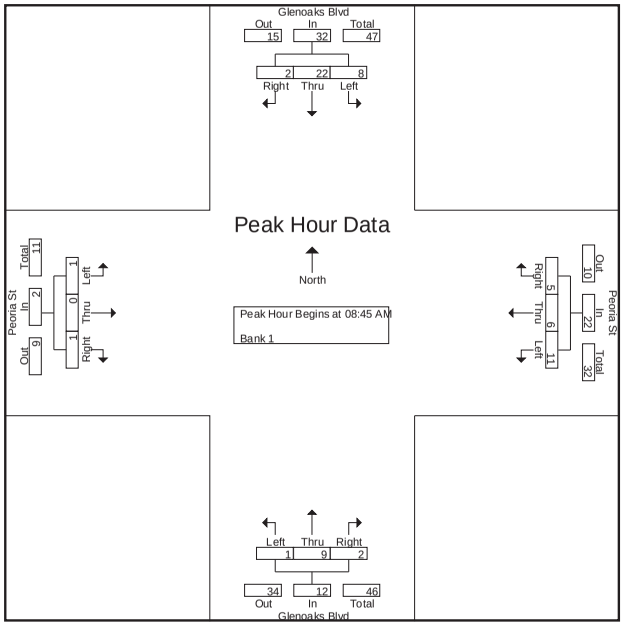
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**3**	5	0	8	3	0	**4**	**7**	0	2	0	2	0	0	0	0	17
09:00 AM	1	3	**2**	6	3	**3**	0	6	0	0	**1**	1	0	0	0	0	13
09:15 AM	3	**8**	0	**11**	1	3	1	5	0	**4**	0	4	**1**	0	**1**	**2**	**22**
09:30 AM	1	6	0	7	**4**	0	0	4	**1**	3	1	**5**	0	0	0	0	16
Total Volume	8	22	2	32	11	6	5	22	1	9	2	12	1	0	1	2	68
% App. Total	25	68.8	6.2		50	27.3	22.7		8.3	75	16.7		50	0	50		
PHF	.667	.688	.250	.727	.688	.500	.313	.786	.250	.563	.500	.600	.250	.000	.250	.250	.773



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Peoria_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
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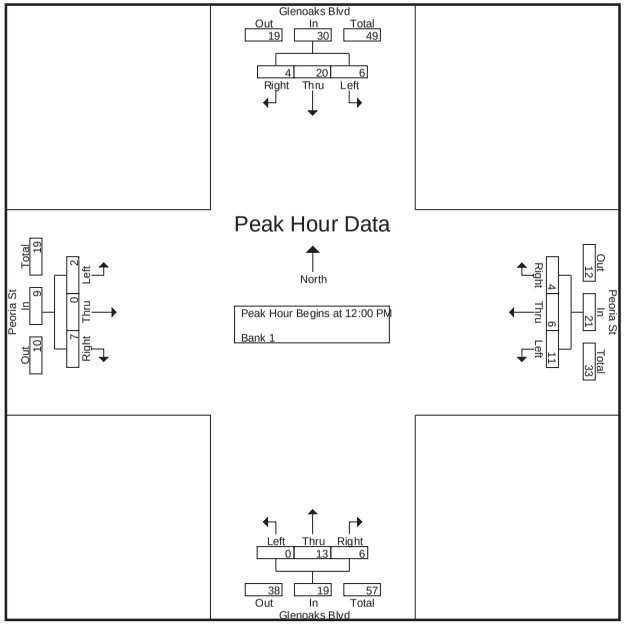
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	6	0	6	3	2	0	5	0	2	**2**	4	0	0	1	1	16
12:15 PM	**4**	**7**	**2**	**13**	3	**3**	1	**7**	0	3	1	4	**1**	0	**4**	**5**	**29**
12:30 PM	0	3	0	3	0	1	1	2	0	**5**	1	**6**	0	0	1	1	12
12:45 PM	2	4	2	8	**5**	0	**2**	7	0	3	2	5	1	0	1	2	22
Total Volume	6	20	4	30	11	6	4	21	0	13	6	19	2	0	7	9	79
% App. Total	20	66.7	13.3		52.4	28.6	19		0	68.4	31.6		22.2	0	77.8		
PHF	.375	.714	.500	.577	.550	.500	.500	.750	.000	.650	.750	.792	.500	.000	.438	.450	.681



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Peoria_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
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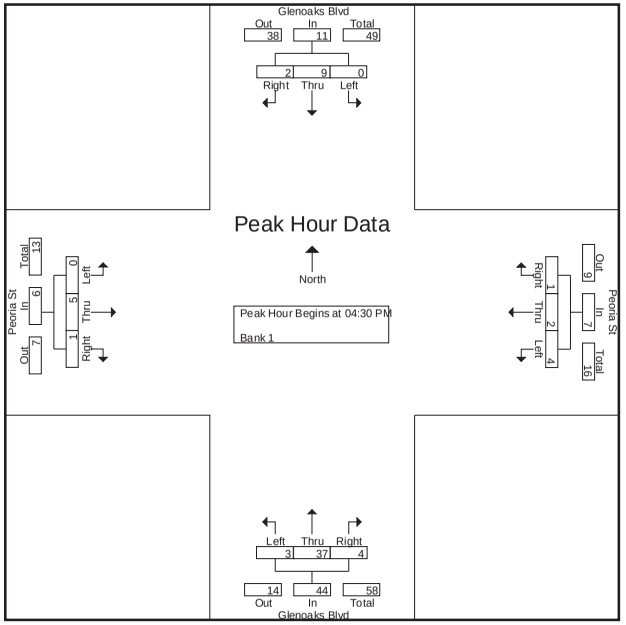
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**4**	**1**	**5**	1	0	**1**	2	**1**	5	**1**	7	0	1	**1**	**2**	16
04:45 PM	0	2	0	2	0	**1**	0	1	1	11	1	13	0	**2**	0	2	18
05:00 PM	0	2	1	3	**2**	1	0	**3**	1	7	1	9	0	0	0	0	15
05:15 PM	0	1	0	1	1	0	0	1	0	**14**	1	**15**	0	2	0	2	**19**
Total Volume	0	9	2	11	4	2	1	7	3	37	4	44	0	5	1	6	68
% App. Total	0	81.8	18.2		57.1	28.6	14.3		6.8	84.1	9.1		0	83.3	16.7		
PHF	.000	.563	.500	.550	.500	.500	.250	.583	.750	.661	1.00	.733	.000	.625	.250	.750	.895



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File Name : Glenoaks_Peoria_4-Axle
Site Code : 00000000
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Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Peoria St Westbound			Glenoaks Blvd Northbound			Peoria St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	3	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	2	0	1	0	3
07:30 AM	0	1	0	0	0	0	0	0	6	1	0	0	8
07:45 AM	1	0	1	0	1	2	0	0	0	1	0	0	6
Total	1	3	1	0	1	5	0	0	8	2	1	0	22
08:00 AM	0	0	0	0	0	3	0	0	1	0	1	0	5
08:15 AM	0	0	0	0	0	2	0	0	1	0	0	0	3
08:30 AM	0	0	0	0	0	2	0	2	4	0	2	0	10
08:45 AM	0	0	0	0	0	2	0	1	0	0	1	0	4
Total	0	0	0	0	0	9	0	3	6	0	4	0	22
09:00 AM	0	2	0	1	1	2	0	1	3	0	1	0	11
09:15 AM	0	0	0	0	0	1	0	1	2	0	0	0	4
09:30 AM	1	0	0	0	0	4	0	1	3	0	2	0	11
09:45 AM	0	0	0	0	0	0	0	0	3	0	0	0	3
Total	1	2	0	1	1	7	0	3	11	0	3	0	29
12:00 PM	0	1	0	1	0	1	0	2	2	0	0	0	7
12:15 PM	1	0	0	0	0	1	0	2	2	1	0	0	7
12:30 PM	0	0	0	1	0	3	0	0	3	0	0	0	7
12:45 PM	0	1	0	0	0	0	0	0	3	0	2	0	6
Total	1	2	0	2	0	5	0	4	10	1	2	0	27
01:00 PM	2	0	0	0	0	3	0	2	3	0	0	0	10
01:15 PM	2	1	0	0	0	2	0	1	4	0	0	0	10
01:30 PM	0	0	0	0	1	0	0	2	3	0	0	0	6
01:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	2
Total	4	1	0	1	1	6	0	5	10	0	0	0	28
03:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	2
03:15 PM	0	1	0	0	0	1	0	1	0	0	0	0	3
03:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	0	1	2	2	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
04:30 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
Total	1	0	0	0	0	0	0	2	0	1	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
05:30 PM	1	1	0	0	0	0	0	0	0	1	0	0	3
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	1	1	0	0	0	0	0	1	1	1	0	0	5
Grand Total	10	11	1	4	3	33	2	20	46	5	10	0	145
Apprch %	45.5	50	4.5	10	7.5	82.5	2.9	29.4	67.6	33.3	66.7	0	
Total %	6.9	7.6	0.7	2.8	2.1	22.8	1.4	13.8	31.7	3.4	6.9	0	

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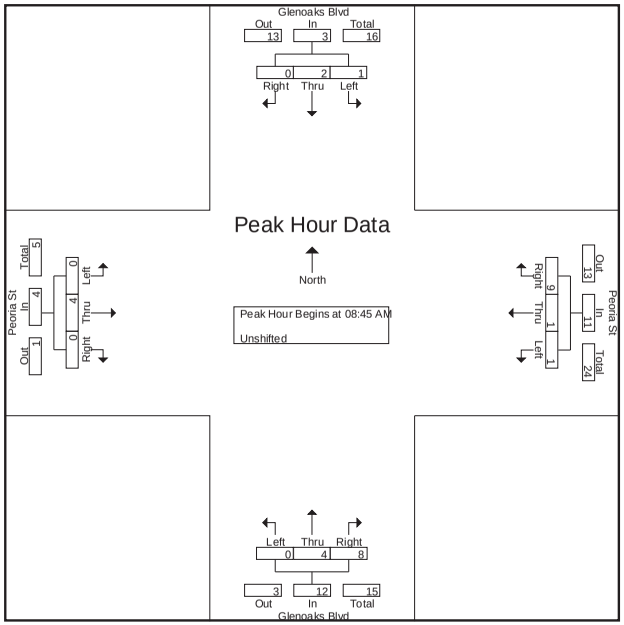
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	2	2	0	**1**	0	1	0	1	0	1	4
09:00 AM	0	**2**	0	**2**	**1**	**1**	2	**4**	0	1	**3**	**4**	0	1	0	1	**11**
09:15 AM	0	0	0	0	0	0	1	1	0	1	2	3	0	0	0	0	4
09:30 AM	**1**	0	0	1	0	0	**4**	4	0	1	3	4	0	**2**	0	**2**	11
Total Volume	1	2	0	3	1	1	9	11	0	4	8	12	0	4	0	4	30
% App. Total	33.3	66.7	0		9.1	9.1	81.8		0	33.3	66.7		0	100	0		
PHF	.250	.250	.000	.375	.250	.250	.563	.688	.000	1.00	.667	.750	.000	.500	.000	.500	.682



CITY TRAFFIC COUNTERS

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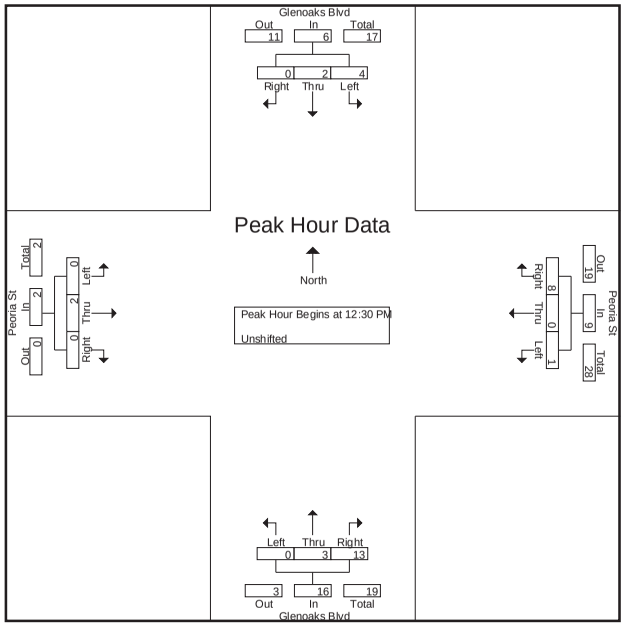
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	**1**	0	**3**	**4**	0	0	3	3	0	0	0	0	7
12:45 PM	0	**1**	0	1	0	0	0	0	0	0	3	3	0	**2**	0	**2**	6
01:00 PM	**2**	0	0	2	0	0	3	3	0	**2**	3	**5**	0	0	0	0	**10**
01:15 PM	2	1	0	**3**	0	0	2	2	0	1	**4**	5	0	0	0	0	10
Total Volume	4	2	0	6	1	0	8	9	0	3	13	16	0	2	0	2	33
% App. Total	66.7	33.3	0		11.1	0	88.9		0	18.8	81.2		0	100	0		
PHF	.500	.500	.000	.500	.250	.000	.667	.563	.000	.375	.813	.800	.000	.250	.000	.250	.825



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File Name : Glenoaks_Peoria_4-Axle
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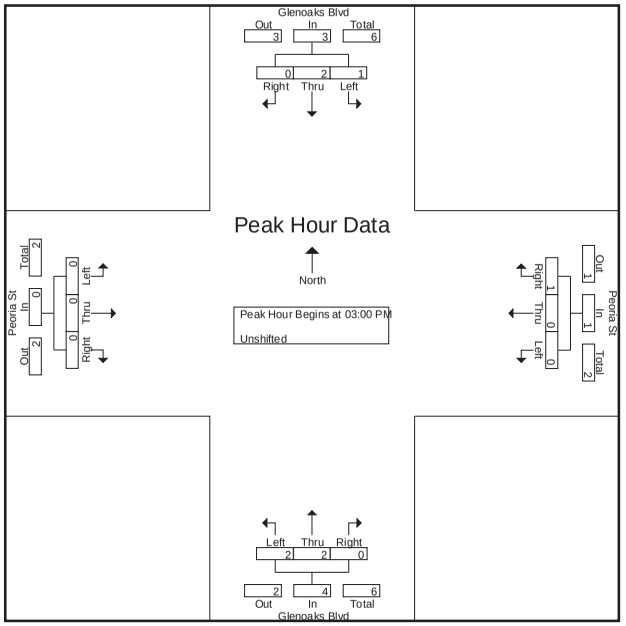
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	2
03:15 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	1	0	0	0	0	**3**
03:30 PM	**1**	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	2	0	3	0	0	1	1	2	2	0	4	0	0	0	0	8
% App. Total	33.3	66.7	0		0	0	100		50	50	0		0	0	0		
PHF	.250	.500	.000	.750	.000	.000	.250	.250	.250	.500	.000	.500	.000	.000	.000	.000	.667



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File Name : Glenoaks_Peoria_5+-Axles
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Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Peoria St Westbound			Glenoaks Blvd Northbound			Peoria St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	1	0	0	1	0	0	0	0	0	4
07:15 AM	0	2	1	1	0	0	0	1	0	0	1	0	6
07:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	0	2	0	0	0	0	1	2	0	6
Total	0	5	1	4	2	0	1	1	0	1	3	0	18
08:00 AM	0	3	0	0	1	0	0	1	1	0	0	0	6
08:15 AM	0	1	1	2	0	0	1	3	0	0	0	0	8
08:30 AM	0	6	1	0	1	0	0	2	1	0	0	0	11
08:45 AM	0	4	2	0	0	0	0	0	0	0	0	1	7
Total	0	14	4	2	2	0	1	6	2	0	0	1	32
09:00 AM	0	3	1	0	0	0	2	3	0	0	0	0	9
09:15 AM	0	1	1	0	0	0	0	1	0	0	1	0	4
09:30 AM	0	2	0	2	2	0	0	3	0	0	1	0	10
09:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	0	7	2	2	2	0	2	7	1	0	2	0	25
12:00 PM	0	0	0	0	0	0	0	2	3	0	0	0	5
12:15 PM	0	4	1	0	0	0	0	1	1	1	1	1	10
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	1	3	1	0	0	1	0	1	2	0	9
Total	0	4	2	3	1	0	0	5	4	2	3	1	25
01:00 PM	0	1	0	1	2	0	0	2	0	0	2	0	8
01:15 PM	0	2	2	0	2	0	0	1	0	2	0	0	9
01:30 PM	1	1	0	0	0	0	0	3	1	0	0	0	6
01:45 PM	0	0	1	0	0	0	1	0	1	2	0	0	5
Total	1	4	3	1	4	0	1	6	2	4	2	0	28
03:00 PM	0	1	0	0	1	0	1	3	2	1	1	0	10
03:15 PM	2	2	0	1	0	0	2	4	0	1	0	0	12
03:30 PM	0	0	0	0	1	0	0	1	1	1	1	4	9
03:45 PM	1	0	0	0	0	1	0	3	0	1	0	1	7
Total	3	3	0	1	2	1	3	11	3	4	2	5	38
04:00 PM	0	0	0	1	0	1	1	2	0	3	0	0	8
04:15 PM	0	1	1	0	0	0	1	2	0	0	2	1	8
04:30 PM	0	1	0	1	0	0	0	1	1	0	0	1	5
04:45 PM	0	1	0	1	0	0	0	0	0	1	1	0	4
Total	0	3	1	3	0	1	2	5	1	4	3	2	25
05:00 PM	0	1	0	0	0	0	2	1	0	1	0	0	5
05:15 PM	2	0	0	0	0	0	0	0	0	0	1	0	3
05:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	2	1	0	0	1	0	2	1	0	2	2	0	11
Grand Total	6	41	13	16	14	2	12	42	13	17	17	9	202
Apprch %	10	68.3	21.7	50	43.8	6.2	17.9	62.7	19.4	39.5	39.5	20.9	
Total %	3	20.3	6.4	7.9	6.9	1	5.9	20.8	6.4	8.4	8.4	4.5	

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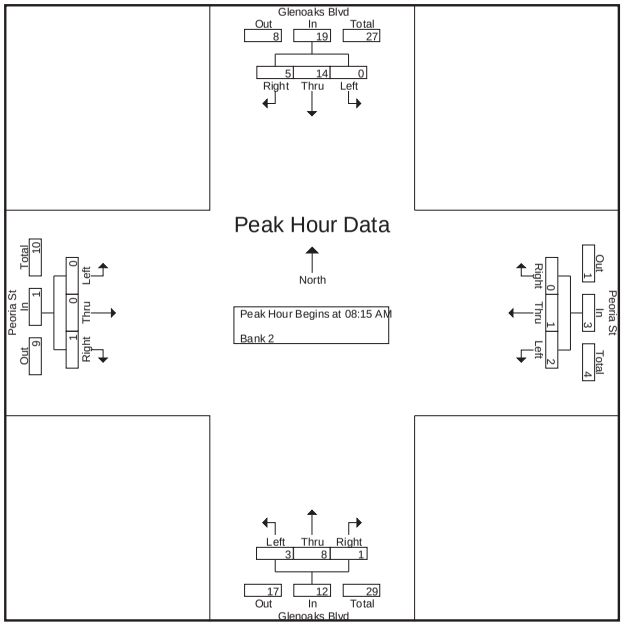
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	1	1	2	**2**	0	0	**2**	1	**3**	0	4	0	0	0	0	8
08:30 AM	0	**6**	1	**7**	0	**1**	0	1	0	2	**1**	3	0	0	0	0	**11**
08:45 AM	0	4	**2**	6	0	0	0	0	0	0	0	0	0	0	**1**	**1**	7
09:00 AM	0	3	1	4	0	0	0	0	**2**	3	0	**5**	0	0	0	0	9
Total Volume	0	14	5	19	2	1	0	3	3	8	1	12	0	0	1	1	35
% App. Total	0	73.7	26.3		66.7	33.3	0		25	66.7	8.3		0	0	100		
PHF	.000	.583	.625	.679	.250	.250	.000	.375	.375	.667	.250	.600	.000	.000	.250	.250	.795



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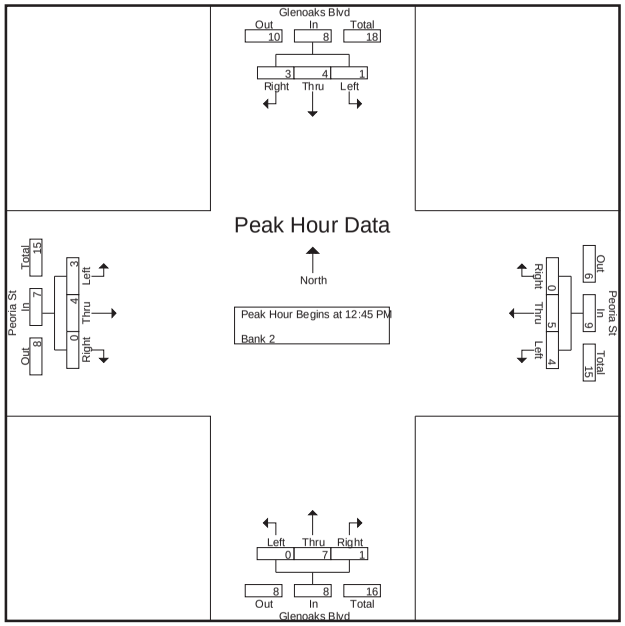
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	1	1	**3**	1	0	**4**	0	1	0	1	1	**2**	0	**3**	**9**
01:00 PM	0	1	0	1	1	**2**	0	3	0	2	0	2	0	2	0	2	8
01:15 PM	0	**2**	**2**	**4**	0	2	0	2	0	1	0	1	**2**	0	0	2	9
01:30 PM	**1**	1	0	2	0	0	0	0	0	**3**	**1**	**4**	0	0	0	0	6
Total Volume	1	4	3	8	4	5	0	9	0	7	1	8	3	4	0	7	32
% App. Total	12.5	50	37.5		44.4	55.6	0		0	87.5	12.5		42.9	57.1	0		
PHF	.250	.500	.375	.500	.333	.625	.000	.563	.000	.583	.250	.500	.375	.500	.000	.583	.889



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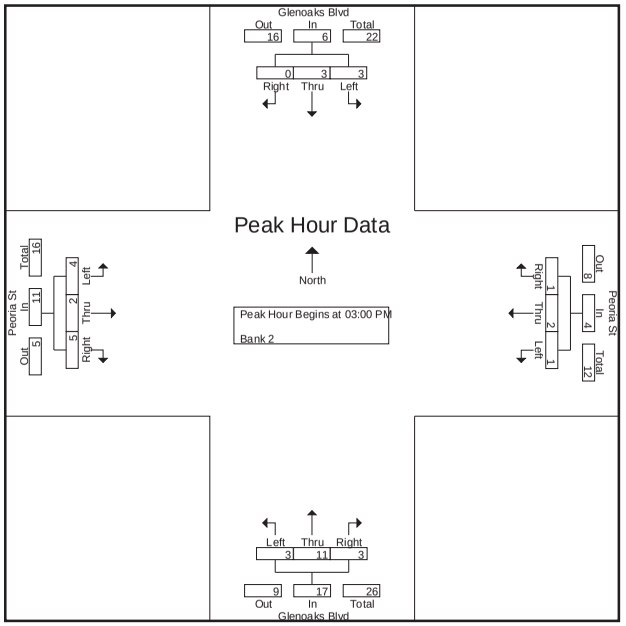
	Glenoaks Blvd Southbound				Peoria St Westbound				Glenoaks Blvd Northbound				Peoria St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	0	1	0	**1**	0	**1**	1	3	**2**	**6**	**1**	**1**	0	2	10
03:15 PM	**2**	**2**	0	**4**	**1**	0	0	1	**2**	**4**	0	6	1	0	0	1	**12**
03:30 PM	0	0	0	0	0	1	0	1	0	1	1	2	1	1	**4**	**6**	9
03:45 PM	1	0	0	1	0	0	**1**	1	0	3	0	3	1	0	1	2	7
Total Volume	3	3	0	6	1	2	1	4	3	11	3	17	4	2	5	11	38
% App. Total	50	50	0		25	50	25		17.6	64.7	17.6		36.4	18.2	45.5		
PHF	.375	.375	.000	.375	.250	.500	.250	1.00	.375	.688	.375	.708	1.00	.500	.313	.458	.792



CITY TRAFFIC COUNTERS
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INT. 38

File Name : Glenoaks_Pendleton
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Pendleton St Westbound			Glenoaks Blvd Northbound			Pendleton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	3	221	3	7	1	5	3	86	6	0	0	3	338
07:15 AM	7	279	6	8	1	7	8	100	3	4	0	2	425
07:30 AM	7	251	14	5	2	2	4	121	0	4	1	2	413
07:45 AM	6	225	27	8	1	5	6	126	2	2	0	2	410
Total	23	976	50	28	5	19	21	433	11	10	1	9	1586
08:00 AM	1	193	6	4	1	3	5	112	6	3	0	3	337
08:15 AM	8	171	7	6	5	4	8	117	4	1	0	2	333
08:30 AM	5	160	7	3	2	6	5	99	8	5	3	5	308
08:45 AM	13	165	8	4	0	1	6	96	12	6	1	1	313
Total	27	689	28	17	8	14	24	424	30	15	4	11	1291
09:00 AM	13	111	12	3	2	8	12	73	10	2	0	5	251
09:15 AM	5	110	18	1	1	5	5	56	7	3	5	7	223
09:30 AM	11	109	11	4	2	3	8	80	2	15	0	8	253
09:45 AM	3	123	14	5	0	3	12	97	7	6	1	13	284
Total	32	453	55	13	5	19	37	306	26	26	6	33	1011
12:00 PM	4	131	9	2	3	2	10	108	4	11	1	5	290
12:15 PM	5	113	8	10	1	12	3	126	3	8	5	17	311
12:30 PM	11	116	11	4	3	7	15	126	9	14	4	13	333
12:45 PM	6	107	12	9	6	5	7	125	9	9	2	12	309
Total	26	467	40	25	13	26	35	485	25	42	12	47	1243
01:00 PM	5	116	10	10	0	4	9	98	8	12	2	10	284
01:15 PM	5	96	17	5	3	12	11	100	2	14	1	10	276
01:30 PM	5	110	11	15	1	11	8	131	9	14	1	15	331
01:45 PM	5	128	7	10	1	10	10	105	12	18	5	7	318
Total	20	450	45	40	5	37	38	434	31	58	9	42	1209
03:00 PM	6	133	12	8	2	7	10	146	2	17	2	10	355
03:15 PM	7	130	16	10	0	6	6	167	6	15	2	9	374
03:30 PM	5	175	9	7	2	14	6	207	7	13	2	8	455
03:45 PM	10	126	15	11	2	6	5	205	4	15	2	10	411
Total	28	564	52	36	6	33	27	725	19	60	8	37	1595
04:00 PM	2	146	17	6	1	5	7	196	7	19	1	12	419
04:15 PM	3	152	14	8	2	13	2	199	0	13	0	12	418
04:30 PM	4	165	10	2	2	6	3	248	1	26	3	9	479
04:45 PM	4	166	10	8	1	5	7	246	3	13	4	10	477
Total	13	629	51	24	6	29	19	889	11	71	8	43	1793
05:00 PM	5	150	20	10	1	14	17	230	7	27	4	15	500
05:15 PM	2	172	4	3	0	6	1	242	2	15	1	9	457
05:30 PM	3	157	6	5	0	13	1	258	2	10	4	12	471
05:45 PM	6	131	5	2	0	13	1	227	7	9	2	5	408
Total	16	610	35	20	1	46	20	957	18	61	11	41	1836
Grand Total	185	4838	356	203	49	223	221	4653	171	343	59	263	11564
Apprch %	3.4	89.9	6.6	42.7	10.3	46.9	4.4	92.2	3.4	51.6	8.9	39.5	
Total %	1.6	41.8	3.1	1.8	0.4	1.9	1.9	40.2	1.5	3	0.5	2.3	

CITY TRAFFIC COUNTERS
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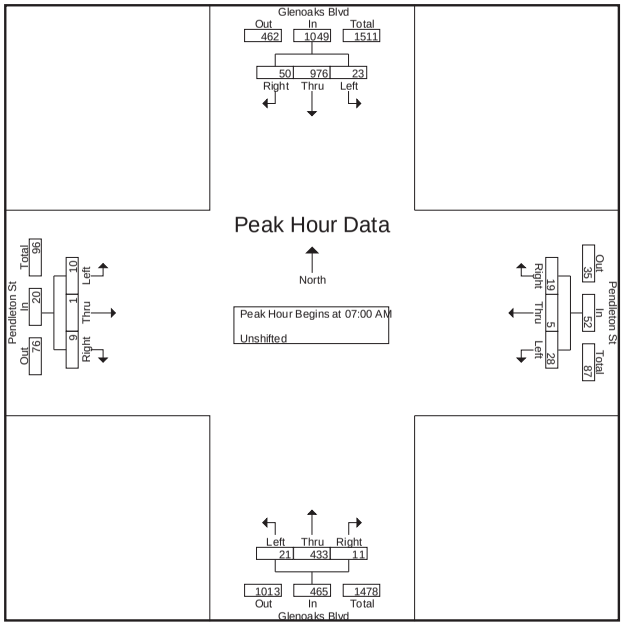
File Name : Glenoaks_Pendleton
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

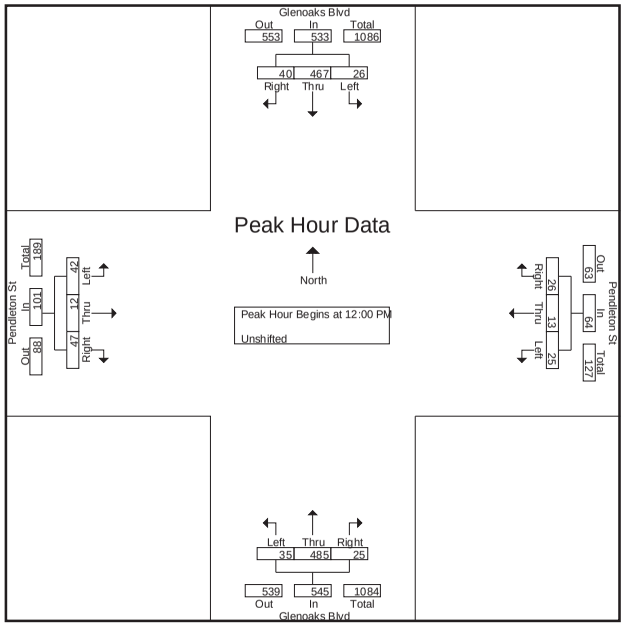
	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	221	3	227	7	1	5	13	3	86	**6**	95	0	0	**3**	3	338
07:15 AM	**7**	**279**	6	**292**	**8**	1	**7**	**16**	**8**	100	3	111	**4**	0	2	6	**425**
07:30 AM	7	251	14	272	5	**2**	2	9	4	121	0	125	4	**1**	2	**7**	413
07:45 AM	6	225	**27**	258	8	1	5	14	6	**126**	2	**134**	2	0	2	4	410
Total Volume	23	976	50	1049	28	5	19	52	21	433	11	465	10	1	9	20	1586
% App. Total	2.2	93	4.8		53.8	9.6	36.5		4.5	93.1	2.4		50	5	45		
PHF	.821	.875	.463	.898	.875	.625	.679	.813	.656	.859	.458	.868	.625	.250	.750	.714	.933



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

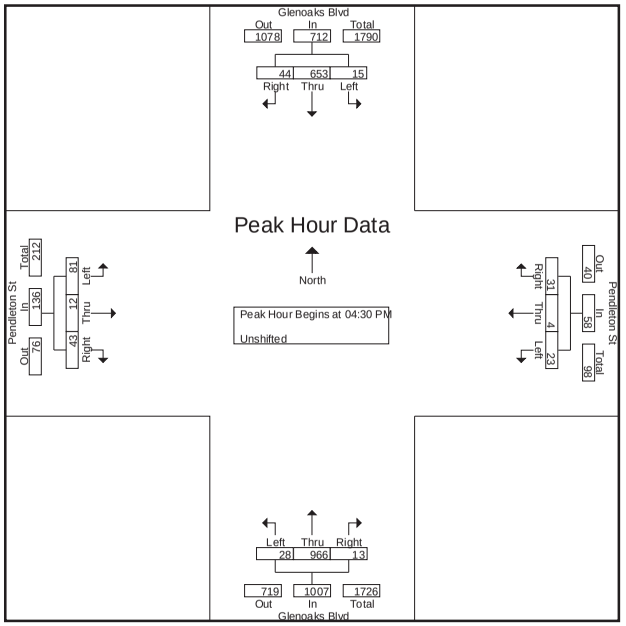
	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	4	**131**	9	**144**	2	3	2	7	10	108	4	122	11	1	5	17	290
12:15 PM	5	113	8	126	**10**	1	**12**	**23**	3	**126**	3	132	8	**5**	**17**	30	311
12:30 PM	**11**	116	11	138	4	3	7	14	**15**	126	**9**	**150**	**14**	4	13	**31**	**333**
12:45 PM	6	107	**12**	125	9	**6**	5	20	7	125	9	141	9	2	12	23	309
Total Volume	26	467	40	533	25	13	26	64	35	485	25	545	42	12	47	101	1243
% App. Total	4.9	87.6	7.5		39.1	20.3	40.6		6.4	89	4.6		41.6	11.9	46.5		
PHF	.591	.891	.833	.925	.625	.542	.542	.696	.583	.962	.694	.908	.750	.600	.691	.815	.933



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	165	10	179	2	**2**	6	10	3	**248**	1	252	26	3	9	38	479
04:45 PM	4	166	10	**180**	8	1	5	14	7	246	3	**256**	13	**4**	10	27	477
05:00 PM	**5**	150	**20**	175	**10**	1	**14**	**25**	**17**	230	**7**	254	**27**	4	**15**	**46**	**500**
05:15 PM	2	**172**	4	178	3	0	6	9	1	242	2	245	15	1	9	25	457
Total Volume	15	653	44	712	23	4	31	58	28	966	13	1007	81	12	43	136	1913
% App. Total	2.1	91.7	6.2		39.7	6.9	53.4		2.8	95.9	1.3		59.6	8.8	31.6		
PHF	.750	.949	.550	.989	.575	.500	.554	.580	.412	.974	.464	.983	.750	.750	.717	.739	.957



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 2

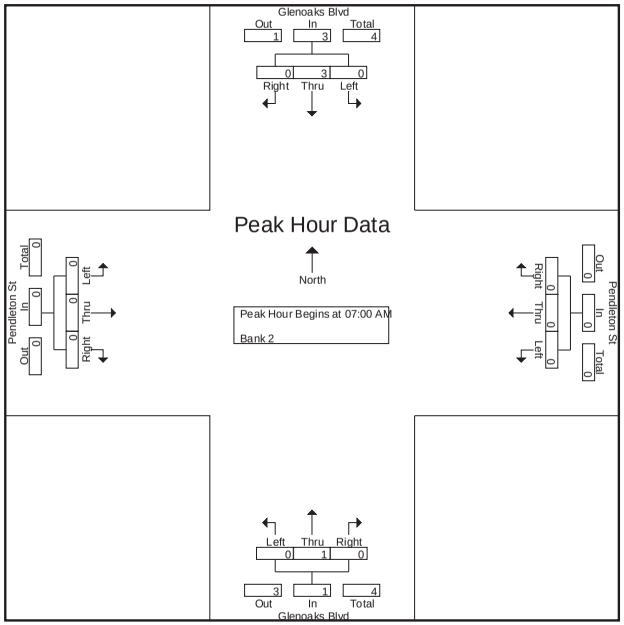
	Glenoaks Blvd Southbound			Pendleton St Westbound			Glenoaks Blvd Northbound			Pendleton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	1	0	0	0	0	4
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	1	0	0	0	0	0	2	1	0	0	0	4
Total	0	1	0	0	0	0	0	2	1	0	0	0	4
04:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	3
04:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
Total	1	4	0	1	0	0	0	1	1	0	0	0	8
05:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	3	0	0	0	0	4
Grand Total	1	11	0	1	0	0	0	7	2	0	0	0	22
Apprch %	8.3	91.7	0	100	0	0	0	77.8	22.2	0	0	0	
Total %	4.5	50	0	4.5	0	0	0	31.8	9.1	0	0	0	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

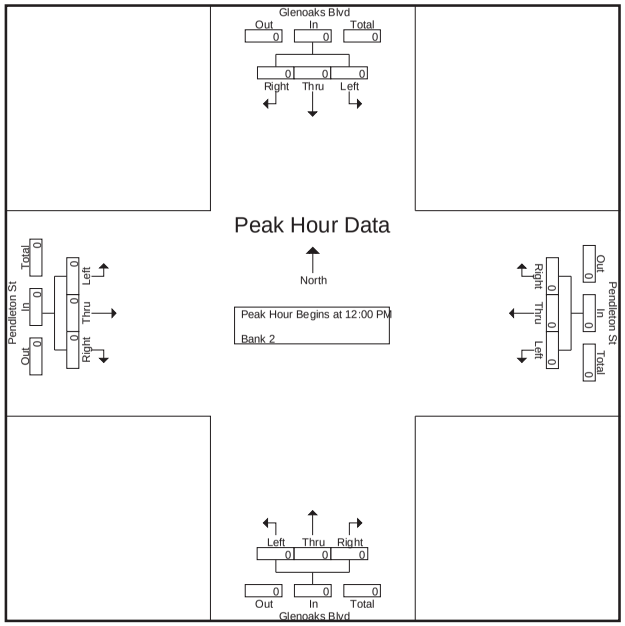


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Pendleton_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

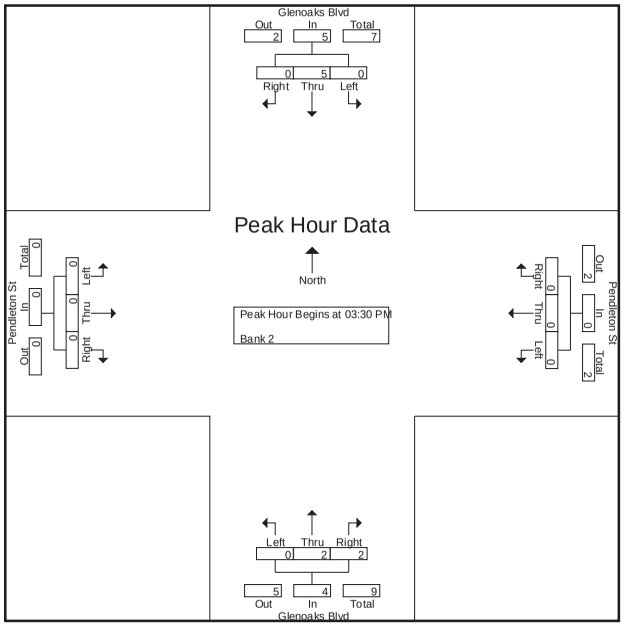


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Pendleton_Motorcycles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	1	0	1	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	**4**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	1	1	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	0	2	2	4	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.500	.333	.000	.000	.000	.000	.563



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

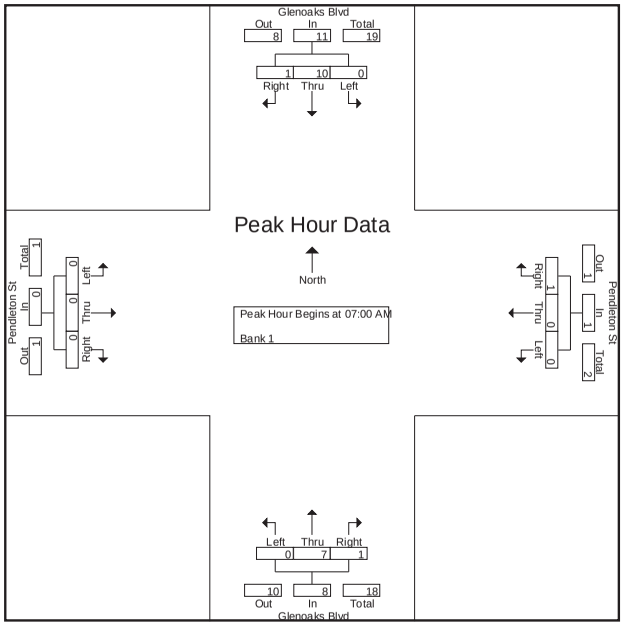
Groups Printed- Bank 1

	Glenoaks Blvd Southbound			Pendleton St Westbound			Glenoaks Blvd Northbound			Pendleton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
07:15 AM	0	4	1	0	0	0	0	2	0	0	0	0	7
07:45 AM	0	3	0	0	0	1	0	3	1	0	0	0	8
Total	0	10	1	0	0	1	0	7	1	0	0	0	20
08:00 AM	1	2	0	0	0	0	0	2	0	0	0	0	5
08:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:30 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
08:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	1	7	0	0	0	0	0	7	0	0	0	0	15
09:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
09:15 AM	0	1	0	0	0	0	0	1	0	1	0	0	3
09:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	1	0	0	0	0	0	8	0	1	0	0	10
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	1	0	0	0	0	3
01:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	2	0	0	0	0	5
03:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	5
03:15 PM	0	4	0	0	0	0	0	2	1	0	0	0	7
03:30 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
03:45 PM	0	3	0	0	0	0	0	1	1	0	0	0	5
Total	0	16	0	0	0	0	0	4	2	0	0	0	22
04:00 PM	0	4	0	0	0	0	0	0	0	0	1	1	6
04:15 PM	0	4	0	0	0	0	0	2	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	5	0	0	0	0	5
04:45 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
Total	0	11	0	0	0	0	0	9	0	0	1	1	22
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	2	1	0	0	0	4
Total	0	2	0	0	0	0	0	6	1	0	0	0	9
Grand Total	1	52	1	0	0	1	0	44	4	1	1	1	106
Apprch %	1.9	96.3	1.9	0	0	100	0	91.7	8.3	33.3	33.3	33.3	
Total %	0.9	49.1	0.9	0	0	0.9	0	41.5	3.8	0.9	0.9	0.9	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

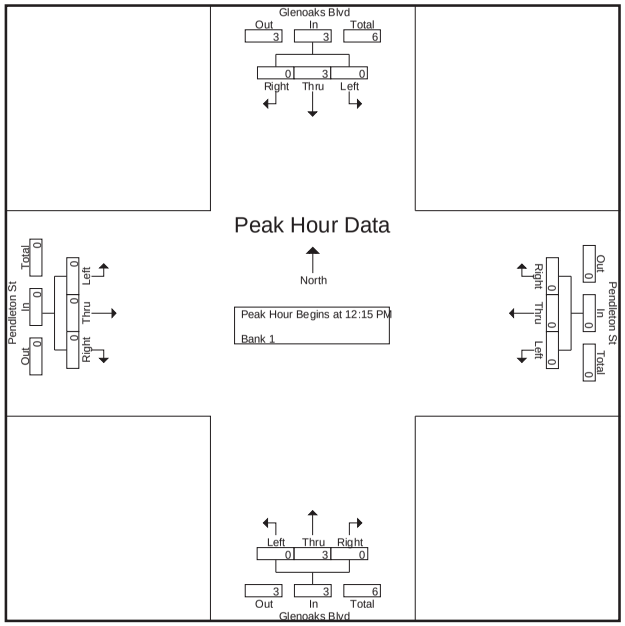
	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:15 AM	0	**4**	**1**	**5**	0	0	0	0	0	2	0	2	0	0	0	0	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	0	3	0	0	**1**	**1**	0	**3**	**1**	**4**	0	0	0	0	**8**
Total Volume	0	10	1	11	0	0	1	1	0	7	1	8	0	0	0	0	20
% App. Total	0	90.9	9.1		0	0	100		0	87.5	12.5		0	0	0		
PHF	.000	.625	.250	.550	.000	.000	.250	.250	.000	.583	.250	.500	.000	.000	.000	.000	.625



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton_Buses
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
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File Name : Glenoaks_Pendleton_Buses
Site Code : 00000000
Start Date : 5/25/2016
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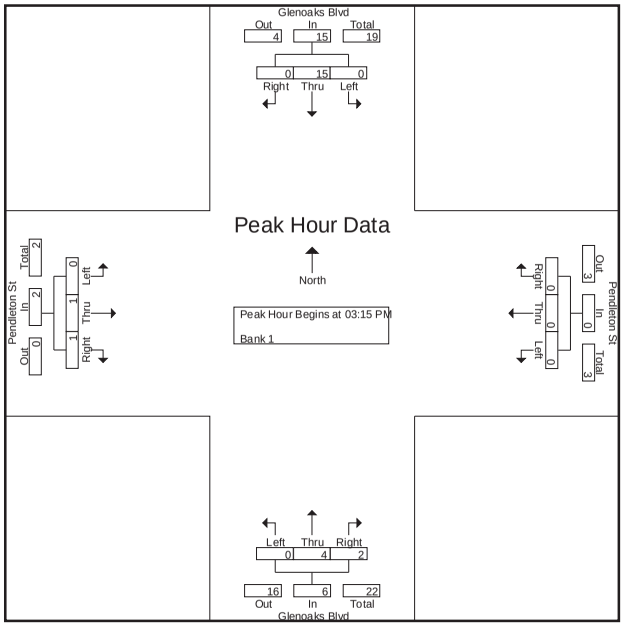
	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	**4**	0	**4**	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	**7**
03:30 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
03:45 PM	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
04:00 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	6
Total Volume	0	15	0	15	0	0	0	0	0	4	2	6	0	1	1	2	23
% App. Total	0	100	0		0	0	0		0	66.7	33.3		0	50	50		
PHF	.000	.938	.000	.938	.000	.000	.000	.000	.000	.500	.500	.500	.000	.250	.250	.250	.821



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
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Groups Printed- Unshifted

	Glenoaks Blvd Southbound			Pendleton St Westbound			Glenoaks Blvd Northbound			Pendleton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	2	4	1	1	2	10	1	1	0	1	26
07:15 AM	1	9	1	4	1	1	1	8	0	1	0	0	27
07:30 AM	1	11	1	3	2	0	2	6	1	1	0	2	30
07:45 AM	1	9	0	2	0	1	0	0	2	0	1	2	18
Total	3	32	4	13	4	3	5	24	4	3	1	5	101
08:00 AM	0	9	2	1	0	2	0	8	2	0	0	0	24
08:15 AM	1	10	2	1	0	0	0	2	3	1	0	0	20
08:30 AM	1	9	0	1	1	1	3	7	0	0	0	0	23
08:45 AM	1	14	1	1	0	2	0	7	3	0	0	1	30
Total	3	42	5	4	1	5	3	24	8	1	0	1	97
09:00 AM	0	28	0	3	0	0	0	9	2	0	1	0	43
09:15 AM	1	18	1	3	0	1	1	9	1	1	1	1	38
09:30 AM	1	14	0	2	0	1	1	10	2	1	0	2	34
09:45 AM	0	11	2	2	1	0	0	11	1	0	0	2	30
Total	2	71	3	10	1	2	2	39	6	2	2	5	145
12:00 PM	1	13	0	3	0	1	1	7	1	1	1	0	29
12:15 PM	2	11	2	1	0	1	0	9	7	1	0	0	34
12:30 PM	1	4	1	1	1	1	1	6	1	3	0	0	20
12:45 PM	1	5	1	0	0	1	0	6	3	0	0	0	17
Total	5	33	4	5	1	4	2	28	12	5	1	0	100
01:00 PM	2	7	3	0	0	1	4	2	3	2	0	1	25
01:15 PM	1	12	1	1	0	3	1	7	4	1	0	0	31
01:30 PM	2	10	1	2	0	1	0	3	2	1	0	1	23
01:45 PM	4	6	0	4	1	4	1	10	4	1	1	1	37
Total	9	35	5	7	1	9	6	22	13	5	1	3	116
03:00 PM	1	10	1	1	0	2	1	6	1	1	0	0	24
03:15 PM	0	4	0	0	0	0	0	6	1	2	0	0	13
03:30 PM	0	6	0	3	1	2	1	7	1	3	1	2	27
03:45 PM	1	11	0	2	0	1	0	7	0	1	0	1	24
Total	2	31	1	6	1	5	2	26	3	7	1	3	88
04:00 PM	3	6	0	1	0	1	0	9	1	1	0	1	23
04:15 PM	0	6	1	0	1	3	2	8	0	1	0	0	22
04:30 PM	1	2	0	0	0	3	1	7	0	4	0	2	20
04:45 PM	2	6	2	1	1	1	0	8	0	2	0	1	24
Total	6	20	3	2	2	8	3	32	1	8	0	4	89
05:00 PM	0	1	1	0	0	3	0	14	2	2	0	3	26
05:15 PM	0	4	3	0	0	1	2	20	0	1	0	1	32
05:30 PM	0	3	1	0	0	0	0	8	1	0	0	0	13
05:45 PM	0	4	2	0	0	0	1	15	1	0	1	0	24
Total	0	12	7	0	0	4	3	57	4	3	1	4	95
Grand Total	30	276	32	47	11	40	26	252	51	34	7	25	831
Apprch %	8.9	81.7	9.5	48	11.2	40.8	7.9	76.6	15.5	51.5	10.6	37.9	
Total %	3.6	33.2	3.9	5.7	1.3	4.8	3.1	30.3	6.1	4.1	0.8	3	

CITY TRAFFIC COUNTERS
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File Name : Glenoaks_Pendleton_2-Axle
Site Code : 00000000
Start Date : 5/25/2016

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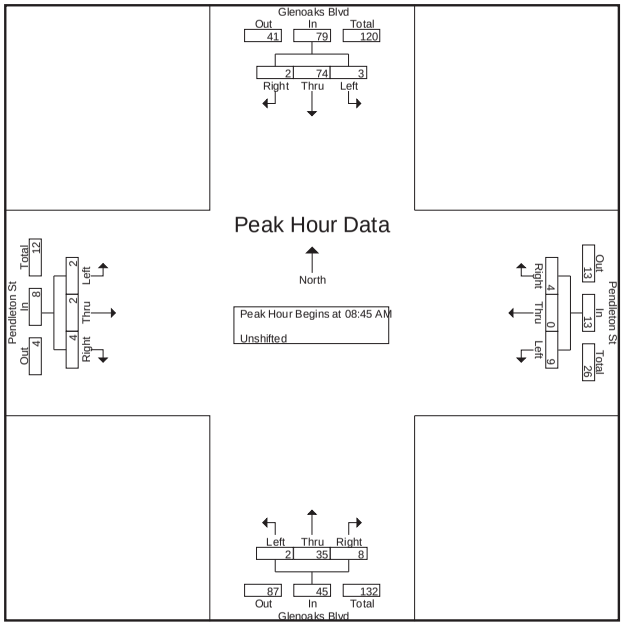
	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**1**	14	**1**	16	1	0	**2**	3	0	7	**3**	10	0	0	1	1	30
09:00 AM	0	**28**	0	**28**	**3**	0	0	3	0	9	2	11	0	**1**	0	1	**43**
09:15 AM	1	18	1	20	3	0	1	**4**	**1**	9	1	11	**1**	1	1	**3**	38
09:30 AM	1	14	0	15	2	0	1	3	1	**10**	2	**13**	1	0	**2**	3	34
Total Volume	3	74	2	79	9	0	4	13	2	35	8	45	2	2	4	8	145
% App. Total	3.8	93.7	2.5		69.2	0	30.8		4.4	77.8	17.8		25	25	50		
PHF	.750	.661	.500	.705	.750	.000	.500	.813	.500	.875	.667	.865	.500	.500	.500	.667	.843



CITY TRAFFIC COUNTERS

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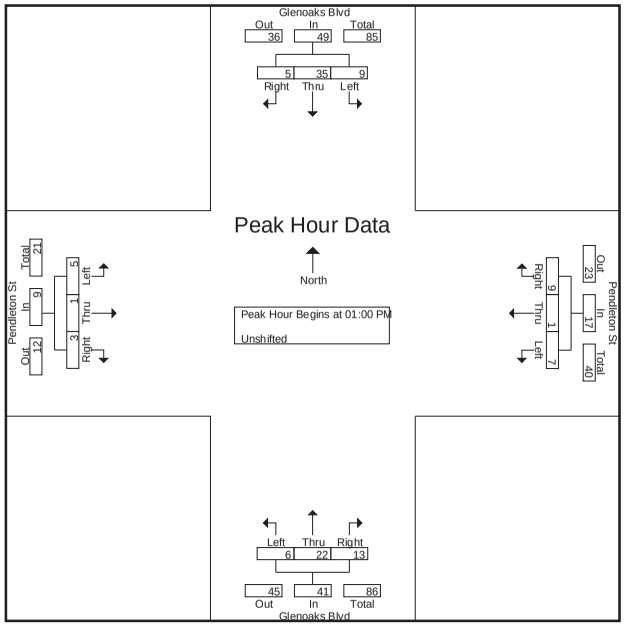
File Name : Glenoaks_Pendleton_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	2	7	**3**	12	0	0	1	1	**4**	2	3	9	**2**	0	**1**	**3**	25
01:15 PM	1	**12**	1	**14**	1	0	3	4	1	7	**4**	12	1	0	0	1	31
01:30 PM	2	10	1	13	2	0	1	3	0	3	2	5	1	0	1	2	23
01:45 PM	**4**	6	0	10	**4**	**1**	**4**	**9**	1	**10**	4	**15**	1	**1**	1	3	**37**
Total Volume	9	35	5	49	7	1	9	17	6	22	13	41	5	1	3	9	116
% App. Total	18.4	71.4	10.2		41.2	5.9	52.9		14.6	53.7	31.7		55.6	11.1	33.3		
PHF	.563	.729	.417	.875	.438	.250	.563	.472	.375	.550	.813	.683	.625	.250	.750	.750	.784



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File Name : Glenoaks_Pendleton_2-Axle
Site Code : 00000000
Start Date : 5/25/2016
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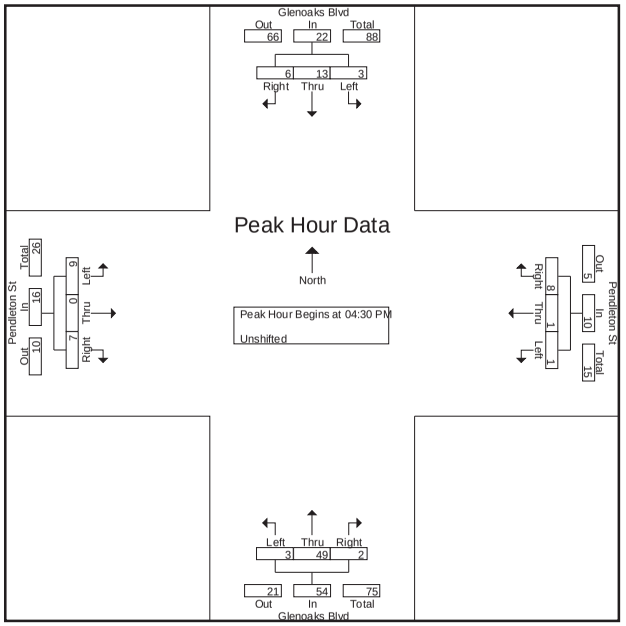
	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	2	0	3	0	0	**3**	**3**	1	7	0	8	**4**	0	2	**6**	20
04:45 PM	**2**	**6**	2	**10**	**1**	**1**	1	3	0	8	0	8	2	0	1	3	24
05:00 PM	0	1	1	2	0	0	3	3	0	14	**2**	16	2	0	**3**	5	26
05:15 PM	0	4	**3**	7	0	0	1	1	**2**	**20**	0	**22**	1	0	1	2	**32**
Total Volume	3	13	6	22	1	1	8	10	3	49	2	54	9	0	7	16	102
% App. Total	13.6	59.1	27.3		10	10	80		5.6	90.7	3.7		56.2	0	43.8		
PHF	.375	.542	.500	.550	.250	.250	.667	.833	.375	.613	.250	.614	.563	.000	.583	.667	.797



CITY TRAFFIC COUNTERS

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File Name : Glenoaks_Pendleton_3-Axle
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Groups Printed- Bank 1

	Glenoaks Blvd Southbound			Pendleton St Westbound			Glenoaks Blvd Northbound			Pendleton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	5	0	5	0	1	0	0	0	0	0	1	13
07:15 AM	0	1	0	1	0	0	0	3	0	0	0	0	5
07:30 AM	0	7	1	0	0	0	0	1	0	1	1	1	12
07:45 AM	0	4	0	1	1	0	0	1	2	3	0	1	13
Total	1	17	1	7	1	1	0	5	2	4	1	3	43
08:00 AM	0	5	2	1	1	1	0	0	1	2	0	2	15
08:15 AM	0	2	4	1	0	0	1	1	0	2	0	2	13
08:30 AM	0	4	0	0	0	1	0	0	1	1	0	0	7
08:45 AM	0	5	0	2	0	0	0	1	1	0	1	0	10
Total	0	16	6	4	1	2	1	2	3	5	1	4	45
09:00 AM	0	4	1	0	1	0	0	3	0	1	1	0	11
09:15 AM	1	5	2	1	0	0	1	3	1	1	1	1	17
09:30 AM	2	7	2	3	2	1	1	2	1	1	1	0	23
09:45 AM	0	1	0	2	3	2	0	2	1	1	2	4	18
Total	3	17	5	6	6	3	2	10	3	4	5	5	69
12:00 PM	1	3	3	6	1	1	1	2	5	0	1	1	25
12:15 PM	11	5	2	4	2	0	0	3	4	0	0	2	33
12:30 PM	4	0	0	3	1	1	0	3	5	0	0	1	18
12:45 PM	2	7	1	1	1	0	0	5	8	0	0	0	25
Total	18	15	6	14	5	2	1	13	22	0	1	4	101
01:00 PM	3	4	0	3	1	1	0	1	2	0	0	0	15
01:15 PM	3	2	1	2	0	1	0	0	5	0	0	1	15
01:30 PM	5	3	0	0	0	1	0	2	7	0	0	0	18
01:45 PM	8	7	0	1	1	4	0	4	2	0	0	1	28
Total	19	16	1	6	2	7	0	7	16	0	0	2	76
03:00 PM	2	0	1	1	0	1	0	3	3	2	1	0	14
03:15 PM	3	0	0	0	1	2	0	5	4	0	0	0	15
03:30 PM	0	2	3	1	1	2	1	4	5	0	1	0	20
03:45 PM	1	1	0	1	0	1	1	1	2	1	1	0	10
Total	6	3	4	3	2	6	2	13	14	3	3	0	59
04:00 PM	1	1	1	0	0	4	0	1	0	0	0	0	8
04:15 PM	2	3	0	0	0	8	0	1	2	1	0	0	17
04:30 PM	1	2	1	1	1	4	0	1	1	1	0	2	15
04:45 PM	0	1	1	0	0	10	0	3	1	0	1	5	22
Total	4	7	3	1	1	26	0	6	4	2	1	7	62
05:00 PM	0	2	0	1	0	6	1	2	2	2	0	1	17
05:15 PM	0	1	0	2	2	3	0	9	2	1	0	1	21
05:30 PM	0	1	0	3	1	3	0	2	1	0	0	0	11
05:45 PM	0	1	0	0	0	1	0	6	1	0	0	1	10
Total	0	5	0	6	3	13	1	19	6	3	0	3	59
Grand Total	51	96	26	47	21	60	7	75	70	21	12	28	514
Apprch %	29.5	55.5	15	36.7	16.4	46.9	4.6	49.3	46.1	34.4	19.7	45.9	
Total %	9.9	18.7	5.1	9.1	4.1	11.7	1.4	14.6	13.6	4.1	2.3	5.4	

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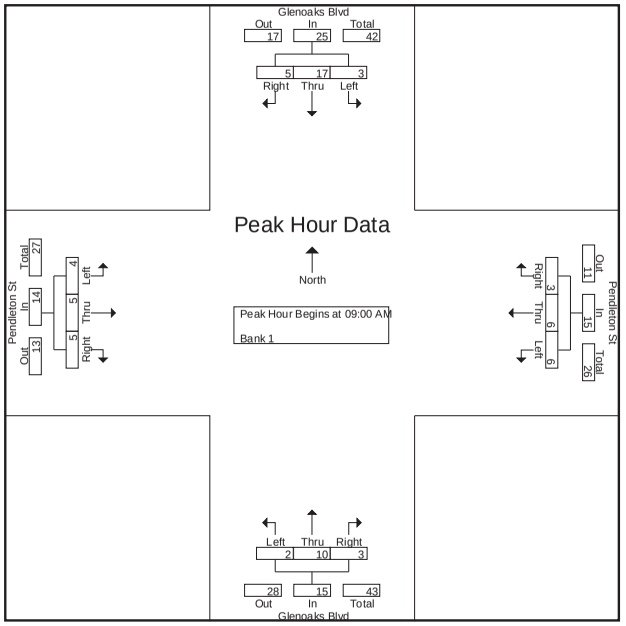
	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	4	1	5	0	1	0	1	0	**3**	0	3	**1**	1	0	2	11
09:15 AM	1	5	**2**	8	1	0	0	1	**1**	3	**1**	**5**	1	1	1	3	17
09:30 AM	**2**	**7**	2	**11**	**3**	2	1	6	1	2	1	4	1	1	0	2	**23**
09:45 AM	0	1	0	1	2	**3**	**2**	**7**	0	2	1	3	1	**2**	**4**	**7**	18
Total Volume	3	17	5	25	6	6	3	15	2	10	3	15	4	5	5	14	69
% App. Total	12	68	20		40	40	20		13.3	66.7	20		28.6	35.7	35.7		
PHF	.375	.607	.625	.568	.500	.500	.375	.536	.500	.833	.750	.750	1.00	.625	.313	.500	.750



CITY TRAFFIC COUNTERS

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File Name : Glenoaks_Pendleton_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
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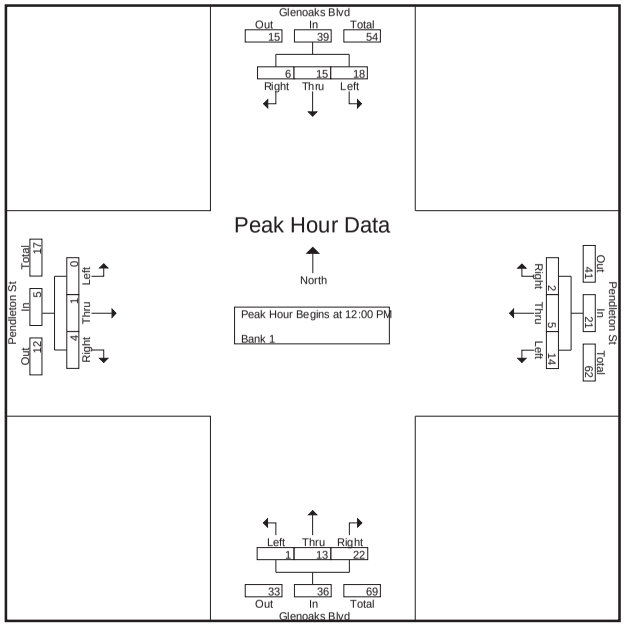
	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	1	3	**3**	7	**6**	1	**1**	**8**	**1**	2	5	8	0	**1**	1	**2**	25
12:15 PM	**11**	5	2	**18**	4	**2**	0	6	0	3	4	7	0	0	**2**	2	**33**
12:30 PM	4	0	0	4	3	1	1	5	0	3	5	8	0	0	1	1	18
12:45 PM	2	**7**	1	10	1	1	0	2	0	**5**	**8**	**13**	0	0	0	0	25
Total Volume	18	15	6	39	14	5	2	21	1	13	22	36	0	1	4	5	101
% App. Total	46.2	38.5	15.4		66.7	23.8	9.5		2.8	36.1	61.1		0	20	80		
PHF	.409	.536	.500	.542	.583	.625	.500	.656	.250	.650	.688	.692	.000	.250	.500	.625	.765

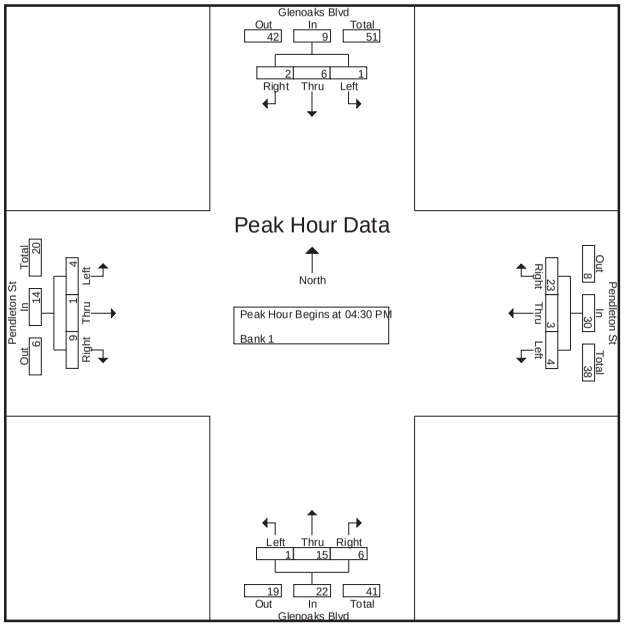


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Pendleton_3-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	**2**	**1**	**4**	1	1	4	6	0	1	1	2	1	0	2	3	15
04:45 PM	0	1	1	2	0	0	**10**	**10**	0	3	1	4	0	**1**	**5**	**6**	**22**
05:00 PM	0	2	0	2	1	0	6	7	**1**	2	**2**	5	**2**	0	1	3	17
05:15 PM	0	1	0	1	**2**	**2**	3	7	0	**9**	2	**11**	1	0	1	2	21
Total Volume	1	6	2	9	4	3	23	30	1	15	6	22	4	1	9	14	75
% App. Total	11.1	66.7	22.2		13.3	10	76.7		4.5	68.2	27.3		28.6	7.1	64.3		
PHF	.250	.750	.500	.563	.500	.375	.575	.750	.250	.417	.750	.500	.500	.250	.450	.583	.852



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Unshifted

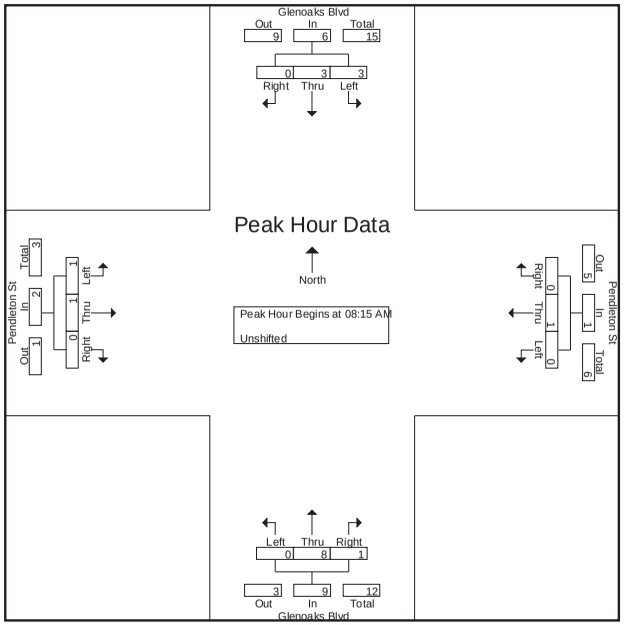
	Glenoaks Blvd Southbound			Pendleton St Westbound			Glenoaks Blvd Northbound			Pendleton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	6	0	0	0	1	7
07:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
Total	0	0	0	1	0	0	0	9	0	0	0	2	12
08:00 AM	1	0	0	0	0	0	0	1	0	0	1	0	3
08:15 AM	0	1	0	0	0	0	0	3	0	0	0	0	4
08:30 AM	1	0	0	0	0	0	0	2	0	0	0	0	3
08:45 AM	0	2	0	0	1	0	0	0	0	1	1	0	5
Total	2	3	0	0	1	0	0	6	0	1	2	0	15
09:00 AM	2	0	0	0	0	0	0	3	1	0	0	0	6
09:15 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
09:30 AM	0	0	0	0	0	0	0	3	0	1	0	0	4
09:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	2	0	0	0	0	0	0	10	2	1	1	0	16
12:00 PM	0	1	0	0	0	0	0	3	1	0	0	0	5
12:15 PM	0	0	0	1	0	0	0	1	0	1	0	1	4
12:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
12:45 PM	0	0	0	0	0	0	0	2	0	1	0	0	3
Total	0	2	0	1	0	0	0	9	1	2	0	1	16
01:00 PM	1	0	0	0	0	0	0	3	0	1	0	1	6
01:15 PM	0	1	0	0	0	0	0	5	0	0	0	1	7
01:30 PM	0	1	0	0	0	0	0	4	0	1	1	0	7
01:45 PM	0	1	0	0	0	0	0	0	2	0	1	1	5
Total	1	3	0	0	0	0	0	12	2	2	2	3	25
03:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
03:45 PM	0	2	0	0	0	0	1	0	1	0	1	0	5
Total	0	2	1	0	0	0	1	1	3	0	1	0	9
04:00 PM	0	1	0	0	0	0	0	0	4	1	0	0	6
04:15 PM	1	2	0	0	0	0	0	0	4	0	0	0	7
04:30 PM	1	0	1	0	0	0	0	1	2	0	0	0	5
04:45 PM	0	1	0	0	0	0	0	0	5	0	0	0	6
Total	2	4	1	0	0	0	0	1	15	1	0	0	24
05:00 PM	3	0	0	1	0	0	0	0	3	0	0	0	7
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	2	2	0	0	0	0	0	1	2	0	0	0	7
05:45 PM	1	0	0	0	0	0	0	1	1	0	0	0	3
Total	6	2	0	1	0	0	0	3	6	0	0	0	18
Grand Total	13	16	2	3	1	0	1	51	29	7	6	6	135
Apprch %	41.9	51.6	6.5	75	25	0	1.2	63	35.8	36.8	31.6	31.6	
Total %	9.6	11.9	1.5	2.2	0.7	0	0.7	37.8	21.5	5.2	4.4	4.4	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton_4-Axle
Site Code : 00000000
Start Date : 5/25/2016

Page No : 2

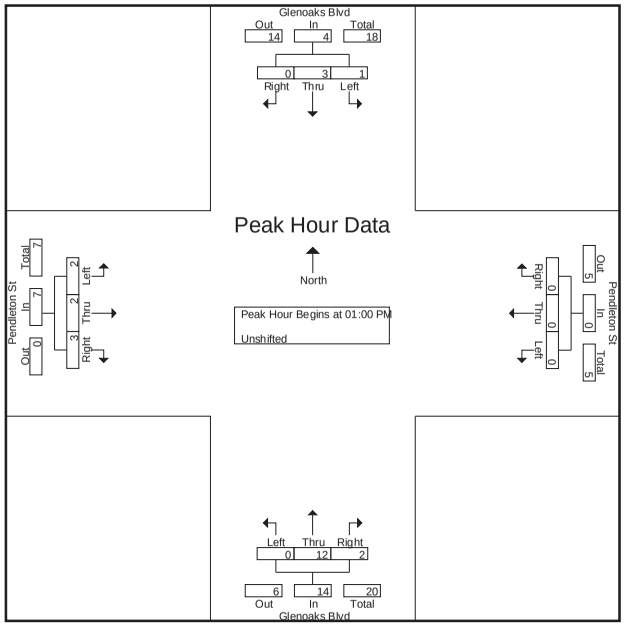
	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	1	0	1	0	0	0	0	0	**3**	0	3	0	0	0	0	4
08:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:45 AM	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	**1**	**1**	0	**2**	5
09:00 AM	**2**	0	0	2	0	0	0	0	0	3	**1**	**4**	0	0	0	0	**6**
Total Volume	3	3	0	6	0	1	0	1	0	8	1	9	1	1	0	2	18
% App. Total	50	50	0		0	100	0		0	88.9	11.1		50	50	0		
PHF	.375	.375	.000	.750	.000	.250	.000	.250	.000	.667	.250	.563	.250	.250	.000	.250	.750



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

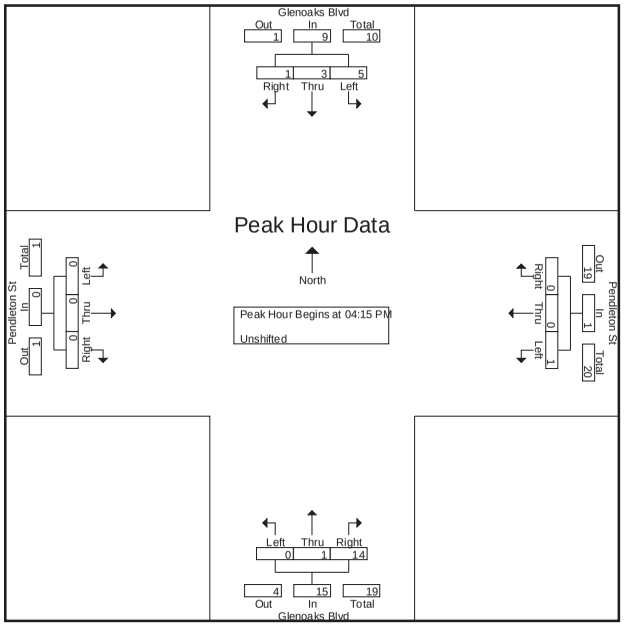
	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**1**	0	0	**1**	0	0	0	0	0	3	0	3	**1**	0	**1**	**2**	6
01:15 PM	0	**1**	0	1	0	0	0	0	0	**5**	0	**5**	0	0	1	1	**7**
01:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	1	**1**	0	2	7
01:45 PM	0	1	0	1	0	0	0	0	0	0	**2**	2	0	1	1	2	5
Total Volume	1	3	0	4	0	0	0	0	0	12	2	14	2	2	3	7	25
% App. Total	25	75	0		0	0	0		0	85.7	14.3		28.6	28.6	42.9		
PHF	.250	.750	.000	1.00	.000	.000	.000	.000	.000	.600	.250	.700	.500	.500	.750	.875	.893



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton_4-Axle
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	**2**	0	**3**	0	0	0	0	0	0	4	4	0	0	0	0	**7**
04:30 PM	1	0	**1**	2	0	0	0	0	0	**1**	2	3	0	0	0	0	5
04:45 PM	0	1	0	1	0	0	0	0	0	0	**5**	**5**	0	0	0	0	6
05:00 PM	**3**	0	0	3	**1**	0	0	**1**	0	0	3	3	0	0	0	0	7
Total Volume	5	3	1	9	1	0	0	1	0	1	14	15	0	0	0	0	25
% App. Total	55.6	33.3	11.1		100	0	0		0	6.7	93.3		0	0	0		
PHF	.417	.375	.250	.750	.250	.000	.000	.250	.000	.250	.700	.750	.000	.000	.000	.000	.893



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Pendleton_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 1

Groups Printed- Bank 2

	Glenoaks Blvd Southbound			Pendleton St Westbound			Glenoaks Blvd Northbound			Pendleton St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	3	0	0	0	0	1	1	0	0	0	0	6
07:15 AM	0	3	0	2	0	0	0	1	1	0	0	0	7
07:30 AM	0	2	0	1	0	0	0	0	0	0	1	0	4
07:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
Total	1	8	0	4	0	0	1	2	1	0	2	0	19
08:00 AM	0	2	0	0	0	0	0	2	0	1	1	0	6
08:15 AM	0	2	0	3	0	1	0	2	0	0	0	1	9
08:30 AM	0	4	1	1	0	1	0	1	0	0	0	0	8
08:45 AM	1	4	0	1	0	0	0	0	0	0	0	0	6
Total	1	12	1	5	0	2	0	5	0	1	1	1	29
09:00 AM	1	7	0	0	0	0	0	4	0	0	0	1	13
09:15 AM	0	0	0	0	2	0	0	1	0	0	0	2	5
09:30 AM	1	2	0	0	0	0	1	4	1	0	1	1	11
09:45 AM	0	2	0	1	0	0	0	3	0	0	2	0	8
Total	2	11	0	1	2	0	1	12	1	0	3	4	37
12:00 PM	0	1	0	3	0	0	0	2	0	0	2	0	8
12:15 PM	0	4	0	0	0	1	0	0	0	1	1	0	7
12:30 PM	0	0	0	1	1	0	0	1	0	0	4	1	8
12:45 PM	0	3	0	2	0	0	0	1	2	0	1	0	9
Total	0	8	0	6	1	1	0	4	2	1	8	1	32
01:00 PM	0	2	0	2	0	0	0	2	0	0	2	1	9
01:15 PM	1	1	0	0	1	0	1	1	0	0	1	0	6
01:30 PM	0	1	0	2	1	0	1	4	1	0	1	0	11
01:45 PM	0	1	0	0	1	0	0	2	0	0	0	0	4
Total	1	5	0	4	3	0	2	9	1	0	4	1	30
03:00 PM	0	1	0	1	0	2	0	3	0	0	1	2	10
03:15 PM	0	2	2	1	0	3	0	6	0	0	0	1	15
03:30 PM	0	3	0	2	0	0	0	1	1	0	1	1	9
03:45 PM	0	6	0	0	0	0	0	4	1	0	2	0	13
Total	0	12	2	4	0	5	0	14	2	0	4	4	47
04:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
04:15 PM	0	3	0	1	0	0	0	1	0	2	1	0	8
04:30 PM	0	2	1	1	0	0	0	3	0	0	0	0	7
04:45 PM	0	1	0	1	0	0	0	1	0	0	1	1	5
Total	0	6	1	3	0	0	0	8	0	2	2	1	23
05:00 PM	0	2	0	0	0	0	0	4	0	0	0	0	6
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	2	0	0	0	1	0	0	0	1	5
Total	0	3	0	2	1	0	0	5	0	0	0	1	12
Grand Total	5	65	4	29	7	8	4	59	7	4	24	13	229
Apprch %	6.8	87.8	5.4	65.9	15.9	18.2	5.7	84.3	10	9.8	58.5	31.7	
Total %	2.2	28.4	1.7	12.7	3.1	3.5	1.7	25.8	3.1	1.7	10.5	5.7	

CITY TRAFFIC COUNTERS
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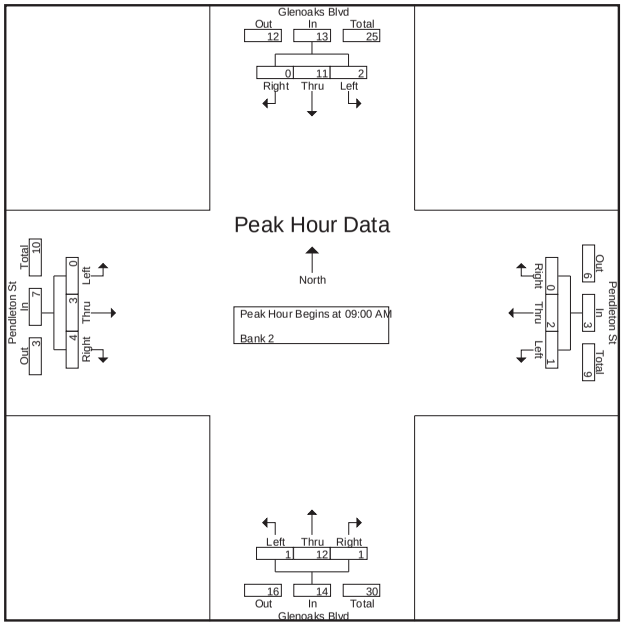
File Name : Glenoaks_Pendleton_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 2

	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**1**	**7**	0	**8**	0	0	0	0	0	**4**	0	4	0	0	1	1	**13**
09:15 AM	0	0	0	0	0	**2**	0	**2**	0	1	0	1	0	0	**2**	**2**	5
09:30 AM	1	2	0	3	0	0	0	0	**1**	4	**1**	**6**	0	1	1	2	11
09:45 AM	0	2	0	2	**1**	0	0	1	0	3	0	3	0	**2**	0	2	8
Total Volume	2	11	0	13	1	2	0	3	1	12	1	14	0	3	4	7	37
% App. Total	15.4	84.6	0		33.3	66.7	0		7.1	85.7	7.1		0	42.9	57.1		
PHF	.500	.393	.000	.406	.250	.250	.000	.375	.250	.750	.250	.583	.000	.375	.500	.875	.712

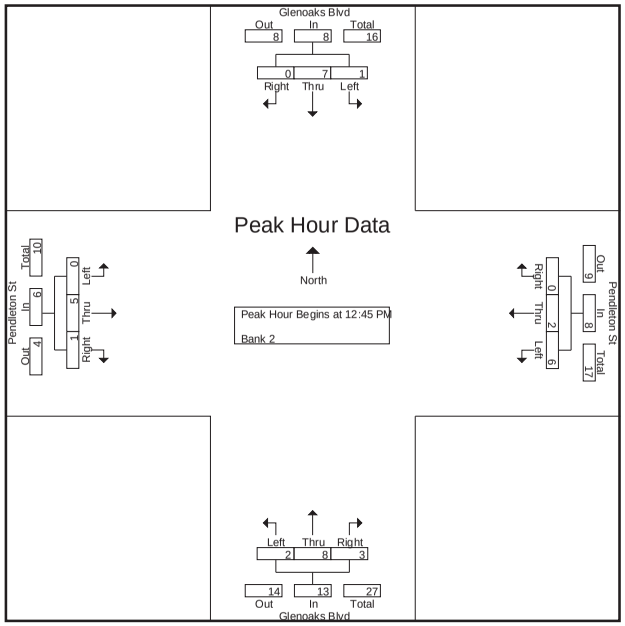


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Pendleton_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 3

	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	**3**	0	**3**	**2**	0	0	2	0	1	**2**	3	0	1	0	1	9
01:00 PM	0	2	0	2	2	0	0	2	0	2	0	2	0	**2**	**1**	**3**	9
01:15 PM	**1**	1	0	2	0	**1**	0	1	**1**	1	0	2	0	1	0	1	6
01:30 PM	0	1	0	1	2	1	0	**3**	1	**4**	1	**6**	0	1	0	1	**11**
Total Volume	1	7	0	8	6	2	0	8	2	8	3	13	0	5	1	6	35
% App. Total	12.5	87.5	0		75	25	0		15.4	61.5	23.1		0	83.3	16.7		
PHF	.250	.583	.000	.667	.750	.500	.000	.667	.500	.500	.375	.542	.000	.625	.250	.500	.795

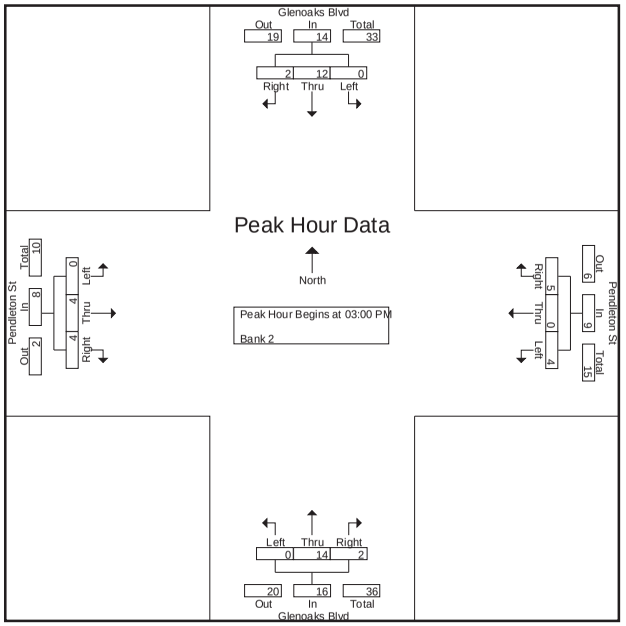


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Pendleton_5+-Axles
Site Code : 00000000
Start Date : 5/25/2016
Page No : 4

	Glenoaks Blvd Southbound				Pendleton St Westbound				Glenoaks Blvd Northbound				Pendleton St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	0	1	1	0	2	3	0	3	0	3	0	1	**2**	**3**	10
03:15 PM	0	2	**2**	4	1	0	**3**	**4**	0	**6**	0	**6**	0	0	1	1	**15**
03:30 PM	0	3	0	3	**2**	0	0	2	0	1	**1**	2	0	1	1	2	9
03:45 PM	0	**6**	0	**6**	0	0	0	0	0	4	1	5	0	**2**	0	2	13
Total Volume	0	12	2	14	4	0	5	9	0	14	2	16	0	4	4	8	47
% App. Total	0	85.7	14.3		44.4	0	55.6		0	87.5	12.5		0	50	50		
PHF	.000	.500	.250	.583	.500	.000	.417	.563	.000	.583	.500	.667	.000	.500	.500	.667	.783



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 39

File Name : SanFernando(East)_Tuxford
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

	Southbound			Tuxford St Westbound			San Fernando Rd (East) Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	3	126	0	2	0	4	0	112	4	251
07:15 AM	0	0	0	2	238	0	2	0	3	0	169	5	419
07:30 AM	0	0	0	2	209	0	3	0	3	0	228	4	449
07:45 AM	0	0	0	2	211	0	3	0	5	0	205	9	435
Total	0	0	0	9	784	0	10	0	15	0	714	22	1554
08:00 AM	0	0	0	5	189	0	1	0	2	0	175	3	375
08:15 AM	0	0	0	6	194	0	1	0	4	0	166	4	375
08:30 AM	0	0	0	3	190	0	2	0	8	0	171	1	375
08:45 AM	0	0	0	2	187	0	4	0	3	0	173	7	376
Total	0	0	0	16	760	0	8	0	17	0	685	15	1501
09:00 AM	0	0	0	5	177	0	1	0	3	0	137	2	325
09:15 AM	0	0	0	2	179	0	1	0	3	0	125	0	310
09:30 AM	0	0	0	0	149	0	2	0	3	0	124	0	278
09:45 AM	0	0	0	1	145	0	2	0	2	0	140	1	291
Total	0	0	0	8	650	0	6	0	11	0	526	3	1204
12:00 PM	0	0	0	1	182	0	8	0	2	0	141	6	340
12:15 PM	0	0	0	2	175	0	2	0	3	0	129	3	314
12:30 PM	0	0	0	1	140	0	1	0	5	0	121	4	272
12:45 PM	0	0	0	2	154	0	1	0	7	0	117	4	285
Total	0	0	0	6	651	0	12	0	17	0	508	17	1211
01:00 PM	0	0	0	1	172	0	6	0	3	0	110	8	300
01:15 PM	0	0	0	2	177	0	4	0	5	0	110	4	302
01:30 PM	0	0	0	3	153	0	3	0	4	0	140	0	303
01:45 PM	0	0	0	4	168	0	5	0	1	0	142	7	327
Total	0	0	0	10	670	0	18	0	13	0	502	19	1232
03:00 PM	0	0	0	3	215	0	1	0	4	0	182	4	409
03:15 PM	0	0	0	4	212	0	1	0	5	0	175	3	400
03:30 PM	0	0	0	3	255	0	1	0	7	0	158	2	426
03:45 PM	0	0	0	0	228	0	7	0	9	0	200	1	445
Total	0	0	0	10	910	0	10	0	25	0	715	10	1680
04:00 PM	0	0	0	1	238	0	1	0	8	0	194	3	445
04:15 PM	0	0	0	0	236	0	5	0	5	0	178	2	426
04:30 PM	0	0	0	6	248	0	4	0	4	0	197	1	460
04:45 PM	0	0	0	2	274	0	1	0	7	0	234	1	519
Total	0	0	0	9	996	0	11	0	24	0	803	7	1850
05:00 PM	0	0	0	2	285	0	1	0	9	0	223	5	525
05:15 PM	0	0	0	4	232	0	3	0	6	0	257	3	505
05:30 PM	0	0	0	0	235	0	3	0	3	0	231	2	474
05:45 PM	0	0	0	1	184	0	4	0	5	0	209	1	404
Total	0	0	0	7	936	0	11	0	23	0	920	11	1908
Grand Total	0	0	0	75	6357	0	86	0	145	0	5373	104	12140
Apprch %	0	0	0	1.2	98.8	0	37.2	0	62.8	0	98.1	1.9	
Total %	0	0	0	0.6	52.4	0	0.7	0	1.2	0	44.3	0.9	

CITY TRAFFIC COUNTERS
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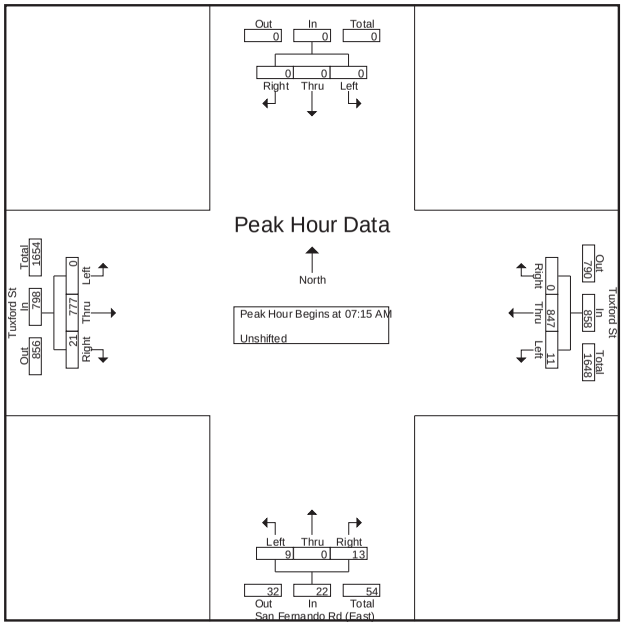
File Name : SanFernando(East)_Tuxford
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

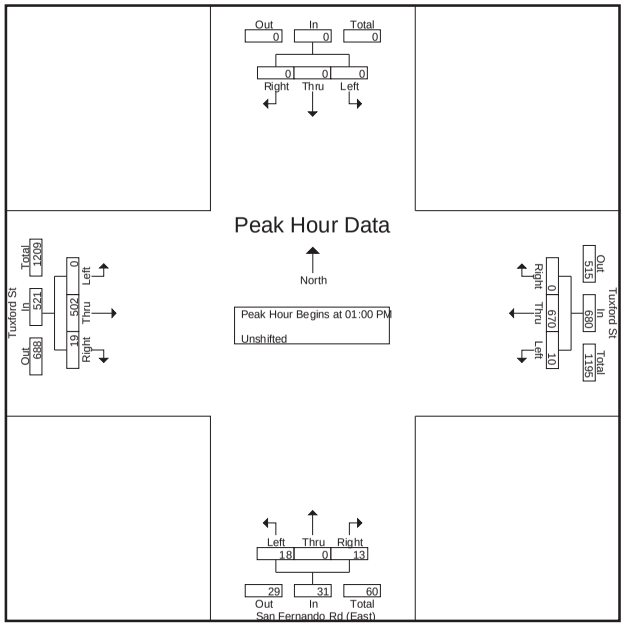
	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	2	**238**	0	**240**	2	0	3	5	0	169	5	174	419
07:30 AM	0	0	0	0	2	209	0	211	**3**	0	3	6	0	**228**	4	**232**	**449**
07:45 AM	0	0	0	0	2	211	0	213	3	0	**5**	**8**	0	205	**9**	214	435
08:00 AM	0	0	0	0	**5**	189	0	194	1	0	2	3	0	175	3	178	375
Total Volume	0	0	0	0	11	847	0	858	9	0	13	22	0	777	21	798	1678
% App. Total	0	0	0		1.3	98.7	0		40.9	0	59.1		0	97.4	2.6		
PHF	.000	.000	.000	.000	.550	.890	.000	.894	.750	.000	.650	.688	.000	.852	.583	.860	.934



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(East)_Tuxford
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

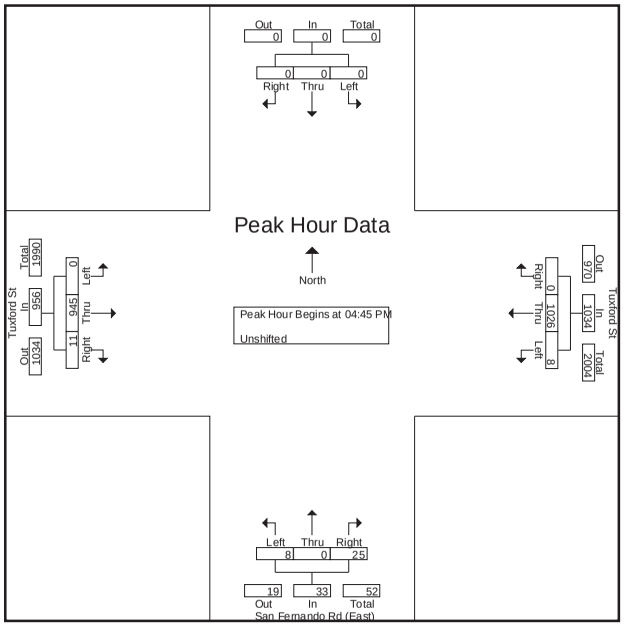
	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	1	172	0	173	**6**	0	3	**9**	0	110	**8**	118	300
01:15 PM	0	0	0	0	2	**177**	0	**179**	4	0	**5**	9	0	110	4	114	302
01:30 PM	0	0	0	0	3	153	0	156	3	0	4	7	0	140	0	140	303
01:45 PM	0	0	0	0	**4**	168	0	172	5	0	1	6	0	**142**	7	**149**	**327**
Total Volume	0	0	0	0	10	670	0	680	18	0	13	31	0	502	19	521	1232
% App. Total	0	0	0		1.5	98.5	0		58.1	0	41.9		0	96.4	3.6		
PHF	.000	.000	.000	.000	.625	.946	.000	.950	.750	.000	.650	.861	.000	.884	.594	.874	.942



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(East)_Tuxford
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	2	274	0	276	1	0	7	8	0	234	1	235	519
05:00 PM	0	0	0	0	2	**285**	0	**287**	1	0	**9**	**10**	0	223	**5**	228	**525**
05:15 PM	0	0	0	0	**4**	232	0	236	**3**	0	6	9	0	**257**	3	**260**	505
05:30 PM	0	0	0	0	0	235	0	235	3	0	3	6	0	231	2	233	474
Total Volume	0	0	0	0	8	1026	0	1034	8	0	25	33	0	945	11	956	2023
% App. Total	0	0	0		0.8	99.2	0		24.2	0	75.8		0	98.8	1.2		
PHF	.000	.000	.000	.000	.500	.900	.000	.901	.667	.000	.694	.825	.000	.919	.550	.919	.963



CITY TRAFFIC COUNTERS

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File Name : SanFernando(East)_Tuxford_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 2

	Southbound			Tuxford St Westbound			San Fernando Rd (East) Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	0	0	0	1	0	3	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	4	0	0	0	1	0	1	0	6
Total	0	0	0	0	5	0	0	0	1	0	3	0	9
09:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	6	0	8
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	6	0	0	0	0	0	1	0	7
03:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	4	0	0	0	0	0	3	0	7
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
04:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	2	0	0	0	0	0	7	0	9
05:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	3	0	0	0	0	0	6	0	9
Grand Total	0	0	0	0	24	0	0	0	2	0	29	0	55
Apprch %	0	0	0	0	100	0	0	0	100	0	100	0	
Total %	0	0	0	0	43.6	0	0	0	3.6	0	52.7	0	

CITY TRAFFIC COUNTERS

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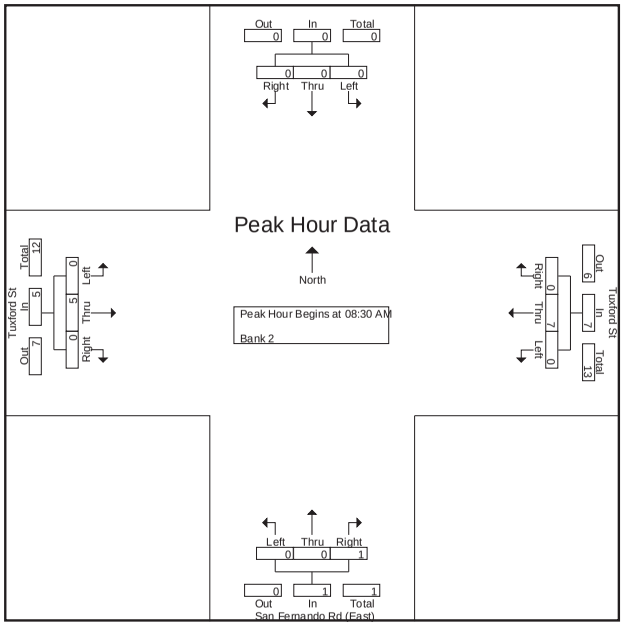
File Name : SanFernando(East)_Tuxford_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	**4**	0	**4**	0	0	**1**	**1**	0	1	0	1	**6**
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	3
09:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	7	0	7	0	0	1	1	0	5	0	5	13
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.250	.250	.000	.625	.000	.625	.542

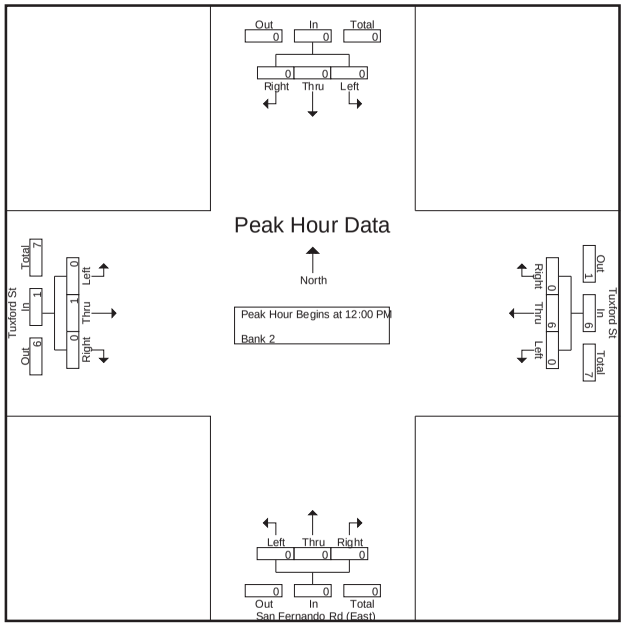


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	**3**
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.583

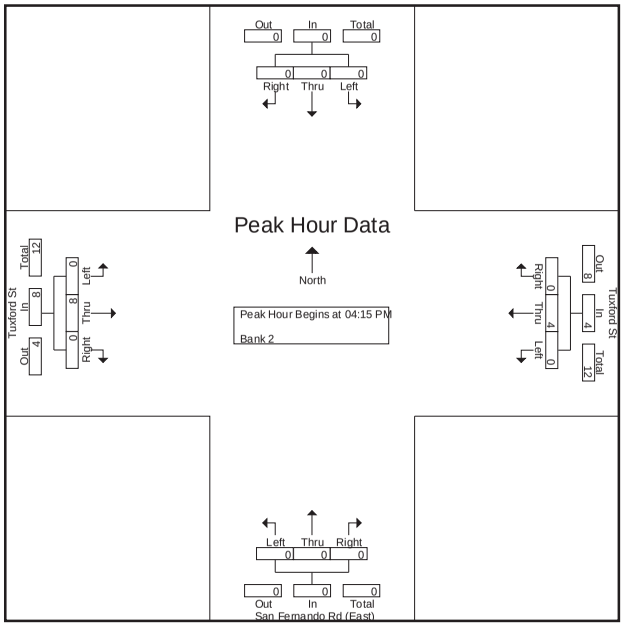


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	**4**
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.667	.000	.667	.750



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(East)_Tuxford_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 1

	Southbound			Tuxford St Westbound			San Fernando Rd (East) Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	4	0	0	0	0	0	3	0	7
07:15 AM	0	0	0	0	4	0	0	0	0	0	1	1	6
07:30 AM	0	0	0	0	4	0	0	0	0	0	3	0	7
07:45 AM	0	0	0	0	6	0	0	0	0	0	1	0	7
Total	0	0	0	0	18	0	0	0	0	0	8	1	27
08:00 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
08:15 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	8	0	0	0	0	0	4	0	12
09:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	4	0	0	0	0	0	2	0	6
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
12:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	7	0	0	0	0	0	4	0	11
01:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	4	0	0	0	0	0	4	0	8
03:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	2	0	0	0	0	0	7	0	9
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	6	0	0	0	0	0	9	0	15
04:00 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
04:15 PM	0	0	0	0	2	0	0	0	0	0	6	1	9
04:30 PM	0	0	0	0	2	0	0	0	0	0	1	1	4
04:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	9	0	0	0	0	0	9	2	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
05:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	3	0	0	0	0	0	8	0	11
Grand Total	0	0	0	0	59	0	0	0	0	0	48	3	110
Apprch %	0	0	0	0	100	0	0	0	0	0	94.1	5.9	
Total %	0	0	0	0	53.6	0	0	0	0	0	43.6	2.7	

CITY TRAFFIC COUNTERS
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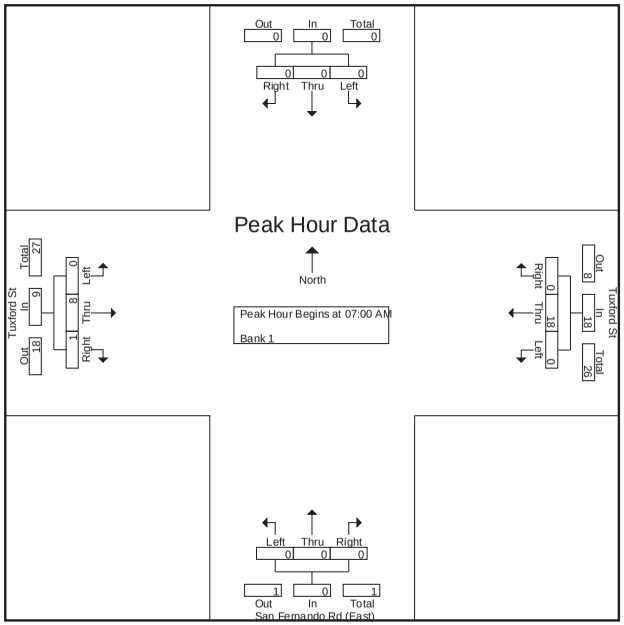
File Name : SanFernando(East)_Tuxford_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	**3**	0	**3**	**7**
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	**1**	2	6
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:45 AM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	1	0	1	7
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	8	1	9	27
% App. Total	0	0	0		0	100	0		0	0	0		0	88.9	11.1		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.667	.250	.750	.964

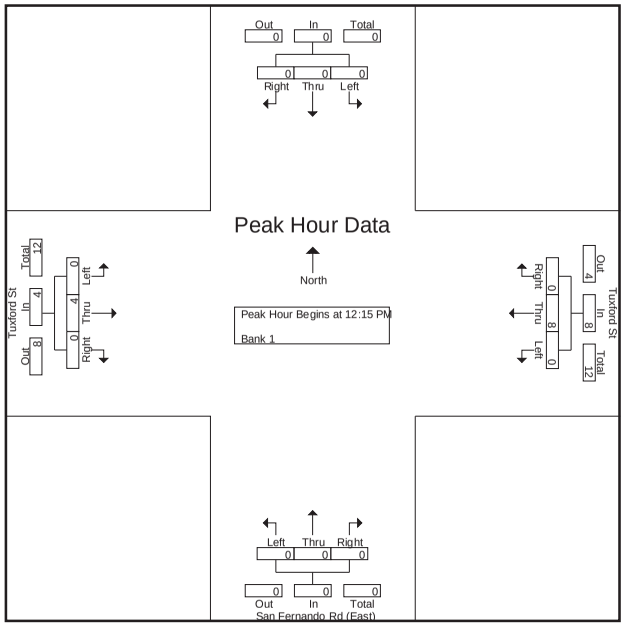


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
12:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	**4**
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.500	.000	.500	.750

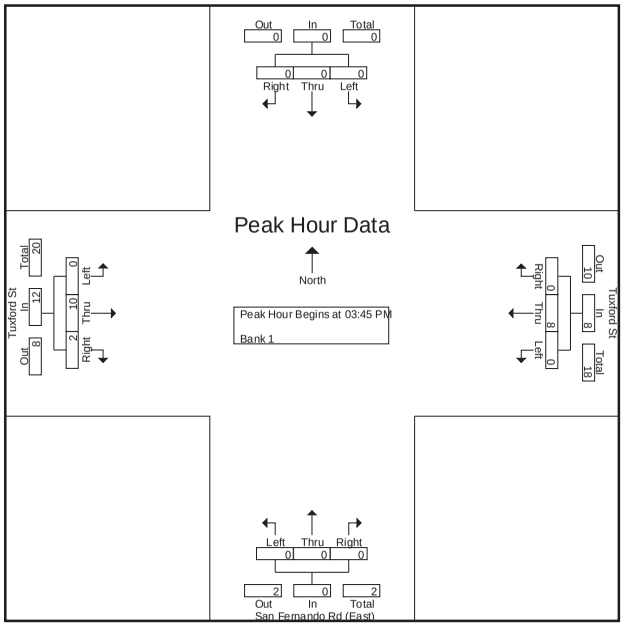


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**6**	**1**	**7**	**9**
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	10	2	12	20
% App. Total	0	0	0		0	100	0		0	0	0		0	83.3	16.7		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.417	.500	.429	.556



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

	Southbound			Tuxford St Westbound			San Fernando Rd (East) Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	3	18	0	0	0	1	0	8	0	30
07:15 AM	0	0	0	1	21	0	1	0	3	0	14	1	41
07:30 AM	0	0	0	1	11	0	0	0	2	0	10	1	25
07:45 AM	0	0	0	0	17	0	0	0	0	0	17	1	35
Total	0	0	0	5	67	0	1	0	6	0	49	3	131
08:00 AM	0	0	0	0	24	0	0	0	1	0	17	1	43
08:15 AM	0	0	0	3	17	0	1	0	0	0	21	2	44
08:30 AM	0	0	0	1	12	0	0	0	2	0	16	2	33
08:45 AM	0	0	0	1	14	0	0	0	2	0	15	1	33
Total	0	0	0	5	67	0	1	0	5	0	69	6	153
09:00 AM	0	0	0	1	19	0	1	0	1	0	10	0	32
09:15 AM	0	0	0	1	25	0	0	0	1	0	20	2	49
09:30 AM	0	0	0	0	15	0	2	0	3	0	16	2	38
09:45 AM	0	0	0	1	21	0	0	0	2	0	16	1	41
Total	0	0	0	3	80	0	3	0	7	0	62	5	160
12:00 PM	0	0	0	0	23	0	1	0	2	0	19	2	47
12:15 PM	0	0	0	0	17	0	1	0	1	0	16	2	37
12:30 PM	0	0	0	2	16	0	1	0	2	0	17	1	39
12:45 PM	0	0	0	0	17	0	2	0	2	0	18	0	39
Total	0	0	0	2	73	0	5	0	7	0	70	5	162
01:00 PM	0	0	0	1	21	0	1	0	1	0	14	2	40
01:15 PM	0	0	0	0	17	0	0	0	5	0	11	2	35
01:30 PM	0	0	0	1	17	0	1	0	2	0	18	0	39
01:45 PM	0	0	0	1	11	0	1	0	2	0	22	1	38
Total	0	0	0	3	66	0	3	0	10	0	65	5	152
03:00 PM	0	0	0	1	11	0	1	0	3	0	24	1	41
03:15 PM	0	0	0	0	9	0	1	0	1	0	13	1	25
03:30 PM	0	0	0	1	11	0	0	0	2	0	11	1	26
03:45 PM	0	0	0	0	18	0	0	0	1	0	13	1	33
Total	0	0	0	2	49	0	2	0	7	0	61	4	125
04:00 PM	0	0	0	0	14	0	1	0	1	0	15	1	32
04:15 PM	0	0	0	0	18	0	2	0	2	0	13	1	36
04:30 PM	0	0	0	0	16	0	0	0	1	0	12	3	32
04:45 PM	0	0	0	0	12	0	0	0	0	0	10	1	23
Total	0	0	0	0	60	0	3	0	4	0	50	6	123
05:00 PM	0	0	0	0	14	0	0	0	1	0	13	1	29
05:15 PM	0	0	0	1	13	0	0	0	2	0	12	0	28
05:30 PM	0	0	0	0	18	0	0	0	1	0	10	0	29
05:45 PM	0	0	0	0	11	0	0	0	0	0	6	0	17
Total	0	0	0	1	56	0	0	0	4	0	41	1	103
Grand Total	0	0	0	21	518	0	18	0	50	0	467	35	1109
Apprch %	0	0	0	3.9	96.1	0	26.5	0	73.5	0	93	7	
Total %	0	0	0	1.9	46.7	0	1.6	0	4.5	0	42.1	3.2	

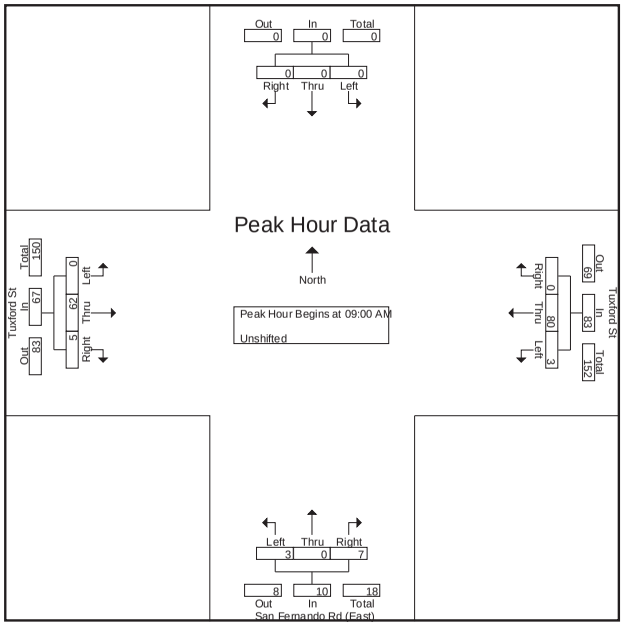
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_2-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	**1**	19	0	20	1	0	1	2	0	10	0	10	32
09:15 AM	0	0	0	0	1	**25**	0	**26**	0	0	1	1	0	**20**	**2**	**22**	**49**
09:30 AM	0	0	0	0	0	15	0	15	**2**	0	**3**	**5**	0	16	2	18	38
09:45 AM	0	0	0	0	1	21	0	22	0	0	2	2	0	16	1	17	41
Total Volume	0	0	0	0	3	80	0	83	3	0	7	10	0	62	5	67	160
% App. Total	0	0	0		3.6	96.4	0		30	0	70		0	92.5	7.5		
PHF	.000	.000	.000	.000	.750	.800	.000	.798	.375	.000	.583	.500	.000	.775	.625	.761	.816

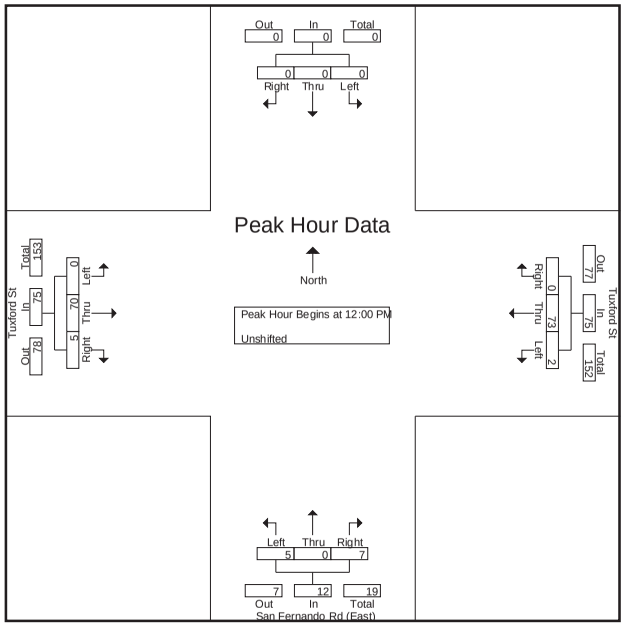


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**23**	0	**23**	1	0	**2**	3	0	**19**	**2**	**21**	**47**
12:15 PM	0	0	0	0	0	17	0	17	1	0	1	2	0	16	2	18	37
12:30 PM	0	0	0	0	**2**	16	0	18	1	0	2	3	0	17	1	18	39
12:45 PM	0	0	0	0	0	17	0	17	**2**	0	2	**4**	0	18	0	18	39
Total Volume	0	0	0	0	2	73	0	75	5	0	7	12	0	70	5	75	162
% App. Total	0	0	0		2.7	97.3	0		41.7	0	58.3		0	93.3	6.7		
PHF	.000	.000	.000	.000	.250	.793	.000	.815	.625	.000	.875	.750	.000	.921	.625	.893	.862

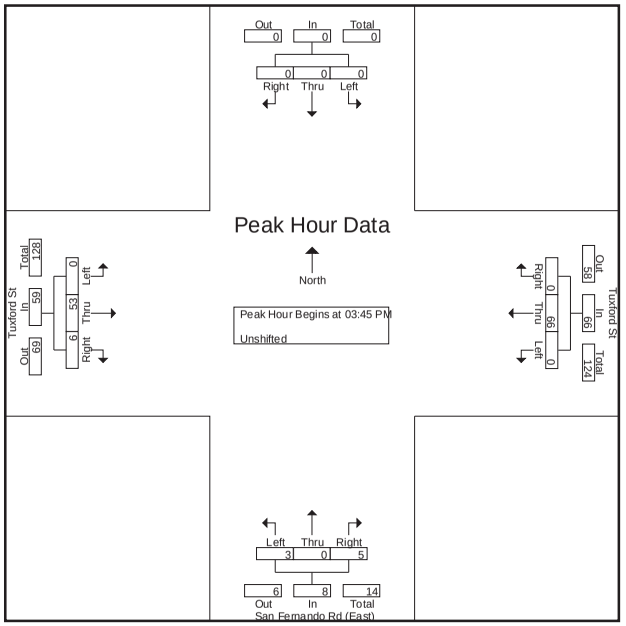


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	**18**	0	**18**	0	0	1	1	0	13	1	14	33
04:00 PM	0	0	0	0	0	14	0	14	1	0	1	2	0	**15**	1	**16**	32
04:15 PM	0	0	0	0	0	18	0	18	**2**	0	**2**	**4**	0	13	1	14	**36**
04:30 PM	0	0	0	0	0	16	0	16	0	0	1	1	0	12	**3**	15	32
Total Volume	0	0	0	0	0	66	0	66	3	0	5	8	0	53	6	59	133
% App. Total	0	0	0		0	100	0		37.5	0	62.5		0	89.8	10.2		
PHF	.000	.000	.000	.000	.000	.917	.000	.917	.375	.000	.625	.500	.000	.883	.500	.922	.924



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 1

	Southbound			Tuxford St Westbound			San Fernando Rd (East) Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	2	15	0	1	0	0	0	13	0	31
07:15 AM	0	0	0	4	18	0	0	0	0	0	7	0	29
07:30 AM	0	0	0	1	16	0	0	0	0	0	6	0	23
07:45 AM	0	0	0	1	14	1	0	0	2	0	8	0	26
Total	0	0	0	8	63	1	1	0	2	0	34	0	109
08:00 AM	0	0	0	2	7	0	0	0	1	0	12	0	22
08:15 AM	0	0	0	1	18	0	0	0	1	0	14	0	34
08:30 AM	0	0	0	0	20	0	0	0	1	0	12	0	33
08:45 AM	0	0	0	2	16	0	0	0	4	0	16	0	38
Total	0	0	0	5	61	0	0	0	7	0	54	0	127
09:00 AM	0	0	0	1	14	0	1	0	2	0	19	0	37
09:15 AM	0	0	0	2	28	0	0	0	1	0	16	0	47
09:30 AM	0	0	0	1	28	0	0	0	3	0	18	0	50
09:45 AM	0	0	0	1	20	0	0	0	1	0	16	0	38
Total	0	0	0	5	90	0	1	0	7	0	69	0	172
12:00 PM	0	0	0	1	14	0	0	0	1	0	19	0	35
12:15 PM	0	0	0	1	15	0	0	0	1	0	14	0	31
12:30 PM	0	0	0	1	17	0	0	0	0	0	18	0	36
12:45 PM	0	0	0	1	20	0	0	0	2	0	15	0	38
Total	0	0	0	4	66	0	0	0	4	0	66	0	140
01:00 PM	0	0	0	2	19	0	0	0	1	0	17	0	39
01:15 PM	0	0	0	2	22	0	0	0	0	0	16	1	41
01:30 PM	0	0	0	0	11	0	0	0	0	0	28	0	39
01:45 PM	0	0	0	2	21	0	0	0	0	0	19	0	42
Total	0	0	0	6	73	0	0	0	1	0	80	1	161
03:00 PM	0	0	0	0	12	0	0	0	1	0	20	0	33
03:15 PM	0	0	0	0	9	0	0	0	1	0	20	1	31
03:30 PM	0	0	0	2	13	0	0	0	0	0	23	0	38
03:45 PM	0	0	0	0	12	0	0	0	1	0	16	0	29
Total	0	0	0	2	46	0	0	0	3	0	79	1	131
04:00 PM	0	0	0	0	4	0	0	0	0	0	18	1	23
04:15 PM	0	0	0	0	7	0	0	0	1	0	12	0	20
04:30 PM	0	0	0	0	5	0	0	0	2	0	9	0	16
04:45 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
Total	0	0	0	0	19	0	0	0	3	0	42	1	65
05:00 PM	0	0	0	1	1	0	0	0	3	0	9	0	14
05:15 PM	0	0	0	0	3	0	0	0	0	0	4	0	7
05:30 PM	0	0	0	0	1	0	0	0	1	0	2	0	4
05:45 PM	0	0	0	1	1	0	0	0	1	0	0	0	3
Total	0	0	0	2	6	0	0	0	5	0	15	0	28
Grand Total	0	0	0	32	424	1	2	0	32	0	439	3	933
Apprch %	0	0	0	7	92.8	0.2	5.9	0	94.1	0	99.3	0.7	
Total %	0	0	0	3.4	45.4	0.1	0.2	0	3.4	0	47.1	0.3	

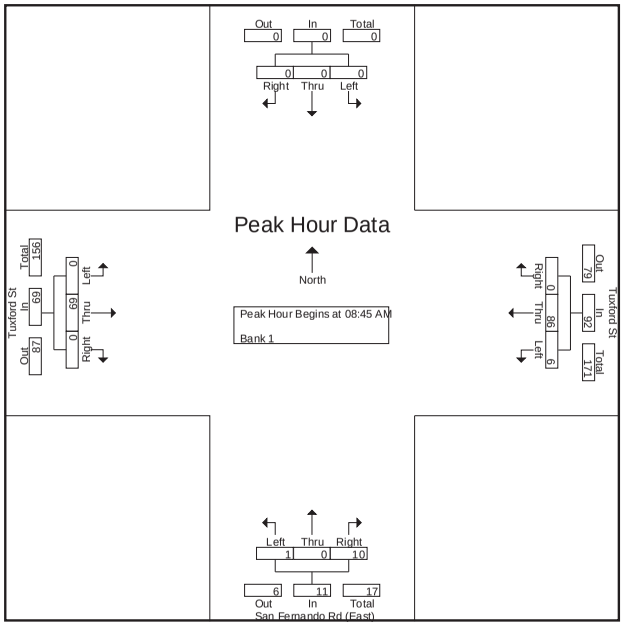
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_3-Axle
Site Code : 00000000
Start Date : 5/26/2016

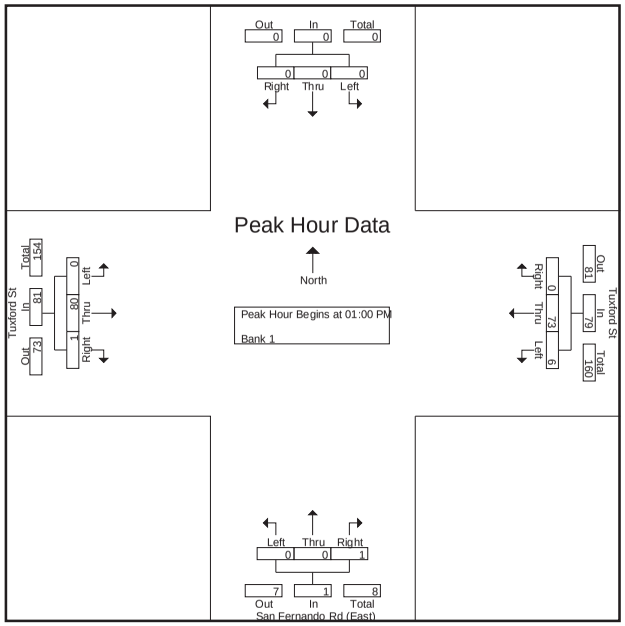
Page No : 2

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	**2**	16	0	18	0	0	**4**	**4**	0	16	0	16	38
09:00 AM	0	0	0	0	1	14	0	15	**1**	0	2	3	0	**19**	0	**19**	37
09:15 AM	0	0	0	0	2	**28**	0	**30**	0	0	1	1	0	16	0	16	47
09:30 AM	0	0	0	0	1	28	0	29	0	0	3	3	0	18	0	18	**50**
Total Volume	0	0	0	0	6	86	0	92	1	0	10	11	0	69	0	69	172
% App. Total	0	0	0		6.5	93.5	0		9.1	0	90.9		0	100	0		
PHF	.000	.000	.000	.000	.750	.768	.000	.767	.250	.000	.625	.688	.000	.908	.000	.908	.860



File Name : SanFernando(East)_Tuxford_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

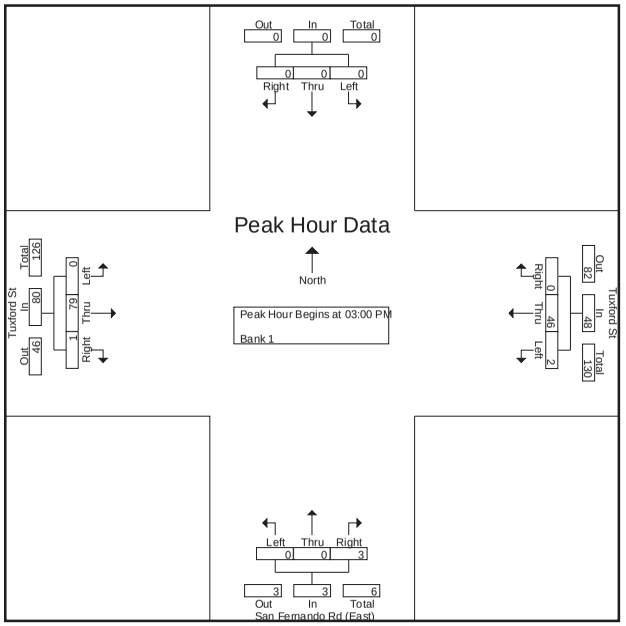
	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	**2**	19	0	21	0	0	**1**	**1**	0	17	0	17	39
01:15 PM	0	0	0	0	2	**22**	0	**24**	0	0	0	0	0	16	**1**	17	41
01:30 PM	0	0	0	0	0	11	0	11	0	0	0	0	0	**28**	0	**28**	39
01:45 PM	0	0	0	0	2	21	0	23	0	0	0	0	0	19	0	19	**42**
Total Volume	0	0	0	0	6	73	0	79	0	0	1	1	0	80	1	81	161
% App. Total	0	0	0		7.6	92.4	0		0	0	100		0	98.8	1.2		
PHF	.000	.000	.000	.000	.750	.830	.000	.823	.000	.000	.250	.250	.000	.714	.250	.723	.958



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(East)_Tuxford_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	12	0	12	0	0	**1**	**1**	0	20	0	20	33
03:15 PM	0	0	0	0	0	9	0	9	0	0	1	1	0	20	**1**	21	31
03:30 PM	0	0	0	0	**2**	**13**	0	**15**	0	0	0	0	0	**23**	0	**23**	**38**
03:45 PM	0	0	0	0	0	12	0	12	0	0	1	1	0	16	0	16	29
Total Volume	0	0	0	0	2	46	0	48	0	0	3	3	0	79	1	80	131
% App. Total	0	0	0		4.2	95.8	0		0	0	100		0	98.8	1.2		
PHF	.000	.000	.000	.000	.250	.885	.000	.800	.000	.000	.750	.750	.000	.859	.250	.870	.862



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(East)_Tuxford_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

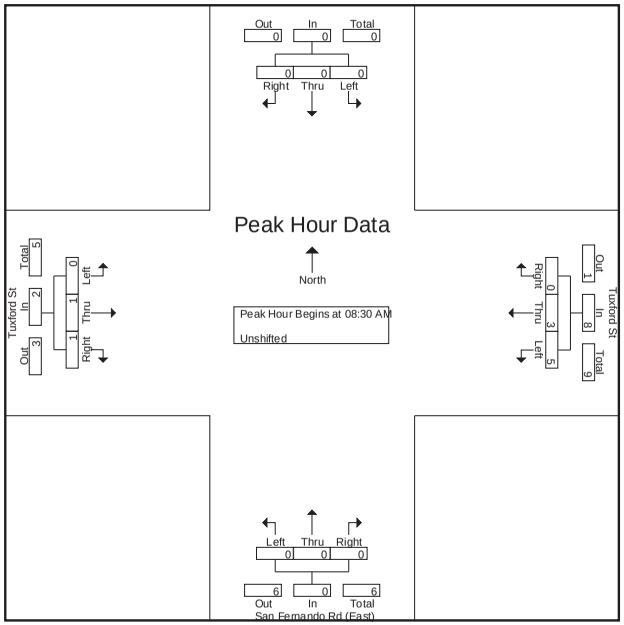
	Southbound			Tuxford St Westbound			San Fernando Rd (East) Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	1	0	3
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	1	2	0	0	0	0	0	1	0	4
08:00 AM	0	0	0	1	0	0	0	0	0	0	1	1	3
08:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	1	2	0	0	0	0	0	0	1	4
Total	0	0	0	3	2	0	0	0	0	0	2	2	9
09:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	3
09:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	0	0	0	2	0	0	0	0	0	0	0	2	4
Total	0	0	0	5	1	0	0	0	0	0	1	2	9
12:00 PM	0	0	0	3	1	0	0	0	0	0	0	1	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
Total	0	0	0	4	2	0	0	0	0	0	3	2	11
01:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	5	1	0	0	0	0	0	0	1	7
01:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
Total	0	0	0	7	2	0	0	0	0	0	1	1	11
03:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	1	0	0	0	0	0	2	0	5
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	1	0	0	0	0	0	0	1	2
Grand Total	0	0	0	22	11	0	0	0	0	0	10	8	51
Apprch %	0	0	0	66.7	33.3	0	0	0	0	0	55.6	44.4	
Total %	0	0	0	43.1	21.6	0	0	0	0	0	19.6	15.7	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(East)_Tuxford_4-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	**1**	0	**1**	2
08:45 AM	0	0	0	0	1	**2**	0	**3**	0	0	0	0	0	0	**1**	1	**4**
09:00 AM	0	0	0	0	**2**	1	0	3	0	0	0	0	0	0	0	0	3
09:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	5	3	0	8	0	0	0	0	0	1	1	2	10
% App. Total	0	0	0		62.5	37.5	0		0	0	0		0	50	50		
PHF	.000	.000	.000	.000	.625	.375	.000	.667	.000	.000	.000	.000	.000	.250	.250	.500	.625

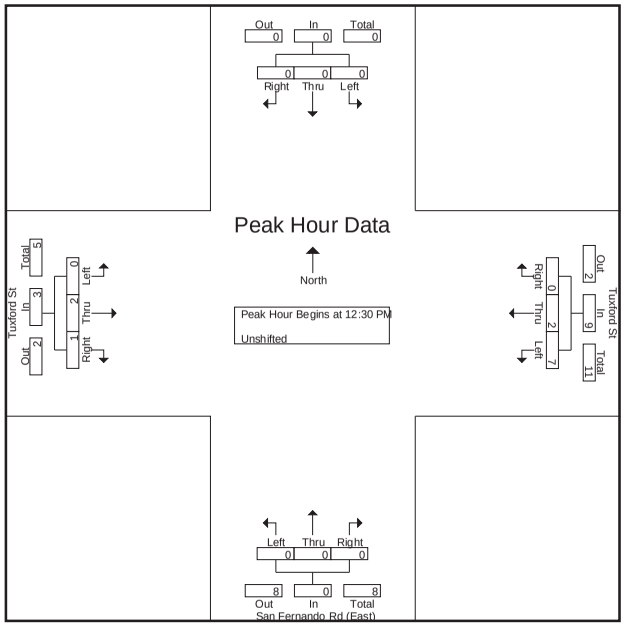


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	2
12:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
01:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	**5**	1	0	**6**	0	0	0	0	0	0	**1**	1	**7**
Total Volume	0	0	0	0	7	2	0	9	0	0	0	0	0	2	1	3	12
% App. Total	0	0	0		77.8	22.2	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.350	.500	.000	.375	.000	.000	.000	.000	.000	.500	.250	.750	.429

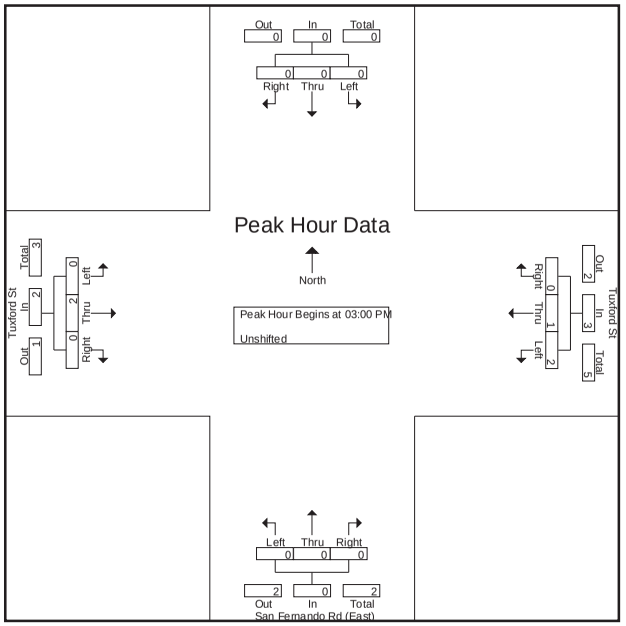


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	**2**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
03:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	1	0	3	0	0	0	0	0	2	0	2	5
% App. Total	0	0	0		66.7	33.3	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.500	.250	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.625



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 2

	Southbound			Tuxford St Westbound			San Fernando Rd (East) Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	10	0	0	0	0	0	7	0	18
07:15 AM	0	0	0	2	16	0	0	0	0	0	10	0	28
07:30 AM	0	0	0	3	6	0	0	0	0	0	5	0	14
07:45 AM	0	0	0	0	9	0	0	0	0	0	9	0	18
Total	0	0	0	6	41	0	0	0	0	0	31	0	78
08:00 AM	0	0	0	1	12	0	0	0	0	0	11	1	25
08:15 AM	0	0	0	0	13	0	0	0	0	0	11	0	24
08:30 AM	0	0	0	3	10	0	0	0	1	0	16	0	30
08:45 AM	0	0	0	1	26	0	0	0	1	0	9	0	37
Total	0	0	0	5	61	0	0	0	2	0	47	1	116
09:00 AM	0	0	0	2	14	0	0	0	0	0	18	0	34
09:15 AM	0	0	0	0	16	0	0	0	1	0	11	0	28
09:30 AM	0	0	0	2	18	0	0	0	1	0	12	0	33
09:45 AM	0	0	0	3	10	0	0	0	1	0	13	0	27
Total	0	0	0	7	58	0	0	0	3	0	54	0	122
12:00 PM	0	0	0	1	10	1	0	0	1	0	13	1	27
12:15 PM	0	0	0	0	12	0	0	0	1	0	6	0	19
12:30 PM	0	0	0	2	8	1	0	0	0	0	8	0	19
12:45 PM	0	0	0	0	16	0	0	0	1	0	11	0	28
Total	0	0	0	3	46	2	0	0	3	0	38	1	93
01:00 PM	0	0	0	0	14	1	1	0	0	0	10	0	26
01:15 PM	0	0	0	1	18	0	0	0	0	0	7	0	26
01:30 PM	0	0	0	1	11	0	0	0	0	0	8	0	20
01:45 PM	0	0	0	0	12	0	0	0	3	0	11	0	26
Total	0	0	0	2	55	1	1	0	3	0	36	0	98
03:00 PM	0	0	0	0	8	0	0	0	0	0	3	0	11
03:15 PM	0	0	0	0	11	0	0	0	0	0	5	0	16
03:30 PM	0	0	0	1	7	0	0	0	1	0	6	0	15
03:45 PM	0	0	0	0	3	0	0	0	0	0	7	0	10
Total	0	0	0	1	29	0	0	0	1	0	21	0	52
04:00 PM	0	0	0	0	3	0	0	0	0	0	5	0	8
04:15 PM	0	0	0	0	4	0	0	0	0	0	6	1	11
04:30 PM	0	0	0	0	0	0	0	0	0	0	3	1	4
04:45 PM	0	0	0	0	3	0	0	0	0	0	5	0	8
Total	0	0	0	0	10	0	0	0	0	0	19	2	31
05:00 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
05:15 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
05:30 PM	0	0	0	0	2	0	0	0	0	0	5	0	7
05:45 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
Total	0	0	0	0	7	0	0	0	0	0	14	0	21
Grand Total	0	0	0	24	307	3	1	0	12	0	260	4	611
Apprch %	0	0	0	7.2	91.9	0.9	7.7	0	92.3	0	98.5	1.5	
Total %	0	0	0	3.9	50.2	0.5	0.2	0	2	0	42.6	0.7	

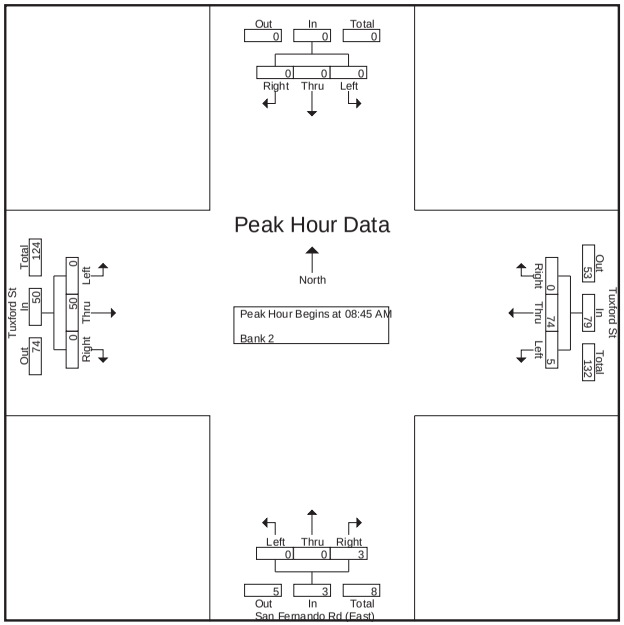
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	1	**26**	0	**27**	0	0	**1**	**1**	0	9	0	9	**37**
09:00 AM	0	0	0	0	**2**	14	0	16	0	0	0	0	0	**18**	0	**18**	34
09:15 AM	0	0	0	0	0	16	0	16	0	0	1	1	0	11	0	11	28
09:30 AM	0	0	0	0	2	18	0	20	0	0	1	1	0	12	0	12	33
Total Volume	0	0	0	0	5	74	0	79	0	0	3	3	0	50	0	50	132
% App. Total	0	0	0		6.3	93.7	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.625	.712	.000	.731	.000	.000	.750	.750	.000	.694	.000	.694	.892

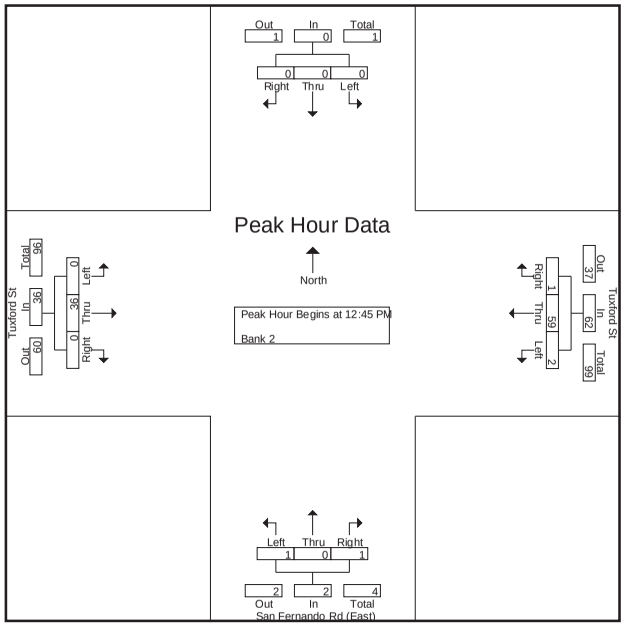


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	16	0	16	0	0	**1**	**1**	0	**11**	0	**11**	**28**
01:00 PM	0	0	0	0	0	14	**1**	15	**1**	0	0	1	0	10	0	10	26
01:15 PM	0	0	0	0	**1**	**18**	0	**19**	0	0	0	0	0	7	0	7	26
01:30 PM	0	0	0	0	1	11	0	12	0	0	0	0	0	8	0	8	20
Total Volume	0	0	0	0	2	59	1	62	1	0	1	2	0	36	0	36	100
% App. Total	0	0	0		3.2	95.2	1.6		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.500	.819	.250	.816	.250	.000	.250	.500	.000	.818	.000	.818	.893

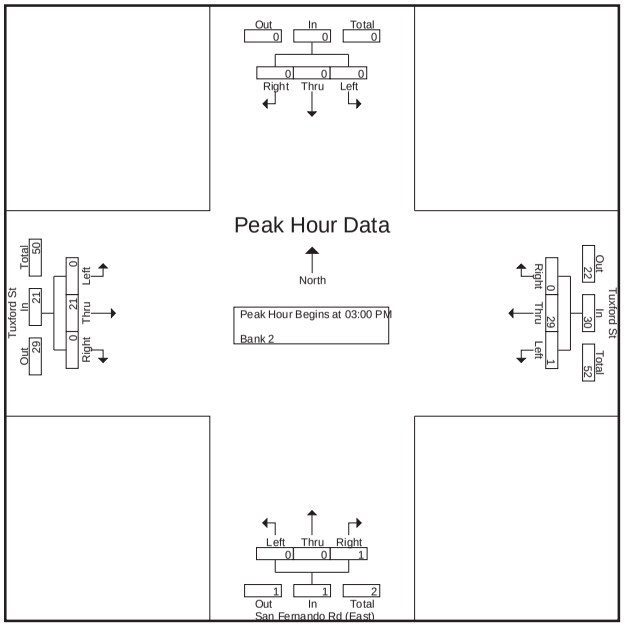


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Tuxford_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Tuxford St Westbound				San Fernando Rd (East) Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
03:15 PM	0	0	0	0	0	**11**	0	**11**	0	0	0	0	0	5	0	5	**16**
03:30 PM	0	0	0	0	**1**	7	0	8	0	0	**1**	**1**	0	6	0	6	15
03:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**7**	0	**7**	10
Total Volume	0	0	0	0	1	29	0	30	0	0	1	1	0	21	0	21	52
% App. Total	0	0	0		3.3	96.7	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.659	.000	.682	.000	.000	.250	.250	.000	.750	.000	.750	.813



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 40

File Name : Bradley_Tuxford
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

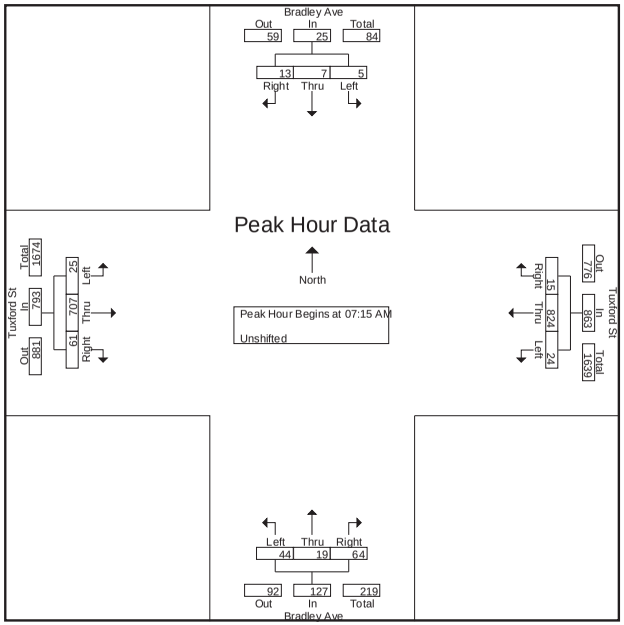
Groups Printed- Unshifted

	Bradley Ave Southbound			Tuxford St Westbound			Bradley Ave Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	1	3	3	122	2	10	7	7	9	96	8	269
07:15 AM	0	2	4	3	220	0	21	3	16	8	158	11	446
07:30 AM	1	1	3	4	209	5	5	5	10	5	209	15	472
07:45 AM	2	3	4	9	205	3	11	7	24	10	189	18	485
Total	4	7	14	19	756	10	47	22	57	32	652	52	1672
08:00 AM	2	1	2	8	190	7	7	4	14	2	151	17	405
08:15 AM	0	0	3	5	193	3	6	4	18	2	145	11	390
08:30 AM	1	1	3	4	178	4	7	3	14	8	173	4	400
08:45 AM	1	0	5	3	155	5	3	6	12	8	159	5	362
Total	4	2	13	20	716	19	23	17	58	20	628	37	1557
09:00 AM	2	4	8	8	139	4	9	6	10	9	119	3	321
09:15 AM	2	2	4	2	130	4	14	4	10	7	100	14	293
09:30 AM	3	0	5	5	129	3	11	8	8	7	104	7	290
09:45 AM	5	1	6	5	126	2	7	5	9	8	121	5	300
Total	12	7	23	20	524	13	41	23	37	31	444	29	1204
12:00 PM	2	3	7	5	149	3	22	6	19	10	112	14	352
12:15 PM	2	5	8	9	145	0	19	8	19	3	127	9	354
12:30 PM	5	5	6	10	131	5	8	10	13	6	116	9	324
12:45 PM	5	3	13	9	141	0	11	4	19	6	113	11	335
Total	14	16	34	33	566	8	60	28	70	25	468	43	1365
01:00 PM	4	2	15	7	140	1	24	4	15	10	99	9	330
01:15 PM	0	0	7	5	148	7	18	6	17	6	101	9	324
01:30 PM	3	3	5	9	136	4	12	3	11	2	136	12	336
01:45 PM	2	1	6	7	147	3	17	4	20	8	134	11	360
Total	9	6	33	28	571	15	71	17	63	26	470	41	1350
03:00 PM	2	2	17	14	193	2	17	2	15	9	168	16	457
03:15 PM	5	4	19	9	192	2	12	3	21	7	166	15	455
03:30 PM	4	3	13	15	190	4	28	5	25	3	149	18	457
03:45 PM	5	2	10	8	181	4	27	2	16	4	199	13	471
Total	16	11	59	46	756	12	84	12	77	23	682	62	1840
04:00 PM	6	4	10	6	212	2	27	4	12	7	191	12	493
04:15 PM	3	1	22	6	199	4	26	2	14	5	179	8	469
04:30 PM	2	4	18	14	200	1	35	4	9	5	200	6	498
04:45 PM	6	4	13	6	188	1	25	4	23	6	236	6	518
Total	17	13	63	32	799	8	113	14	58	23	806	32	1978
05:00 PM	4	5	20	14	237	1	27	5	16	17	212	11	569
05:15 PM	2	3	11	11	188	4	22	5	16	3	256	11	532
05:30 PM	3	4	27	7	180	2	26	5	21	4	229	6	514
05:45 PM	2	2	12	7	163	1	5	3	17	3	195	14	424
Total	11	14	70	39	768	8	80	18	70	27	892	42	2039
Grand Total	87	76	309	237	5456	93	519	151	490	207	5042	338	13005
Apprch %	18.4	16.1	65.5	4.1	94.3	1.6	44.7	13	42.2	3.7	90.2	6	
Total %	0.7	0.6	2.4	1.8	42	0.7	4	1.2	3.8	1.6	38.8	2.6	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bradley_Tuxford
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	**4**	6	3	**220**	0	**223**	**21**	3	16	40	8	158	11	177	446
07:30 AM	1	1	3	5	4	209	5	218	5	5	10	20	5	**209**	15	**229**	472
07:45 AM	**2**	**3**	4	**9**	**9**	205	3	217	11	**7**	**24**	**42**	**10**	189	**18**	217	**485**
08:00 AM	2	1	2	5	8	190	**7**	205	7	4	14	25	2	151	17	170	405
Total Volume	5	7	13	25	24	824	15	863	44	19	64	127	25	707	61	793	1808
% App. Total	20	28	52		2.8	95.5	1.7		34.6	15	50.4		3.2	89.2	7.7		
PHF	.625	.583	.813	.694	.667	.936	.536	.967	.524	.679	.667	.756	.625	.846	.847	.866	.932

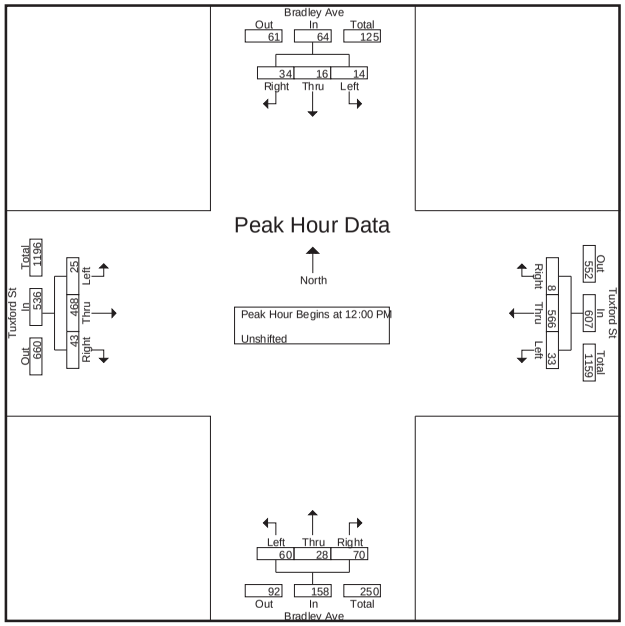


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	2	3	7	12	5	**149**	3	**157**	**22**	6	**19**	**47**	**10**	112	**14**	136	352
12:15 PM	2	**5**	8	15	9	145	0	154	19	8	19	46	3	**127**	9	**139**	**354**
12:30 PM	**5**	5	6	16	**10**	131	**5**	146	8	**10**	13	31	6	116	9	131	324
12:45 PM	5	3	**13**	**21**	9	141	0	150	11	4	19	34	6	113	11	130	335
Total Volume	14	16	34	64	33	566	8	607	60	28	70	158	25	468	43	536	1365
% App. Total	21.9	25	53.1		5.4	93.2	1.3		38	17.7	44.3		4.7	87.3	8		
PHF	.700	.800	.654	.762	.825	.950	.400	.967	.682	.700	.921	.840	.625	.921	.768	.964	.964

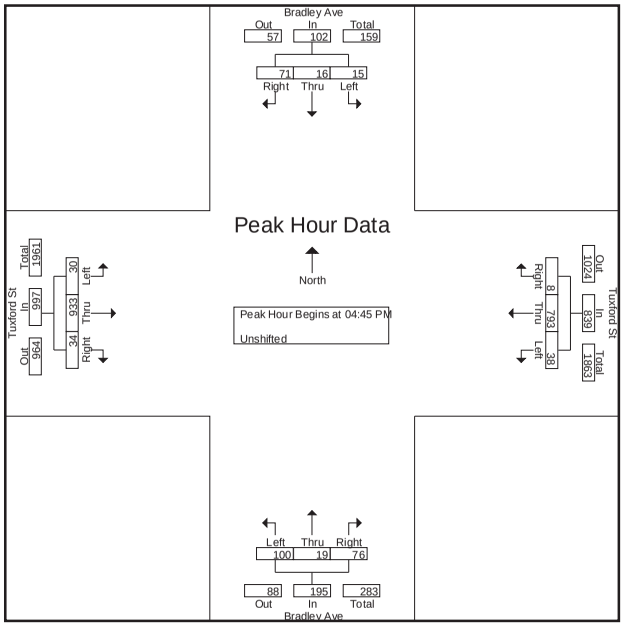


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**6**	4	13	23	6	188	1	195	25	4	**23**	**52**	6	236	6	248	518
05:00 PM	4	**5**	20	29	**14**	**237**	1	**252**	**27**	**5**	16	48	**17**	212	**11**	240	**569**
05:15 PM	2	3	11	16	11	188	**4**	203	22	5	16	43	3	**256**	11	**270**	532
05:30 PM	3	4	**27**	**34**	7	180	2	189	26	5	21	52	4	229	6	239	514
Total Volume	15	16	71	102	38	793	8	839	100	19	76	195	30	933	34	997	2133
% App. Total	14.7	15.7	69.6		4.5	94.5	1		51.3	9.7	39		3	93.6	3.4		
PHF	.625	.800	.657	.750	.679	.836	.500	.832	.926	.950	.826	.938	.441	.911	.773	.923	.937



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 2

	Bradley Ave Southbound			Tuxford St Westbound			Bradley Ave Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	0	0	0	0	0	3	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
08:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	4	0	0	0	0	1	4	0	9
09:00 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
09:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	7	0	9
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	5	0	0	0	0	0	1	0	6
01:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
03:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	4	0	0	0	0	0	3	0	7
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	2	0	0	0	0	0	5	0	7
05:00 PM	0	0	0	0	3	0	0	0	0	0	3	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	1	0	3	0	0	0	0	0	6	1	11
Grand Total	0	0	1	0	22	0	0	0	1	1	29	1	55
Apprch %	0	0	100	0	100	0	0	0	100	3.2	93.5	3.2	
Total %	0	0	1.8	0	40	0	0	0	1.8	1.8	52.7	1.8	

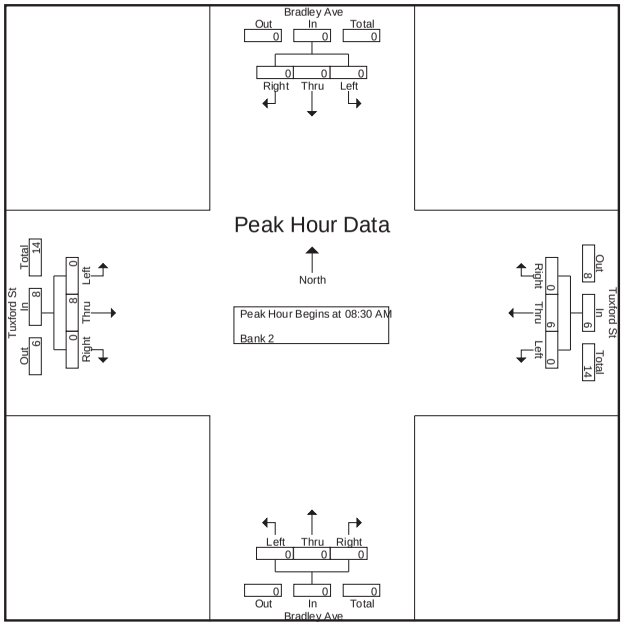
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

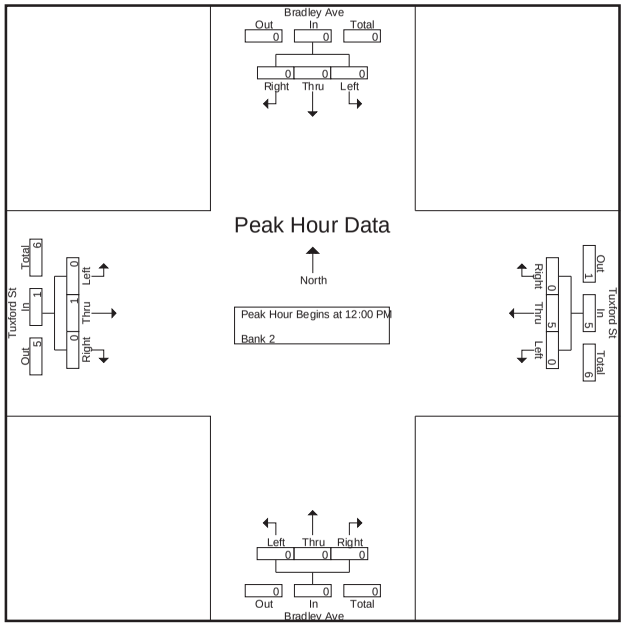
	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
09:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.667	.000	.667	.875



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bradley_Tuxford_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	**3**
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.000	.250	.500



CITY TRAFFIC COUNTERS
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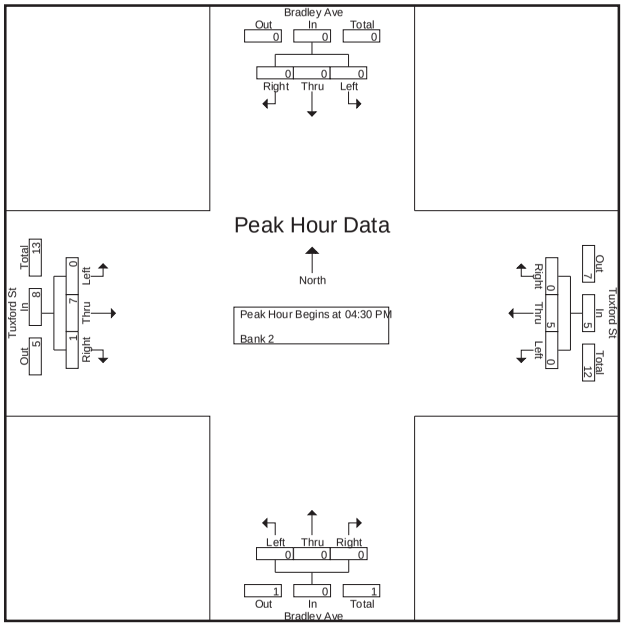
File Name : Bradley_Tuxford_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**3**	0	**3**	**6**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	**1**	3	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	7	1	8	13
% App. Total	0	0	0		0	100	0		0	0	0		0	87.5	12.5		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.583	.250	.667	.542



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bradley_Tuxford_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 1

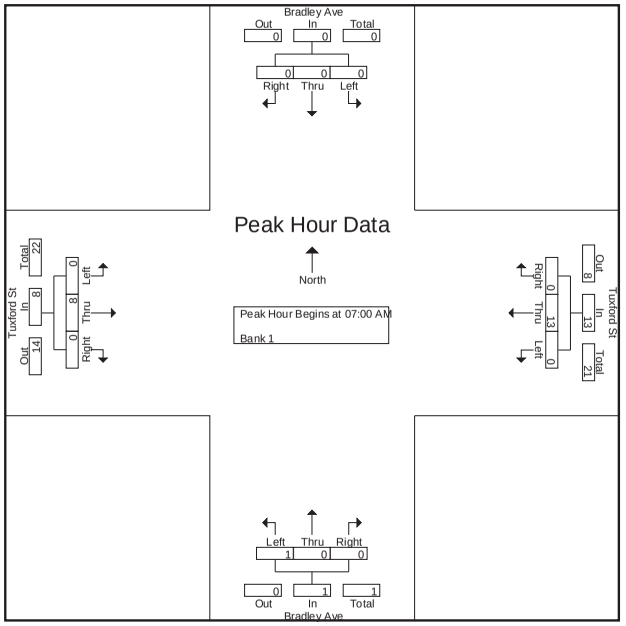
	Bradley Ave Southbound			Tuxford St Westbound			Bradley Ave Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	0	0	0	0	3	0	6
07:15 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
07:30 AM	0	0	0	0	3	0	1	0	0	0	2	0	6
07:45 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
Total	0	0	0	0	13	0	1	0	0	0	8	0	22
08:00 AM	0	0	0	0	5	0	0	0	0	0	1	0	6
08:15 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
08:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	11	0	0	0	0	0	4	0	15
09:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
09:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
09:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	4	0	0	0	0	0	5	0	9
12:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	1	0	6	0	0	0	0	0	3	0	10
01:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
01:45 PM	0	0	0	0	1	0	0	0	0	0	1	6	8
Total	0	0	0	0	5	0	0	0	0	0	5	6	16
03:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	0	1	0	0	0	1	0	7	0	9
03:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
Total	0	0	0	0	6	0	0	0	1	0	11	0	18
04:00 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
04:15 PM	0	0	0	0	2	0	0	0	0	0	5	0	7
04:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
04:45 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	0	10	0	0	0	0	0	8	0	18
05:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	3	0	0	0	0	0	8	0	11
Grand Total	0	0	1	0	58	0	1	0	1	0	52	6	119
Apprch %	0	0	100	0	100	0	50	0	50	0	89.7	10.3	
Total %	0	0	0.8	0	48.7	0	0.8	0	0.8	0	43.7	5	

CITY TRAFFIC COUNTERS
www.ctcounters.com

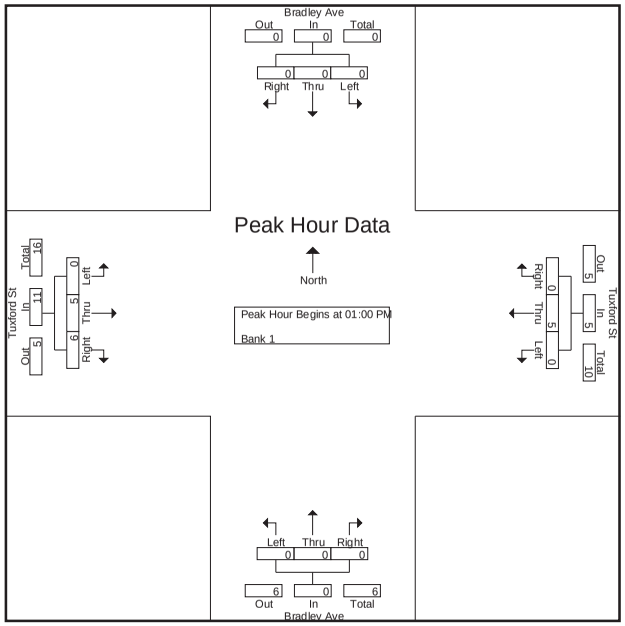
File Name : Bradley_Tuxford_Buses
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

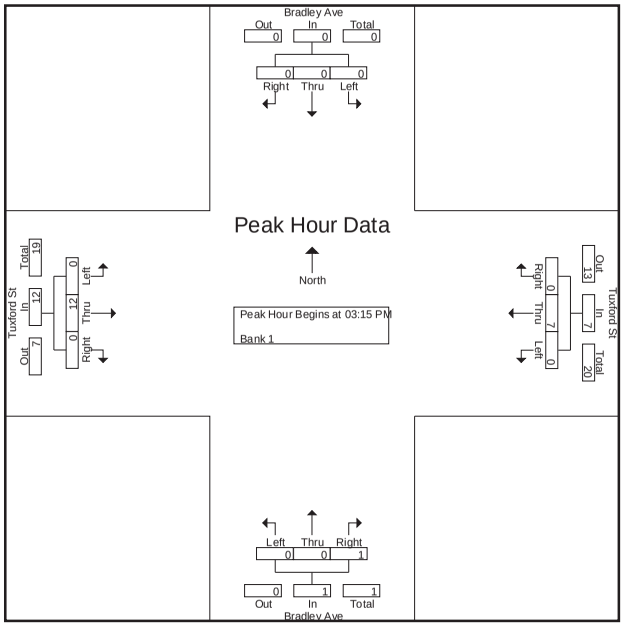
	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	**3**	0	**3**	**6**
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	0	0	0	3	0	3	**1**	0	0	**1**	0	2	0	2	6
07:45 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2	6
Total Volume	0	0	0	0	0	13	0	13	1	0	0	1	0	8	0	8	22
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.813	.000	.813	.250	.000	.000	.250	.000	.667	.000	.667	.917



	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	2
01:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	**6**	**7**	**8**
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	5	6	11	16
% App. Total	0	0	0		0	100	0		0	0	0		0	45.5	54.5		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.625	.250	.393	.500



	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	**7**	0	**7**	**9**
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	7	0	7	0	0	1	1	0	12	0	12	20
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.250	.250	.000	.429	.000	.429	.556



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
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Groups Printed- Unshifted

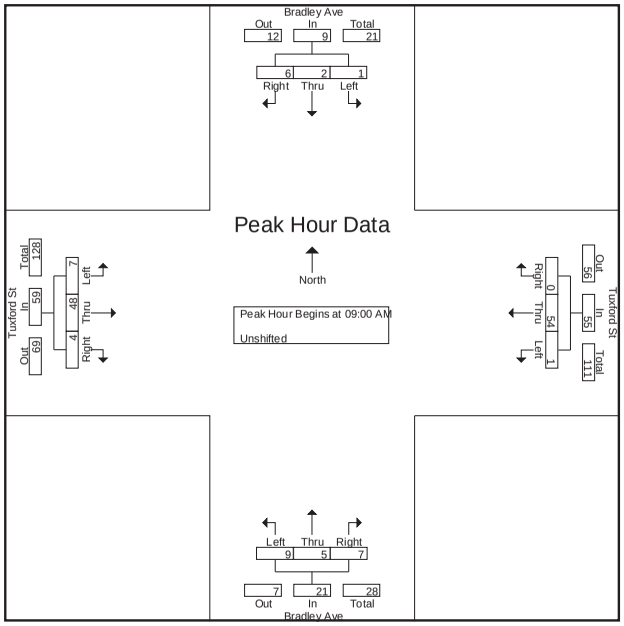
	Bradley Ave Southbound			Tuxford St Westbound			Bradley Ave Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	3	1	17	0	4	0	0	3	6	2	37
07:15 AM	2	1	4	0	16	2	1	1	1	2	9	1	40
07:30 AM	0	0	2	0	9	1	1	0	2	1	12	0	28
07:45 AM	0	0	2	0	12	0	1	0	0	0	13	1	29
Total	2	2	11	1	54	3	7	1	3	6	40	4	134
08:00 AM	0	1	1	0	16	0	0	0	2	0	15	0	35
08:15 AM	0	0	2	0	13	0	2	0	1	1	15	1	35
08:30 AM	0	0	3	0	8	0	2	2	2	1	15	1	34
08:45 AM	0	0	3	2	6	0	0	0	3	1	10	1	26
Total	0	1	9	2	43	0	4	2	8	3	55	3	130
09:00 AM	0	0	2	0	20	0	1	1	4	2	12	1	43
09:15 AM	1	2	3	0	12	0	3	3	1	3	12	0	40
09:30 AM	0	0	0	0	7	0	5	1	2	1	10	2	28
09:45 AM	0	0	1	1	15	0	0	0	0	1	14	1	33
Total	1	2	6	1	54	0	9	5	7	7	48	4	144
12:00 PM	0	0	3	0	20	0	3	3	1	2	15	2	49
12:15 PM	0	0	1	0	10	1	1	1	8	2	10	1	35
12:30 PM	1	1	2	1	10	1	1	1	3	2	15	0	38
12:45 PM	0	2	2	3	12	0	1	2	2	1	14	0	39
Total	1	3	8	4	52	2	6	7	14	7	54	3	161
01:00 PM	0	2	3	0	19	1	0	3	3	1	12	0	44
01:15 PM	2	0	3	1	16	0	0	1	2	0	15	1	41
01:30 PM	0	0	2	1	12	0	1	3	2	0	20	2	43
01:45 PM	2	0	1	2	10	1	2	2	2	4	16	2	44
Total	4	2	9	4	57	2	3	9	9	5	63	5	172
03:00 PM	0	1	3	0	11	0	0	0	3	2	19	5	44
03:15 PM	0	1	2	1	9	1	0	1	0	1	9	1	26
03:30 PM	1	0	1	0	6	1	1	2	2	5	7	1	27
03:45 PM	0	2	3	1	15	1	1	1	1	1	11	1	38
Total	1	4	9	2	41	3	2	4	6	9	46	8	135
04:00 PM	0	0	1	1	10	1	1	1	2	1	9	1	28
04:15 PM	0	0	3	1	7	0	2	2	4	0	10	1	30
04:30 PM	0	0	2	1	9	0	1	2	0	2	12	0	29
04:45 PM	0	0	0	2	8	0	2	2	2	0	7	0	23
Total	0	0	6	5	34	1	6	7	8	3	38	2	110
05:00 PM	1	0	0	0	4	1	1	0	1	4	6	1	19
05:15 PM	0	0	1	0	9	0	2	0	1	1	15	1	30
05:30 PM	0	2	1	0	12	0	2	0	0	1	7	0	25
05:45 PM	0	0	0	0	5	0	3	0	4	0	4	0	16
Total	1	2	2	0	30	1	8	0	6	6	32	2	90
Grand Total	10	16	60	19	365	12	45	35	61	46	376	31	1076
Apprch %	11.6	18.6	69.8	4.8	92.2	3	31.9	24.8	43.3	10.2	83	6.8	
Total %	0.9	1.5	5.6	1.8	33.9	1.1	4.2	3.3	5.7	4.3	34.9	2.9	

CITY TRAFFIC COUNTERS

www.ctcounters.com

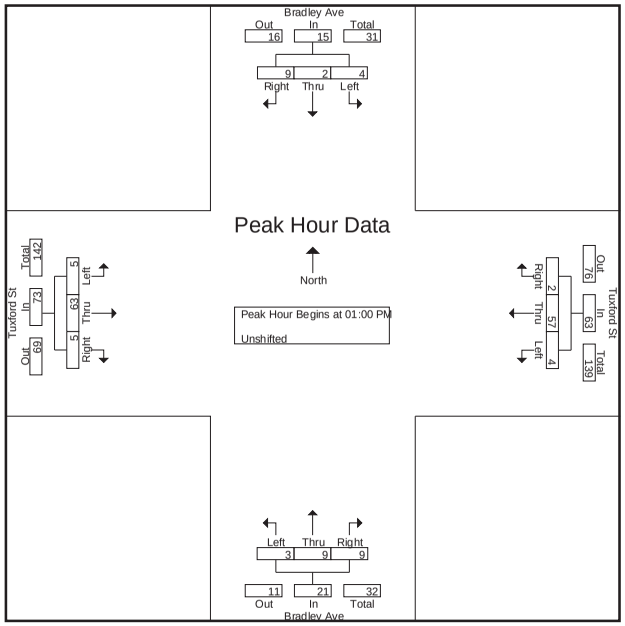
File Name : Bradley_Tuxford_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	2	2	0	**20**	0	**20**	1	1	**4**	6	2	12	1	15	**43**
09:15 AM	**1**	**2**	**3**	**6**	0	12	0	12	3	**3**	1	7	**3**	12	0	15	40
09:30 AM	0	0	0	0	0	7	0	7	**5**	1	2	**8**	1	10	**2**	13	28
09:45 AM	0	0	1	1	**1**	15	0	16	0	0	0	0	1	**14**	1	**16**	33
Total Volume	1	2	6	9	1	54	0	55	9	5	7	21	7	48	4	59	144
% App. Total	11.1	22.2	66.7		1.8	98.2	0		42.9	23.8	33.3		11.9	81.4	6.8		
PHF	.250	.250	.500	.375	.250	.675	.000	.688	.450	.417	.438	.656	.583	.857	.500	.922	.837



File Name : Bradley_Tuxford_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	**2**	**3**	**5**	0	**19**	**1**	**20**	0	**3**	**3**	**6**	1	12	0	13	**44**
01:15 PM	**2**	0	3	5	1	16	0	17	0	1	2	3	0	15	1	16	41
01:30 PM	0	0	2	2	1	12	0	13	1	3	2	6	0	**20**	**2**	**22**	43
01:45 PM	2	0	1	3	**2**	10	1	13	**2**	2	2	6	**4**	16	2	22	44
Total Volume	4	2	9	15	4	57	2	63	3	9	9	21	5	63	5	73	172
% App. Total	26.7	13.3	60		6.3	90.5	3.2		14.3	42.9	42.9		6.8	86.3	6.8		
PHF	.500	.250	.750	.750	.500	.750	.500	.788	.375	.750	.750	.875	.313	.788	.625	.830	.977



File Name : Bradley_Tuxford_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
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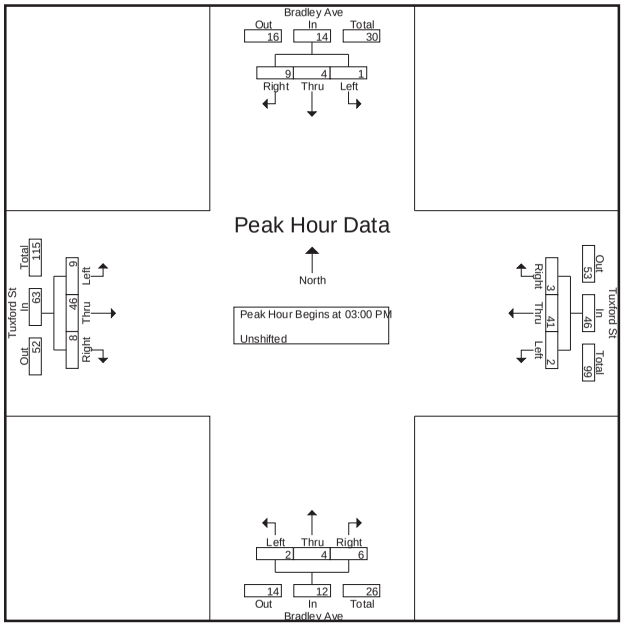
	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	**3**	4	0	11	0	11	0	0	**3**	3	2	**19**	**5**	**26**	**44**
03:15 PM	0	1	2	3	**1**	9	**1**	11	0	1	0	1	1	9	1	11	26
03:30 PM	**1**	0	1	2	0	6	1	7	**1**	**2**	2	**5**	**5**	7	1	13	27
03:45 PM	0	**2**	3	**5**	1	**15**	1	**17**	1	1	1	3	1	11	1	13	38
Total Volume	1	4	9	14	2	41	3	46	2	4	6	12	9	46	8	63	135
% App. Total	7.1	28.6	64.3		4.3	89.1	6.5		16.7	33.3	50		14.3	73	12.7		
PHF	.250	.500	.750	.700	.500	.683	.750	.676	.500	.500	.500	.600	.450	.605	.400	.606	.767



CITY TRAFFIC COUNTERS

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File Name : Bradley_Tuxford_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
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Groups Printed- Bank 1

	Bradley Ave Southbound			Tuxford St Westbound			Bradley Ave Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	1	8	1	0	1	2	4	2	0	20
07:15 AM	0	0	6	1	8	0	0	0	2	1	9	0	27
07:30 AM	0	0	1	2	6	0	1	1	0	1	1	0	13
07:45 AM	0	0	1	0	6	0	0	0	3	2	3	0	15
Total	0	0	9	4	28	1	1	2	7	8	15	0	75
08:00 AM	0	1	1	0	6	0	0	2	1	7	5	0	23
08:15 AM	0	1	1	0	13	0	0	0	1	6	5	1	28
08:30 AM	0	0	3	0	7	0	0	1	3	3	4	0	21
08:45 AM	1	0	2	0	6	0	0	2	0	6	8	0	25
Total	1	2	7	0	32	0	0	5	5	22	22	1	97
09:00 AM	0	1	3	0	4	0	0	1	6	9	6	1	31
09:15 AM	0	1	8	2	12	0	0	1	1	5	5	0	35
09:30 AM	0	2	6	1	12	1	0	4	2	7	9	1	45
09:45 AM	1	3	5	0	9	0	0	2	3	5	4	0	32
Total	1	7	22	3	37	1	0	8	12	26	24	2	143
12:00 PM	0	0	0	1	6	0	1	2	1	6	7	0	24
12:15 PM	1	1	1	0	5	1	0	0	3	3	5	0	20
12:30 PM	1	0	3	3	6	0	0	6	2	6	9	0	36
12:45 PM	1	0	2	0	5	0	3	4	2	2	8	0	27
Total	3	1	6	4	22	1	4	12	8	17	29	0	107
01:00 PM	0	0	4	2	10	2	0	10	4	4	10	1	47
01:15 PM	1	0	3	1	6	0	3	7	2	3	7	1	34
01:30 PM	1	3	2	0	3	2	1	8	3	12	8	2	45
01:45 PM	1	1	7	0	5	0	2	10	2	6	8	0	42
Total	3	4	16	3	24	4	6	35	11	25	33	4	168
03:00 PM	1	2	2	2	2	0	0	3	2	7	11	1	33
03:15 PM	0	1	0	2	5	2	1	2	2	5	10	1	31
03:30 PM	0	0	1	0	7	0	1	2	2	8	10	0	31
03:45 PM	2	1	4	1	5	3	1	3	1	4	9	2	36
Total	3	4	7	5	19	5	3	10	7	24	40	4	131
04:00 PM	0	0	2	0	2	1	1	3	2	11	5	0	27
04:15 PM	0	1	3	0	3	1	0	1	2	3	8	2	24
04:30 PM	0	0	0	1	5	1	0	1	1	6	5	0	20
04:45 PM	1	1	0	1	3	0	0	0	0	1	3	0	10
Total	1	2	5	2	13	3	1	5	5	21	21	2	81
05:00 PM	0	0	1	0	1	1	0	1	0	3	6	0	13
05:15 PM	0	0	0	0	2	0	0	0	1	1	3	1	8
05:30 PM	1	0	0	0	0	0	0	0	0	1	3	0	5
05:45 PM	0	0	0	0	3	0	0	0	1	0	0	0	4
Total	1	0	1	0	6	1	0	1	2	5	12	1	30
Grand Total	13	20	73	21	181	16	15	78	57	148	196	14	832
Apprch %	12.3	18.9	68.9	9.6	83	7.3	10	52	38	41.3	54.7	3.9	
Total %	1.6	2.4	8.8	2.5	21.8	1.9	1.8	9.4	6.9	17.8	23.6	1.7	

CITY TRAFFIC COUNTERS

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File Name : Bradley_Tuxford_3-Axle
Site Code : 00000000
Start Date : 5/26/2016

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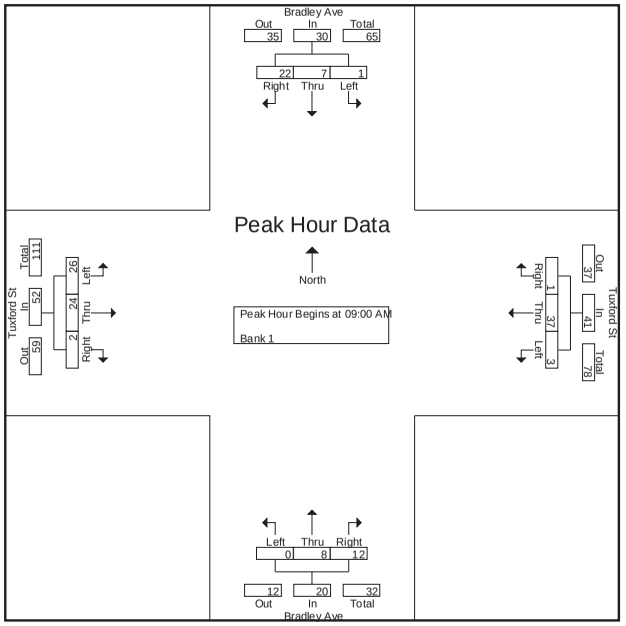
	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	1	3	4	0	4	0	4	0	1	**6**	**7**	**9**	6	**1**	16	31
09:15 AM	0	1	**8**	**9**	**2**	**12**	0	**14**	0	1	1	2	5	5	0	10	35
09:30 AM	0	2	6	8	1	12	**1**	14	0	**4**	2	6	7	**9**	1	**17**	**45**
09:45 AM	**1**	**3**	5	9	0	9	0	9	0	2	3	5	5	4	0	9	32
Total Volume	1	7	22	30	3	37	1	41	0	8	12	20	26	24	2	52	143
% App. Total	3.3	23.3	73.3		7.3	90.2	2.4		0	40	60		50	46.2	3.8		
PHF	.250	.583	.688	.833	.375	.771	.250	.732	.000	.500	.500	.714	.722	.667	.500	.765	.794



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
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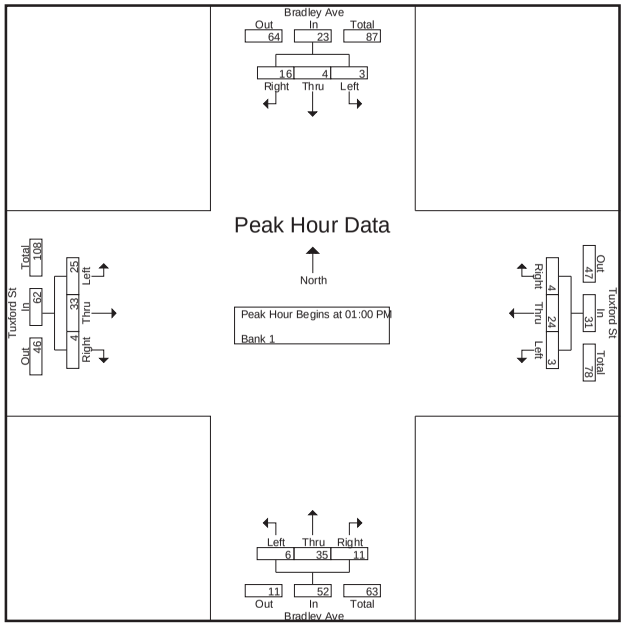
	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	4	4	**2**	**10**	**2**	**14**	0	**10**	**4**	**14**	4	**10**	1	15	**47**
01:15 PM	**1**	0	3	4	1	6	0	7	**3**	7	2	12	3	7	1	11	34
01:30 PM	1	**3**	2	6	0	3	2	5	1	8	3	12	**12**	8	**2**	**22**	45
01:45 PM	1	1	**7**	**9**	0	5	0	5	2	10	2	14	6	8	0	14	42
Total Volume	3	4	16	23	3	24	4	31	6	35	11	52	25	33	4	62	168
% App. Total	13	17.4	69.6		9.7	77.4	12.9		11.5	67.3	21.2		40.3	53.2	6.5		
PHF	.750	.333	.571	.639	.375	.600	.500	.554	.500	.875	.688	.929	.521	.825	.500	.705	.894

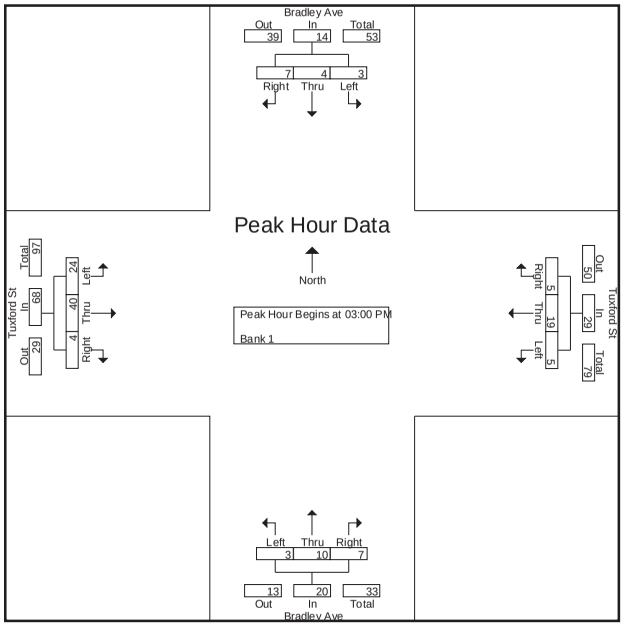


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	**2**	2	5	**2**	2	0	4	0	**3**	**2**	**5**	7	**11**	1	**19**	33
03:15 PM	0	1	0	1	2	5	2	**9**	**1**	2	2	5	5	10	1	16	31
03:30 PM	0	0	1	1	0	**7**	0	7	1	2	2	5	**8**	10	0	18	31
03:45 PM	**2**	1	**4**	**7**	1	5	**3**	9	1	3	1	5	4	9	**2**	15	**36**
Total Volume	3	4	7	14	5	19	5	29	3	10	7	20	24	40	4	68	131
% App. Total	21.4	28.6	50		17.2	65.5	17.2		15	50	35		35.3	58.8	5.9		
PHF	.375	.500	.438	.500	.625	.679	.417	.806	.750	.833	.875	1.00	.750	.909	.500	.895	.910



CITY TRAFFIC COUNTERS

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File Name : Bradley_Tuxford_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

	Bradley Ave Southbound			Tuxford St Westbound			Bradley Ave Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	2	4	2	4	0	0	0	0	0	1	0	14
07:15 AM	1	3	3	1	4	0	0	0	0	0	3	0	15
07:30 AM	0	0	4	1	8	0	0	0	0	0	3	0	16
07:45 AM	0	1	2	2	5	0	1	0	0	2	3	0	16
Total	2	6	13	6	21	0	1	0	0	2	10	0	61
08:00 AM	0	0	3	2	3	0	0	0	0	1	2	0	11
08:15 AM	0	1	5	4	3	0	1	1	1	0	1	0	17
08:30 AM	0	0	4	4	1	0	0	1	0	0	2	0	12
08:45 AM	0	1	7	0	3	0	0	1	0	1	4	0	17
Total	0	2	19	10	10	0	1	3	1	2	9	0	57
09:00 AM	1	0	7	0	1	1	0	1	0	0	1	0	12
09:15 AM	1	0	8	3	3	0	0	0	0	3	1	0	19
09:30 AM	0	1	4	0	0	0	0	0	0	1	2	0	8
09:45 AM	0	3	2	0	5	1	0	2	1	1	5	1	21
Total	2	4	21	3	9	2	0	3	1	5	9	1	60
12:00 PM	0	0	5	2	2	0	0	0	0	0	1	0	10
12:15 PM	1	0	3	1	4	1	1	0	0	0	1	0	12
12:30 PM	0	0	5	2	3	0	0	0	1	0	0	0	11
12:45 PM	0	2	5	2	1	0	0	0	0	0	1	0	11
Total	1	2	18	7	10	1	1	0	1	0	3	0	44
01:00 PM	0	1	4	0	1	1	0	1	0	1	0	0	9
01:15 PM	0	2	6	1	4	0	0	0	0	0	0	0	13
01:30 PM	1	0	2	1	3	0	0	0	0	2	5	0	14
01:45 PM	0	1	5	1	1	0	0	0	1	0	3	0	12
Total	1	4	17	3	9	1	0	1	1	3	8	0	48
03:00 PM	0	0	1	0	1	1	0	1	1	2	1	0	8
03:15 PM	1	0	2	0	4	0	2	1	1	0	6	0	17
03:30 PM	0	0	1	0	1	0	0	1	2	0	5	0	10
03:45 PM	0	0	0	0	3	0	0	1	0	0	2	0	6
Total	1	0	4	0	9	1	2	4	4	2	14	0	41
04:00 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
04:15 PM	0	0	0	0	3	0	1	0	1	0	6	0	11
04:30 PM	0	0	0	0	3	0	0	1	0	1	1	0	6
04:45 PM	0	1	1	0	2	0	0	0	0	0	1	0	5
Total	0	1	1	0	10	0	1	1	1	1	11	0	27
05:00 PM	0	0	0	0	2	1	0	0	0	0	0	0	3
05:15 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
05:45 PM	0	0	0	0	2	0	0	0	1	0	1	0	4
Total	1	0	0	0	4	1	0	1	2	0	1	0	10
Grand Total	8	19	93	29	82	6	6	13	11	15	65	1	348
Apprch %	6.7	15.8	77.5	24.8	70.1	5.1	20	43.3	36.7	18.5	80.2	1.2	
Total %	2.3	5.5	26.7	8.3	23.6	1.7	1.7	3.7	3.2	4.3	18.7	0.3	

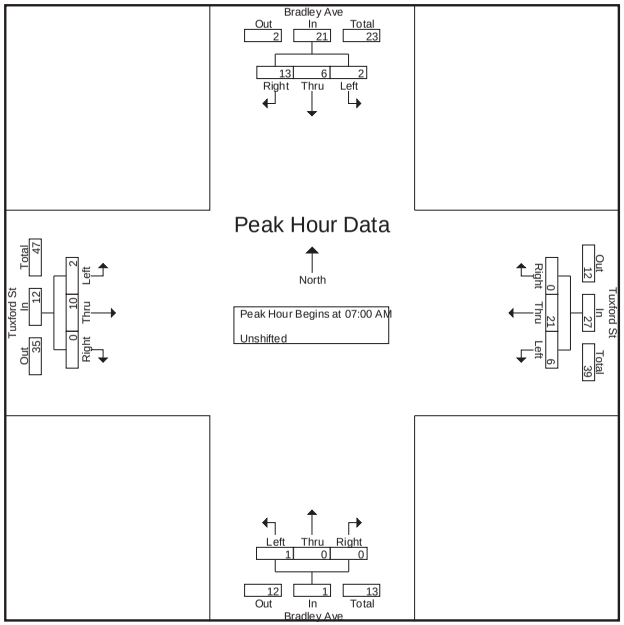
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford_4-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

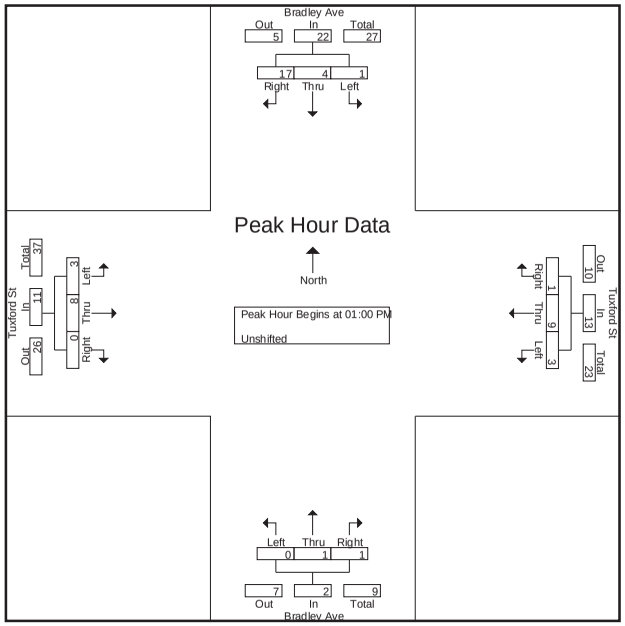
	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	2	**4**	**7**	**2**	4	0	6	0	0	0	0	0	1	0	1	14
07:15 AM	1	**3**	3	7	1	4	0	5	0	0	0	0	0	**3**	0	3	15
07:30 AM	0	0	4	4	1	**8**	0	**9**	0	0	0	0	0	3	0	3	**16**
07:45 AM	0	1	2	3	2	5	0	7	**1**	0	0	**1**	**2**	3	0	**5**	16
Total Volume	2	6	13	21	6	21	0	27	1	0	0	1	2	10	0	12	61
% App. Total	9.5	28.6	61.9		22.2	77.8	0		100	0	0		16.7	83.3	0		
PHF	.500	.500	.813	.750	.750	.656	.000	.750	.250	.000	.000	.250	.250	.833	.000	.600	.953



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bradley_Tuxford_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

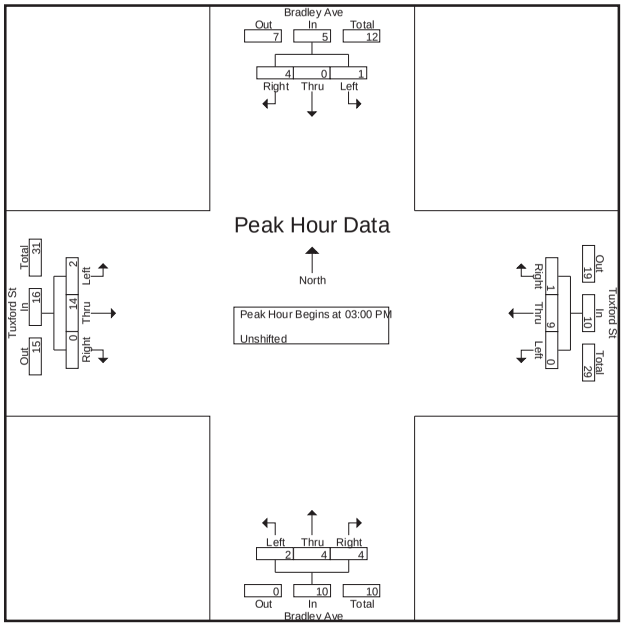
	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	1	4	5	0	1	**1**	2	0	**1**	0	**1**	1	0	0	1	9
01:15 PM	0	**2**	**6**	**8**	**1**	**4**	0	**5**	0	0	0	0	0	0	0	0	13
01:30 PM	**1**	0	2	3	1	3	0	4	0	0	0	0	**2**	**5**	0	**7**	**14**
01:45 PM	0	1	5	6	1	1	0	2	0	0	**1**	1	0	3	0	3	12
Total Volume	1	4	17	22	3	9	1	13	0	1	1	2	3	8	0	11	48
% App. Total	4.5	18.2	77.3		23.1	69.2	7.7		0	50	50		27.3	72.7	0		
PHF	.250	.500	.708	.688	.750	.563	.250	.650	.000	.250	.250	.500	.375	.400	.000	.393	.857



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Bradley_Tuxford_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	1	1	0	1	**1**	2	0	**1**	1	2	**2**	1	0	3	8
03:15 PM	**1**	0	**2**	**3**	0	**4**	0	**4**	**2**	1	1	**4**	0	**6**	0	**6**	**17**
03:30 PM	0	0	1	1	0	1	0	1	0	1	**2**	3	0	5	0	5	10
03:45 PM	0	0	0	0	0	3	0	3	0	1	0	1	0	2	0	2	6
Total Volume	1	0	4	5	0	9	1	10	2	4	4	10	2	14	0	16	41
% App. Total	20	0	80		0	90	10		20	40	40		12.5	87.5	0		
PHF	.250	.000	.500	.417	.000	.563	.250	.625	.250	1.00	.500	.625	.250	.583	.000	.667	.603



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 2

	Bradley Ave Southbound			Tuxford St Westbound			Bradley Ave Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	1	4	0	5	1	4	1	1	0	5	0	24
07:15 AM	0	0	2	2	6	1	3	4	1	0	7	0	26
07:30 AM	1	3	1	2	5	0	0	1	0	1	3	0	17
07:45 AM	1	0	2	0	7	0	1	2	1	3	1	2	20
Total	4	4	9	4	23	2	8	8	3	4	16	2	87
08:00 AM	0	0	4	0	8	1	1	2	1	3	9	0	29
08:15 AM	0	1	7	0	4	0	3	8	0	3	5	0	31
08:30 AM	0	2	5	0	3	0	4	7	2	1	11	0	35
08:45 AM	1	3	7	0	14	1	3	3	2	1	8	0	43
Total	1	6	23	0	29	2	11	20	5	8	33	0	138
09:00 AM	1	0	3	0	10	0	2	4	2	0	13	2	37
09:15 AM	0	0	2	1	11	0	3	5	0	2	3	2	29
09:30 AM	1	1	3	0	8	0	0	4	2	3	6	1	29
09:45 AM	0	3	2	0	4	1	1	3	2	0	4	0	20
Total	2	4	10	1	33	1	6	16	6	5	26	5	115
12:00 PM	0	0	5	1	4	0	4	7	3	1	8	0	33
12:15 PM	0	3	1	2	6	0	4	8	2	2	4	1	33
12:30 PM	0	2	3	1	8	0	1	5	1	2	7	0	30
12:45 PM	0	3	2	0	5	0	3	4	2	1	8	2	30
Total	0	8	11	4	23	0	12	24	8	6	27	3	126
01:00 PM	0	3	4	0	9	0	0	3	3	1	6	1	30
01:15 PM	1	0	5	0	9	0	0	2	5	1	8	1	32
01:30 PM	0	1	2	2	7	0	1	1	2	1	5	0	22
01:45 PM	0	3	3	1	8	0	1	2	4	6	5	1	34
Total	1	7	14	3	33	0	2	8	14	9	24	3	118
03:00 PM	0	3	1	0	0	0	0	3	2	0	3	0	12
03:15 PM	0	1	2	0	7	1	1	5	2	1	6	0	26
03:30 PM	0	0	2	0	5	0	0	2	0	2	3	0	14
03:45 PM	0	2	0	0	2	1	0	1	1	1	4	1	13
Total	0	6	5	0	14	2	1	11	5	4	16	1	65
04:00 PM	0	0	2	0	4	0	0	0	0	2	2	0	10
04:15 PM	0	0	1	0	1	0	0	1	3	1	4	0	11
04:30 PM	0	0	0	0	0	0	0	1	4	0	4	0	9
04:45 PM	0	0	0	0	5	0	0	2	0	1	4	0	12
Total	0	0	3	0	10	0	0	4	7	4	14	0	42
05:00 PM	0	0	0	0	1	0	0	1	0	0	4	0	6
05:15 PM	0	0	1	1	0	0	0	1	1	0	2	0	6
05:30 PM	0	0	1	2	1	0	0	2	1	0	4	0	11
05:45 PM	0	0	0	0	2	0	0	3	1	0	3	0	9
Total	0	0	2	3	4	0	0	7	3	0	13	0	32
Grand Total	8	35	77	15	169	7	40	98	51	40	169	14	723
Apprch %	6.7	29.2	64.2	7.9	88.5	3.7	21.2	51.9	27	17.9	75.8	6.3	
Total %	1.1	4.8	10.7	2.1	23.4	1	5.5	13.6	7.1	5.5	23.4	1.9	

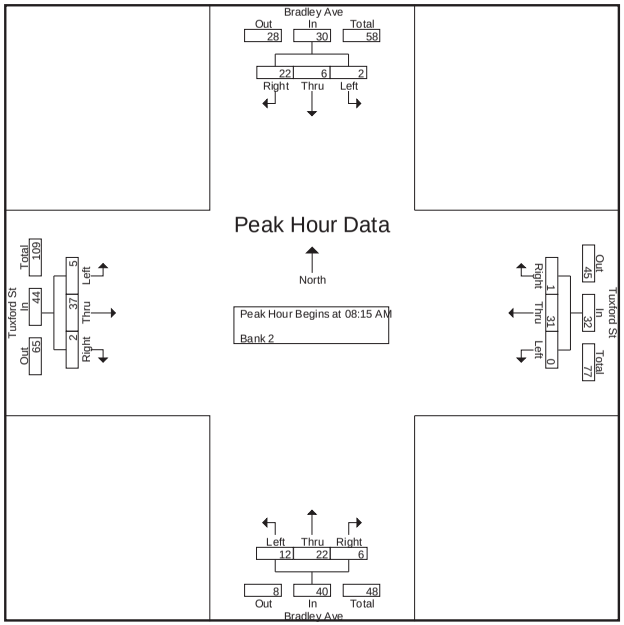
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	1	**7**	8	0	4	0	4	3	**8**	0	11	**3**	5	0	8	31
08:30 AM	0	2	5	7	0	3	0	3	**4**	7	**2**	**13**	1	11	0	12	35
08:45 AM	**1**	**3**	7	**11**	0	**14**	**1**	**15**	3	3	2	8	1	8	0	9	**43**
09:00 AM	1	0	3	4	0	10	0	10	2	4	2	8	0	**13**	**2**	**15**	37
Total Volume	2	6	22	30	0	31	1	32	12	22	6	40	5	37	2	44	146
% App. Total	6.7	20	73.3		0	96.9	3.1		30	55	15		11.4	84.1	4.5		
PHF	.500	.500	.786	.682	.000	.554	.250	.533	.750	.688	.750	.769	.417	.712	.250	.733	.849

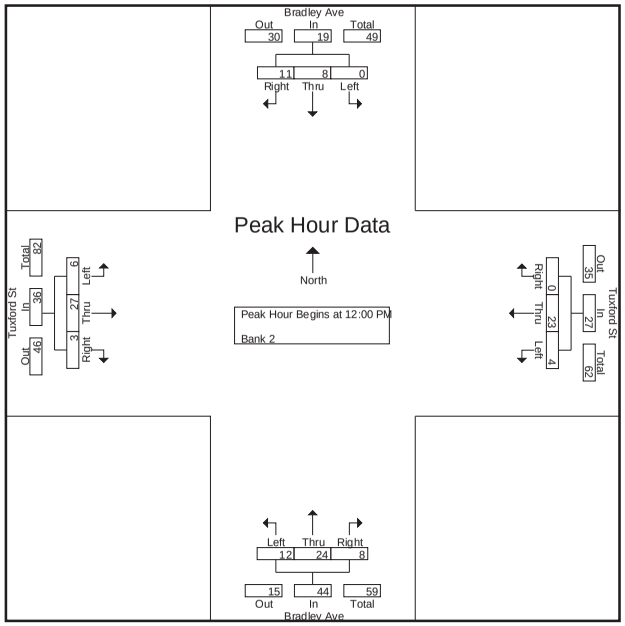


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	**5**	**5**	1	4	0	5	**4**	7	**3**	**14**	1	**8**	0	9	**33**
12:15 PM	0	**3**	1	4	**2**	6	0	8	4	**8**	2	14	**2**	4	1	7	33
12:30 PM	0	2	3	5	1	**8**	0	**9**	1	5	1	7	2	7	0	9	30
12:45 PM	0	3	2	5	0	5	0	5	3	4	2	9	1	8	**2**	**11**	30
Total Volume	0	8	11	19	4	23	0	27	12	24	8	44	6	27	3	36	126
% App. Total	0	42.1	57.9		14.8	85.2	0		27.3	54.5	18.2		16.7	75	8.3		
PHF	.000	.667	.550	.950	.500	.719	.000	.750	.750	.750	.667	.786	.750	.844	.375	.818	.955

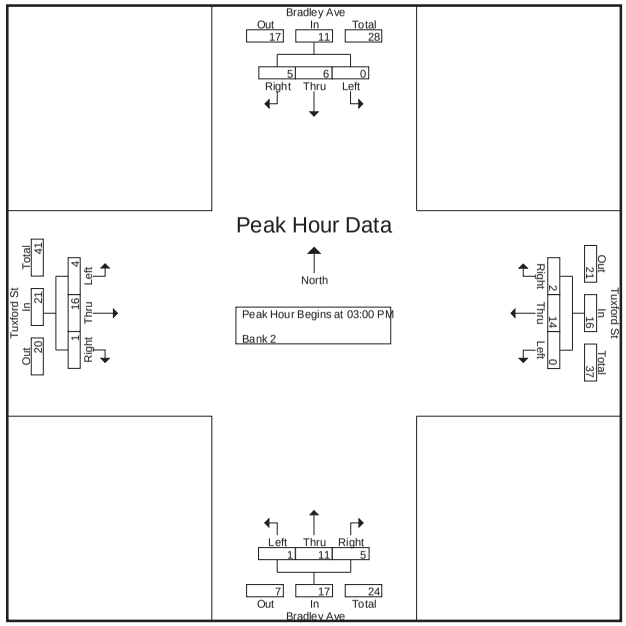


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Bradley_Tuxford_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Bradley Ave Southbound				Tuxford St Westbound				Bradley Ave Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**3**	1	**4**	0	0	0	0	0	3	**2**	5	0	3	0	3	12
03:15 PM	0	1	**2**	3	0	**7**	**1**	**8**	**1**	**5**	2	**8**	1	**6**	0	**7**	**26**
03:30 PM	0	0	2	2	0	5	0	5	0	2	0	2	**2**	3	0	5	14
03:45 PM	0	2	0	2	0	2	1	3	0	1	1	2	1	4	**1**	6	13
Total Volume	0	6	5	11	0	14	2	16	1	11	5	17	4	16	1	21	65
% App. Total	0	54.5	45.5		0	87.5	12.5		5.9	64.7	29.4		19	76.2	4.8		
PHF	.000	.500	.625	.688	.000	.500	.500	.500	.250	.550	.625	.531	.500	.667	.250	.750	.625



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 41

File Name : Glenoaks_Tuxford-LaTunaCanyon
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

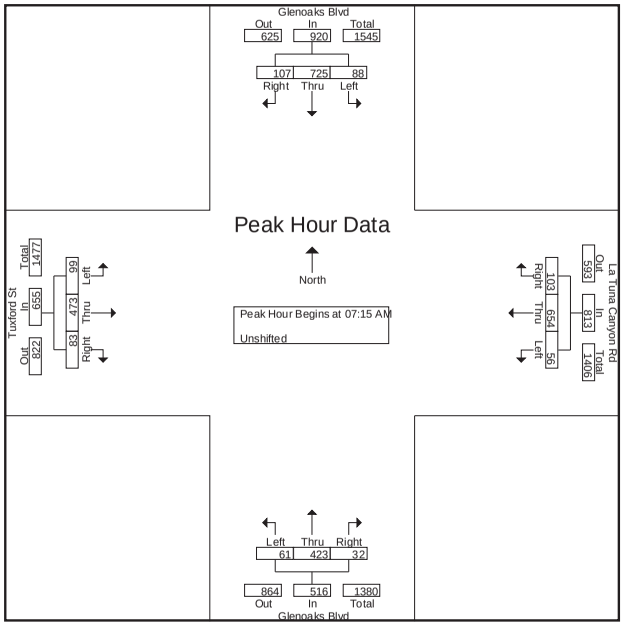
Groups Printed- Unshifted

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	26	178	17	221	7	109	16	132	13	80	7	100	19	67	16	102	555
07:15 AM	21	192	34	247	7	165	16	188	15	97	5	117	18	95	20	133	685
07:30 AM	19	190	23	232	12	160	16	188	17	107	8	132	29	143	16	188	740
07:45 AM	24	174	28	226	16	157	47	220	15	107	10	132	30	143	23	196	774
Total	90	734	102	926	42	591	95	728	60	391	30	481	96	448	75	619	2754
08:00 AM	24	169	22	215	21	172	24	217	14	112	9	135	22	92	24	138	705
08:15 AM	21	146	22	189	6	155	19	180	12	121	10	143	28	99	26	153	665
08:30 AM	13	117	20	150	6	158	13	177	19	87	11	117	29	111	23	163	607
08:45 AM	15	132	19	166	4	113	21	138	22	72	8	102	24	99	25	148	554
Total	73	564	83	720	37	598	77	712	67	392	38	497	103	401	98	602	2531
09:00 AM	14	121	24	159	4	101	17	122	17	76	10	103	28	86	15	129	513
09:15 AM	9	98	18	125	5	91	22	118	17	74	7	98	13	56	27	96	437
09:30 AM	11	90	20	121	1	77	14	92	22	63	7	92	20	71	20	111	416
09:45 AM	6	66	17	89	7	77	16	100	20	86	12	118	17	78	25	120	427
Total	40	375	79	494	17	346	69	432	76	299	36	411	78	291	87	456	1793
12:00 PM	13	103	40	156	11	97	14	122	24	107	13	144	20	68	30	118	540
12:15 PM	11	101	27	139	5	85	13	103	24	95	12	131	25	67	30	122	495
12:30 PM	12	132	31	175	7	79	17	103	17	118	9	144	22	78	13	113	535
12:45 PM	18	95	38	151	11	76	26	113	25	94	14	133	19	77	16	112	509
Total	54	431	136	621	34	337	70	441	90	414	48	552	86	290	89	465	2079
01:00 PM	16	118	36	170	8	74	23	105	20	102	8	130	19	62	25	106	511
01:15 PM	19	92	44	155	6	72	12	90	24	136	8	168	19	65	25	109	522
01:30 PM	20	112	35	167	5	78	16	99	16	107	11	134	27	81	35	143	543
01:45 PM	12	93	30	135	6	90	18	114	19	122	11	152	19	100	16	135	536
Total	67	415	145	627	25	314	69	408	79	467	38	584	84	308	101	493	2112
03:00 PM	31	109	41	181	4	93	12	109	24	114	4	142	36	131	18	185	617
03:15 PM	18	112	35	165	7	89	20	116	26	135	16	177	23	121	18	162	620
03:30 PM	33	140	38	211	1	102	30	133	21	148	7	176	26	129	15	170	690
03:45 PM	25	138	27	190	2	114	14	130	26	148	11	185	31	146	20	197	702
Total	107	499	141	747	14	398	76	488	97	545	38	680	116	527	71	714	2629
04:00 PM	31	118	35	184	8	106	30	144	23	156	12	191	27	157	20	204	723
04:15 PM	29	126	32	187	10	98	28	136	23	183	14	220	28	138	29	195	738
04:30 PM	38	147	32	217	3	114	26	143	21	174	13	208	23	151	29	203	771
04:45 PM	28	128	37	193	7	95	20	122	17	190	12	219	27	199	25	251	785
Total	126	519	136	781	28	413	104	545	84	703	51	838	105	645	103	853	3017
05:00 PM	40	165	44	249	15	134	12	161	28	169	8	205	35	205	16	256	871
05:15 PM	26	145	20	191	6	116	26	148	18	200	15	233	32	223	25	280	852
05:30 PM	17	134	29	180	10	99	30	139	18	226	12	256	23	204	25	252	827
05:45 PM	17	76	13	106	5	98	22	125	22	165	10	197	25	158	17	200	628
Total	100	520	106	726	36	447	90	573	86	760	45	891	115	790	83	988	3178
Grand Total	657	4057	928	5642	233	3444	650	4327	639	3971	324	4934	783	3700	707	5190	20093
Apprch %	11.6	71.9	16.4		5.4	79.6	15		13	80.5	6.6		15.1	71.3	13.6		
Total %	3.3	20.2	4.6	28.1	1.2	17.1	3.2	21.5	3.2	19.8	1.6	24.6	3.9	18.4	3.5	25.8	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	21	**192**	**34**	**247**	7	165	16	188	15	97	5	117	18	95	20	133	685
07:30 AM	19	190	23	232	12	160	16	188	**17**	107	8	132	29	**143**	16	188	740
07:45 AM	**24**	174	28	226	16	157	**47**	**220**	15	107	**10**	132	**30**	143	23	**196**	**774**
08:00 AM	24	169	22	215	**21**	**172**	24	217	14	**112**	9	**135**	22	92	**24**	138	705
Total Volume	88	725	107	920	56	654	103	813	61	423	32	516	99	473	83	655	2904
% App. Total	9.6	78.8	11.6		6.9	80.4	12.7		11.8	82	6.2		15.1	72.2	12.7		
PHF	.917	.944	.787	.931	.667	.951	.548	.924	.897	.944	.800	.956	.825	.827	.865	.835	.938

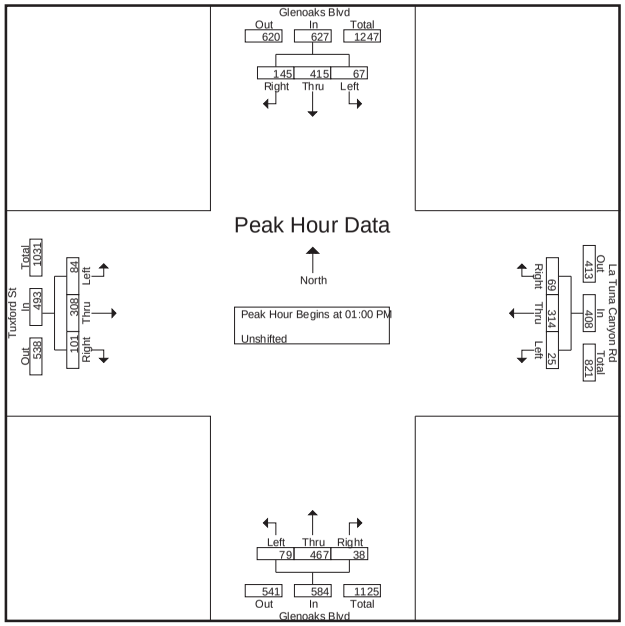


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	16	**118**	36	**170**	**8**	74	**23**	105	20	102	8	130	19	62	25	106	511
01:15 PM	19	92	**44**	155	6	72	12	90	**24**	**136**	8	**168**	19	65	25	109	522
01:30 PM	**20**	112	35	167	5	78	16	99	16	107	**11**	134	**27**	81	**35**	**143**	**543**
01:45 PM	12	93	30	135	6	**90**	18	**114**	19	122	11	152	19	**100**	16	135	536
Total Volume	67	415	145	627	25	314	69	408	79	467	38	584	84	308	101	493	2112
% App. Total	10.7	66.2	23.1		6.1	77	16.9		13.5	80	6.5		17	62.5	20.5		
PHF	.838	.879	.824	.922	.781	.872	.750	.895	.823	.858	.864	.869	.778	.770	.721	.862	.972

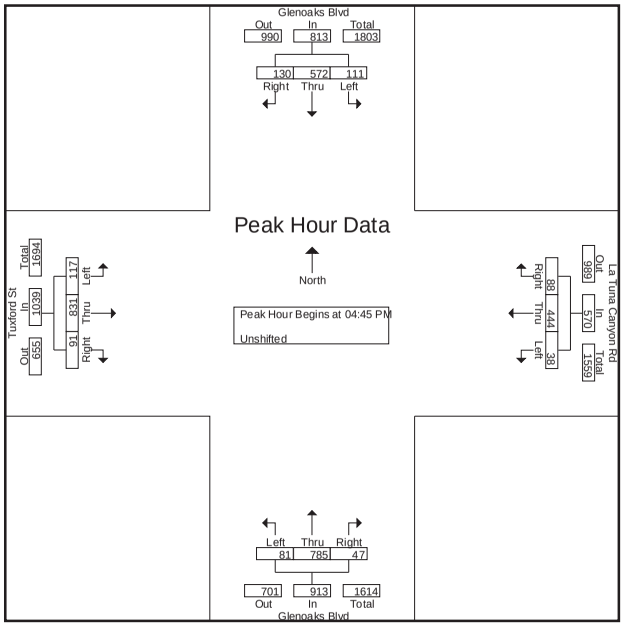


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	28	128	37	193	7	95	20	122	17	190	12	219	27	199	**25**	251	785
05:00 PM	**40**	**165**	**44**	**249**	**15**	**134**	12	**161**	**28**	169	8	205	**35**	205	16	256	**871**
05:15 PM	26	145	20	191	6	116	26	148	18	200	**15**	233	32	**223**	25	**280**	852
05:30 PM	17	134	29	180	10	99	**30**	139	18	**226**	12	**256**	23	204	25	252	827
Total Volume	111	572	130	813	38	444	88	570	81	785	47	913	117	831	91	1039	3335
% App. Total	13.7	70.4	16		6.7	77.9	15.4		8.9	86	5.1		11.3	80	8.8		
PHF	.694	.867	.739	.816	.633	.828	.733	.885	.723	.868	.783	.892	.836	.932	.910	.928	.957



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
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Groups Printed- Bank 2

	Glenoaks Blvd Southbound			La Tuna Canyon Rd Westbound			Glenoaks Blvd Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	2	0	0	1	0	0	1	0	0	0	1	6
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	0	0	1	0	1	0	0	1	0	4
Total	1	3	0	0	2	1	0	2	0	0	1	1	11
08:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	3
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	0	0	1	0	2	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	1	2
Total	0	1	1	0	3	0	0	2	0	0	1	1	9
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	3
09:15 AM	0	2	1	0	0	0	0	1	0	0	2	0	6
09:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	3	1	0	1	0	0	2	0	0	4	1	12
12:00 PM	0	0	0	0	1	0	0	3	0	0	0	0	4
12:15 PM	0	1	0	0	1	0	0	2	0	0	0	0	4
12:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	3
12:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	1	1	0	4	0	0	6	0	0	1	0	13
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	2	0	0	0	0	0	1	0	0	1	0	4
03:00 PM	0	0	1	0	1	1	0	0	0	0	0	1	4
03:15 PM	1	2	0	0	2	0	0	1	0	0	0	1	7
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
Total	1	2	1	0	4	1	0	2	0	0	0	3	14
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	1	0	0	0	0	0	0	2	0	1	2	0	6
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	3
04:45 PM	0	0	0	0	0	0	0	5	0	0	2	0	7
Total	1	1	0	0	1	0	0	7	0	1	5	1	17
05:00 PM	0	0	1	0	2	0	0	1	0	0	2	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:45 PM	0	1	0	0	0	0	0	2	0	0	1	0	4
Total	0	1	1	0	2	0	0	3	0	0	5	0	12
Grand Total	3	14	5	0	17	2	0	25	0	1	18	7	92
Apprch %	13.6	63.6	22.7	0	89.5	10.5	0	100	0	3.8	69.2	26.9	
Total %	3.3	15.2	5.4	0	18.5	2.2	0	27.2	0	1.1	19.6	7.6	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016

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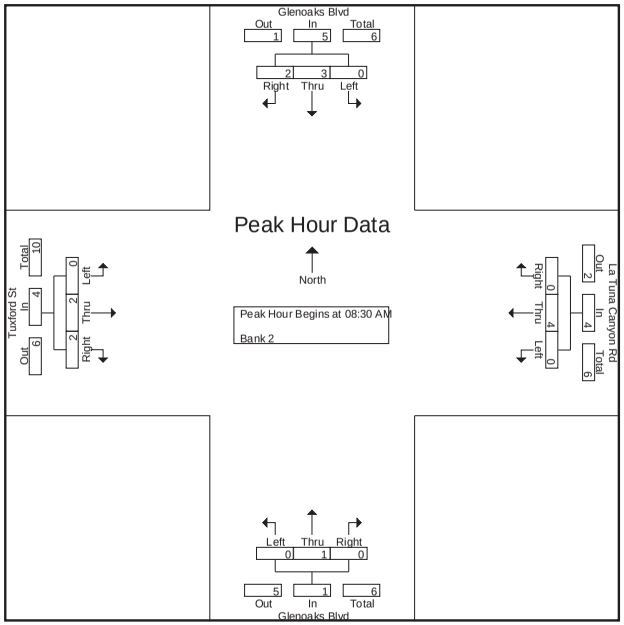
	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	**1**	1	0	**2**	0	**2**	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	1	2
09:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
09:15 AM	0	**2**	1	**3**	0	0	0	0	0	**1**	0	**1**	0	**2**	0	**2**	**6**
Total Volume	0	3	2	5	0	4	0	4	0	1	0	1	0	2	2	4	14
% App. Total	0	60	40		0	100	0		0	100	0		0	50	50		
PHF	.000	.375	.500	.417	.000	.500	.000	.500	.000	.250	.000	.250	.000	.250	.500	.500	.583

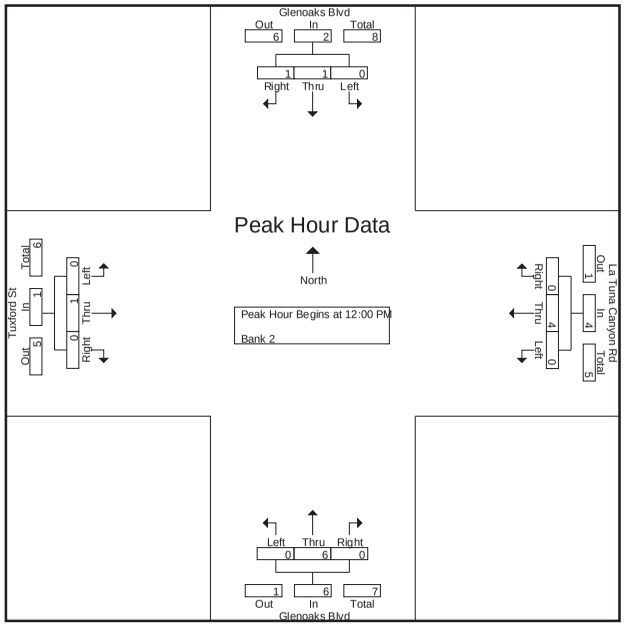


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**1**	0	**1**	0	**3**	0	**3**	0	0	0	0	**4**
12:15 PM	0	**1**	0	**1**	0	1	0	1	0	2	0	2	0	0	0	0	4
12:30 PM	0	0	**1**	1	0	1	0	1	0	0	0	0	0	**1**	0	**1**	3
12:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total Volume	0	1	1	2	0	4	0	4	0	6	0	6	0	1	0	1	13
% App. Total	0	50	50		0	100	0		0	100	0		0	100	0		
PHF	.000	.250	.250	.500	.000	1.00	.000	1.00	.000	.500	.000	.500	.000	.250	.000	.250	.813



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File Name : Glenoaks_Tuxford-LaTunaCanyon_Motorcycles
Site Code : 00000000
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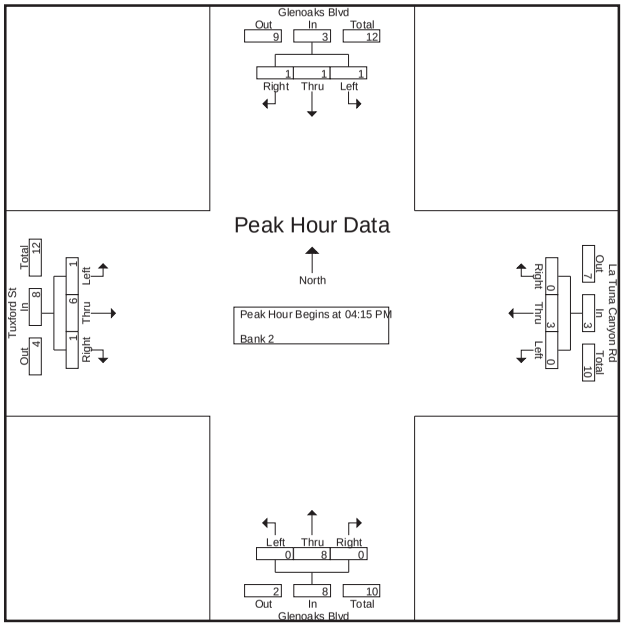
	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	0	0	**1**	0	0	0	0	0	2	0	2	**1**	**2**	0	**3**	6
04:30 PM	0	**1**	0	1	0	1	0	1	0	0	0	0	0	0	**1**	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	**5**	0	**5**	0	2	0	2	**7**
05:00 PM	0	0	**1**	1	0	**2**	0	**2**	0	1	0	1	0	2	0	2	6
Total Volume	1	1	1	3	0	3	0	3	0	8	0	8	1	6	1	8	22
% App. Total	33.3	33.3	33.3		0	100	0		0	100	0		12.5	75	12.5		
PHF	.250	.250	.250	.750	.000	.375	.000	.375	.000	.400	.000	.400	.250	.750	.250	.667	.786



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_Buses
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Groups Printed- Bank 1

	Glenoaks Blvd Southbound			La Tuna Canyon Rd Westbound			Glenoaks Blvd Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	3	0	0	2	0	2	2	0	0	1	2	12
07:15 AM	0	1	0	0	2	0	2	3	0	0	1	0	9
07:30 AM	0	1	0	0	3	0	0	0	0	0	1	3	8
07:45 AM	0	1	0	0	3	1	1	2	0	0	2	1	11
Total	0	6	0	0	10	1	5	7	0	0	5	6	40
08:00 AM	0	1	0	0	4	0	1	1	0	1	1	0	9
08:15 AM	0	3	0	0	2	1	2	1	0	0	0	2	11
08:30 AM	0	2	0	0	0	0	0	0	0	0	0	1	3
08:45 AM	0	2	0	0	2	0	1	2	0	0	0	0	7
Total	0	8	0	0	8	1	4	4	0	1	1	3	30
09:00 AM	0	0	0	0	1	0	0	1	0	1	0	0	3
09:15 AM	0	2	0	0	0	0	1	2	0	1	0	0	6
09:30 AM	0	0	0	0	1	0	0	2	0	1	0	1	5
09:45 AM	0	1	0	0	0	0	1	0	0	0	0	1	3
Total	0	3	0	0	2	0	2	5	0	3	0	2	17
12:00 PM	0	0	1	0	1	0	1	0	0	0	1	0	4
12:15 PM	0	1	0	0	0	0	0	1	0	1	0	1	4
12:30 PM	0	0	1	0	1	0	1	1	0	0	0	0	4
12:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	1	2	0	3	0	3	2	0	1	1	1	14
01:00 PM	0	2	1	0	0	0	1	1	0	0	0	1	6
01:15 PM	0	1	0	0	0	0	0	3	0	0	0	1	5
01:30 PM	1	1	1	0	0	0	1	0	0	0	2	0	6
01:45 PM	1	0	0	0	0	0	1	0	0	0	5	1	8
Total	2	4	2	0	0	0	3	4	0	0	7	3	25
03:00 PM	0	5	0	0	0	0	2	1	0	0	2	0	10
03:15 PM	0	2	0	0	1	0	1	0	0	0	1	3	8
03:30 PM	0	2	0	0	0	1	0	0	0	0	3	2	8
03:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	4
Total	0	9	0	0	1	1	5	3	0	0	6	5	30
04:00 PM	0	1	1	0	1	0	1	0	0	0	0	1	5
04:15 PM	1	1	1	0	0	1	0	4	0	1	1	1	11
04:30 PM	0	0	1	0	0	0	1	5	0	0	0	0	7
04:45 PM	0	1	1	0	1	0	1	0	0	0	0	1	5
Total	1	3	4	0	2	1	3	9	0	1	1	3	28
05:00 PM	0	0	0	1	1	0	0	1	0	0	1	1	5
05:15 PM	0	0	0	0	0	0	1	2	1	0	0	1	5
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	1	2	0	1	0	3	8
Total	0	1	0	1	1	0	3	6	1	1	1	5	20
Grand Total	3	35	8	1	27	4	28	40	1	7	22	28	204
Apprch %	6.5	76.1	17.4	3.1	84.4	12.5	40.6	58	1.4	12.3	38.6	49.1	
Total %	1.5	17.2	3.9	0.5	13.2	2	13.7	19.6	0.5	3.4	10.8	13.7	

CITY TRAFFIC COUNTERS

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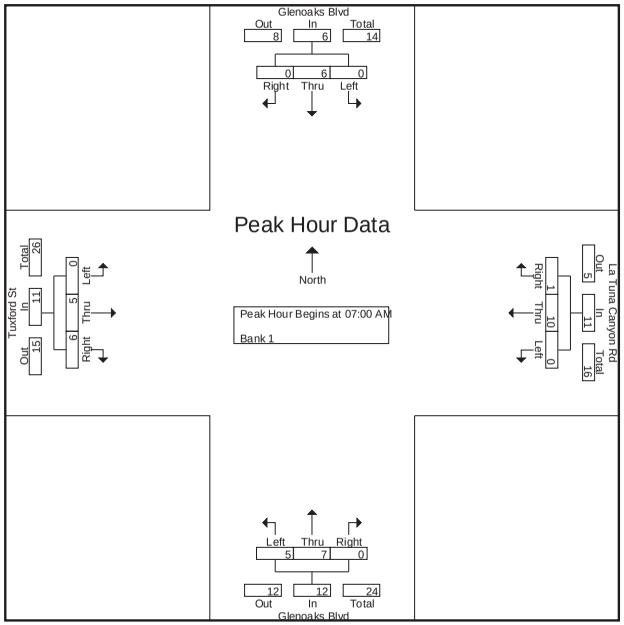
	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**3**	0	**3**	0	2	0	2	**2**	2	0	4	0	1	2	3	**12**
07:15 AM	0	1	0	1	0	2	0	2	2	**3**	0	**5**	0	1	0	1	9
07:30 AM	0	1	0	1	0	**3**	0	3	0	0	0	0	0	1	**3**	**4**	8
07:45 AM	0	1	0	1	0	3	**1**	**4**	1	2	0	3	0	**2**	1	3	11
Total Volume	0	6	0	6	0	10	1	11	5	7	0	12	0	5	6	11	40
% App. Total	0	100	0		0	90.9	9.1		41.7	58.3	0		0	45.5	54.5		
PHF	.000	.500	.000	.500	.000	.833	.250	.688	.625	.583	.000	.600	.000	.625	.500	.688	.833

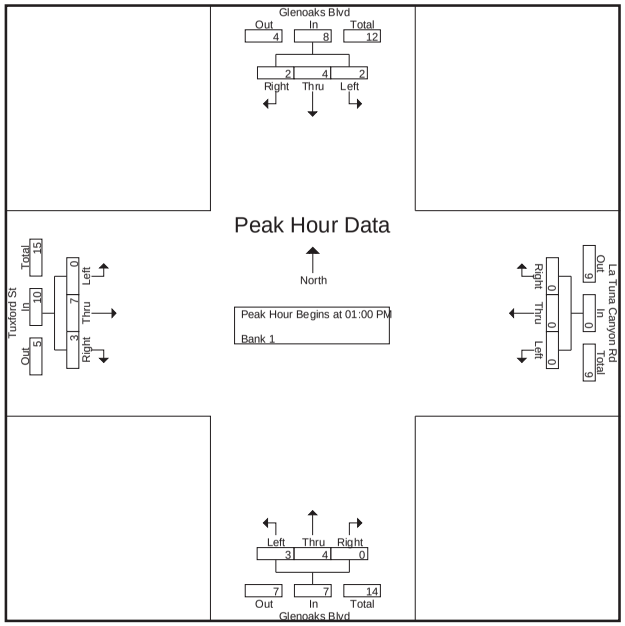


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	**2**	**1**	**3**	0	0	0	0	**1**	1	0	2	0	0	**1**	1	6
01:15 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	1	1	5
01:30 PM	**1**	1	1	3	0	0	0	0	1	0	0	1	0	2	0	2	6
01:45 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	**5**	1	**6**	**8**
Total Volume	2	4	2	8	0	0	0	0	3	4	0	7	0	7	3	10	25
% App. Total	25	50	25		0	0	0		42.9	57.1	0		0	70	30		
PHF	.500	.500	.500	.667	.000	.000	.000	.000	.750	.333	.000	.583	.000	.350	.750	.417	.781

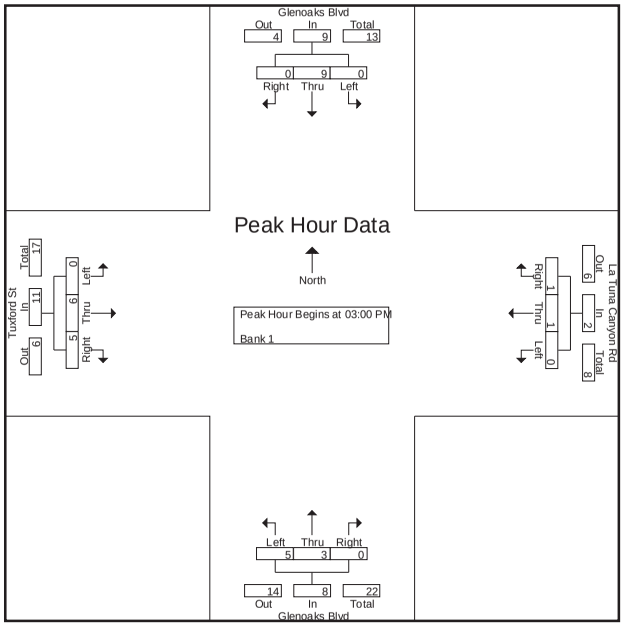


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**5**	0	**5**	0	0	0	0	**2**	1	0	3	0	2	0	2	**10**
03:15 PM	0	2	0	2	0	**1**	0	**1**	1	0	0	1	0	1	**3**	4	8
03:30 PM	0	2	0	2	0	0	**1**	1	0	0	0	0	0	**3**	2	**5**	8
03:45 PM	0	0	0	0	0	0	0	0	2	**2**	0	**4**	0	0	0	0	4
Total Volume	0	9	0	9	0	1	1	2	5	3	0	8	0	6	5	11	30
% App. Total	0	100	0		0	50	50		62.5	37.5	0		0	54.5	45.5		
PHF	.000	.450	.000	.450	.000	.250	.250	.500	.625	.375	.000	.500	.000	.500	.417	.550	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

	Glenoaks Blvd Southbound			La Tuna Canyon Rd Westbound			Glenoaks Blvd Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	7	7	1	6	1	2	2	0	0	3	0	30
07:15 AM	2	6	4	1	3	0	1	5	0	3	12	3	40
07:30 AM	5	4	4	2	3	1	3	6	1	3	6	2	40
07:45 AM	2	8	2	1	5	1	2	4	1	3	12	0	41
Total	10	25	17	5	17	3	8	17	2	9	33	5	151
08:00 AM	1	5	2	0	5	0	1	6	1	1	10	1	33
08:15 AM	4	13	5	0	5	1	4	7	0	3	7	2	51
08:30 AM	2	10	1	0	6	2	1	8	0	7	8	2	47
08:45 AM	5	9	3	1	4	2	2	11	2	2	5	1	47
Total	12	37	11	1	20	5	8	32	3	13	30	6	178
09:00 AM	1	13	2	0	7	5	1	8	1	4	4	3	49
09:15 AM	2	21	1	0	11	4	3	11	2	4	4	3	66
09:30 AM	4	12	3	1	2	1	4	10	1	0	6	2	46
09:45 AM	4	8	4	0	9	2	0	7	3	2	7	1	47
Total	11	54	10	1	29	12	8	36	7	10	21	9	208
12:00 PM	1	10	8	1	5	2	2	9	0	3	5	2	48
12:15 PM	1	2	0	1	6	1	3	4	0	3	4	4	29
12:30 PM	1	5	1	2	4	2	4	7	0	4	7	2	39
12:45 PM	1	11	3	0	4	1	2	4	1	5	4	1	37
Total	4	28	12	4	19	6	11	24	1	15	20	9	153
01:00 PM	0	5	3	0	7	0	0	4	1	2	3	1	26
01:15 PM	1	5	2	0	7	1	4	6	0	4	6	0	36
01:30 PM	2	9	2	1	9	4	1	6	1	6	3	3	47
01:45 PM	1	7	0	0	3	2	2	15	2	1	11	1	45
Total	4	26	7	1	26	7	7	31	4	13	23	5	154
03:00 PM	1	6	5	0	5	2	1	6	0	6	8	0	40
03:15 PM	3	7	1	0	3	2	4	10	2	3	4	1	40
03:30 PM	1	7	1	0	8	1	1	15	0	6	3	0	43
03:45 PM	1	7	3	0	6	6	1	8	0	3	6	0	41
Total	6	27	10	0	22	11	7	39	2	18	21	1	164
04:00 PM	0	9	1	0	7	4	2	6	1	2	4	0	36
04:15 PM	3	5	3	0	6	3	1	13	0	2	5	1	42
04:30 PM	2	3	2	0	7	10	1	7	0	1	6	0	39
04:45 PM	1	2	4	0	3	2	1	6	0	2	3	0	24
Total	6	19	10	0	23	19	5	32	1	7	18	1	141
05:00 PM	2	4	0	0	1	0	0	8	0	0	3	0	18
05:15 PM	0	3	1	1	3	2	0	6	1	5	11	1	34
05:30 PM	0	5	2	2	9	6	3	14	0	3	2	3	49
05:45 PM	1	1	1	0	0	2	2	5	0	0	4	0	16
Total	3	13	4	3	13	10	5	33	1	8	20	4	117
Grand Total	56	229	81	15	169	73	59	244	21	93	186	40	1266
Apprch %	15.3	62.6	22.1	5.8	65.8	28.4	18.2	75.3	6.5	29.2	58.3	12.5	
Total %	4.4	18.1	6.4	1.2	13.3	5.8	4.7	19.3	1.7	7.3	14.7	3.2	

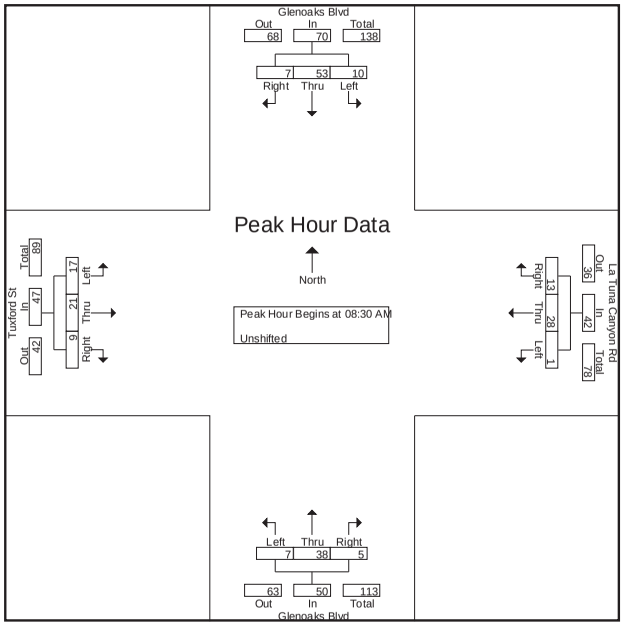
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_2-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	2	10	1	13	0	6	2	8	1	8	0	9	**7**	**8**	2	**17**	47
08:45 AM	**5**	9	**3**	17	**1**	4	2	7	2	**11**	**2**	15	2	5	1	8	47
09:00 AM	1	13	2	16	0	7	**5**	12	1	8	1	10	4	4	**3**	11	49
09:15 AM	2	**21**	1	**24**	0	**11**	4	**15**	**3**	11	2	**16**	4	4	3	11	**66**
Total Volume	10	53	7	70	1	28	13	42	7	38	5	50	17	21	9	47	209
% App. Total	14.3	75.7	10		2.4	66.7	31		14	76	10		36.2	44.7	19.1		
PHF	.500	.631	.583	.729	.250	.636	.650	.700	.583	.864	.625	.781	.607	.656	.750	.691	.792

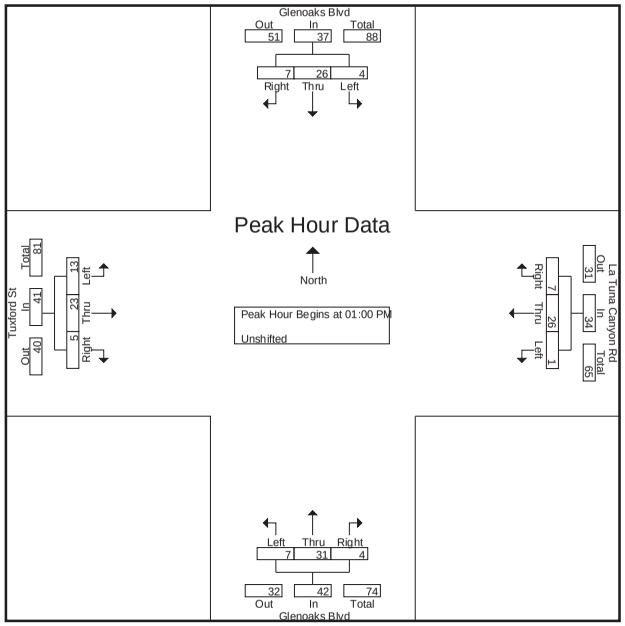


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	5	**3**	8	0	7	0	7	0	4	1	5	2	3	1	6	26
01:15 PM	1	5	2	8	0	7	1	8	**4**	6	0	10	4	6	0	10	36
01:30 PM	**2**	**9**	2	**13**	**1**	**9**	**4**	**14**	1	6	1	8	**6**	3	**3**	12	**47**
01:45 PM	1	7	0	8	0	3	2	5	2	**15**	**2**	**19**	1	**11**	1	**13**	45
Total Volume	4	26	7	37	1	26	7	34	7	31	4	42	13	23	5	41	154
% App. Total	10.8	70.3	18.9		2.9	76.5	20.6		16.7	73.8	9.5		31.7	56.1	12.2		
PHF	.500	.722	.583	.712	.250	.722	.438	.607	.438	.517	.500	.553	.542	.523	.417	.788	.819

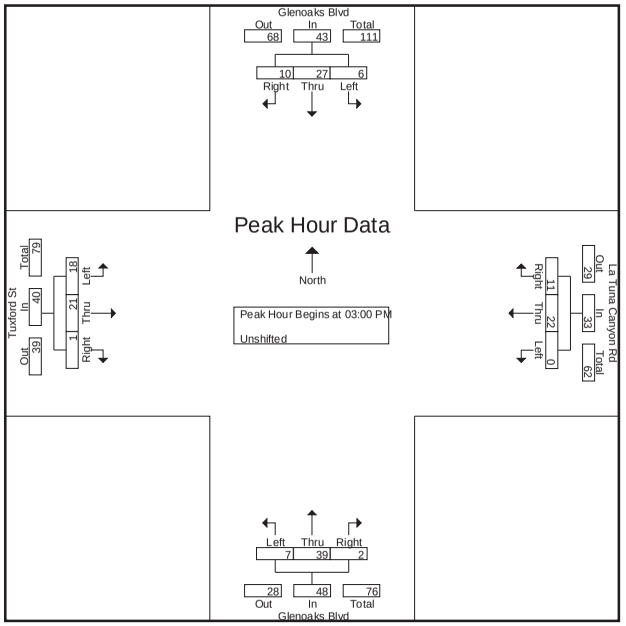


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	6	**5**	**12**	0	5	2	7	1	6	0	7	**6**	**8**	0	**14**	40
03:15 PM	**3**	**7**	1	11	0	3	2	5	**4**	10	**2**	**16**	3	4	**1**	8	40
03:30 PM	1	7	1	9	0	**8**	1	9	1	**15**	0	16	6	3	0	9	**43**
03:45 PM	1	7	3	11	0	6	**6**	**12**	1	8	0	9	3	6	0	9	41
Total Volume	6	27	10	43	0	22	11	33	7	39	2	48	18	21	1	40	164
% App. Total	14	62.8	23.3		0	66.7	33.3		14.6	81.2	4.2		45	52.5	2.5		
PHF	.500	.964	.500	.896	.000	.688	.458	.688	.438	.650	.250	.750	.750	.656	.250	.714	.953



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 1

	Glenoaks Blvd Southbound			La Tuna Canyon Rd Westbound			Glenoaks Blvd Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	2	2	0	1	0	0	2	0	1	1	1	12
07:15 AM	0	5	6	0	0	0	1	2	0	1	0	1	16
07:30 AM	1	0	2	0	0	0	1	2	0	0	0	0	6
07:45 AM	1	5	2	0	1	0	0	2	0	1	1	0	13
Total	4	12	12	0	2	0	2	8	0	3	2	2	47
08:00 AM	1	4	2	0	2	0	0	2	0	2	0	0	13
08:15 AM	0	3	5	0	1	0	1	3	0	1	0	1	15
08:30 AM	0	3	1	0	3	0	0	3	1	0	1	0	12
08:45 AM	0	2	2	0	0	1	0	1	0	2	1	1	10
Total	1	12	10	0	6	1	1	9	1	5	2	2	50
09:00 AM	0	2	1	0	0	1	0	5	0	0	1	1	11
09:15 AM	0	1	8	0	1	1	2	6	0	0	0	0	19
09:30 AM	0	4	4	0	4	2	1	1	1	1	0	0	18
09:45 AM	0	5	2	0	0	0	0	2	0	1	0	0	10
Total	0	12	15	0	5	4	3	14	1	2	1	1	58
12:00 PM	0	6	2	0	0	0	0	4	0	0	1	0	13
12:15 PM	1	3	0	0	3	0	0	4	0	4	1	0	16
12:30 PM	0	4	2	0	2	0	0	5	0	1	0	0	14
12:45 PM	1	1	2	0	0	0	0	5	0	4	0	1	14
Total	2	14	6	0	5	0	0	18	0	9	2	1	57
01:00 PM	0	0	2	0	2	0	1	4	0	4	0	0	13
01:15 PM	0	3	3	0	1	0	1	4	0	5	0	0	17
01:30 PM	0	1	0	0	1	0	0	4	0	1	0	0	7
01:45 PM	0	3	1	0	0	1	0	5	0	3	0	0	13
Total	0	7	6	0	4	1	2	17	0	13	0	0	50
03:00 PM	0	0	2	0	0	2	0	6	0	3	0	2	15
03:15 PM	2	1	2	0	0	0	1	9	1	4	1	0	21
03:30 PM	0	4	1	0	0	1	2	8	0	5	1	0	22
03:45 PM	0	0	2	1	1	4	2	7	0	2	0	1	20
Total	2	5	7	1	1	7	5	30	1	14	2	3	78
04:00 PM	0	4	4	0	0	1	0	5	0	1	0	0	15
04:15 PM	0	0	1	0	1	0	0	5	0	5	1	0	13
04:30 PM	1	2	2	0	0	2	0	5	0	1	0	0	13
04:45 PM	0	0	1	0	1	1	0	11	0	0	0	0	14
Total	1	6	8	0	2	4	0	26	0	7	1	0	55
05:00 PM	0	1	0	0	0	1	0	8	0	1	1	0	12
05:15 PM	0	0	1	0	0	0	0	5	0	1	0	0	7
05:30 PM	0	1	0	0	0	1	0	5	0	1	0	0	8
05:45 PM	0	0	0	0	0	1	0	5	0	1	0	0	7
Total	0	2	1	0	0	3	0	23	0	4	1	0	34
Grand Total	10	70	65	1	25	20	13	145	3	57	11	9	429
Apprch %	6.9	48.3	44.8	2.2	54.3	43.5	8.1	90.1	1.9	74	14.3	11.7	
Total %	2.3	16.3	15.2	0.2	5.8	4.7	3	33.8	0.7	13.3	2.6	2.1	

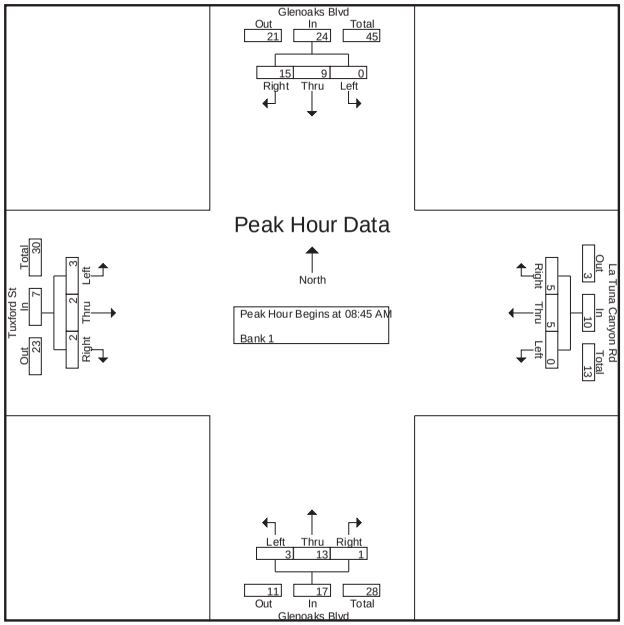
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_3-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	2	2	4	0	0	1	1	0	1	0	1	**2**	**1**	**1**	**4**	10
09:00 AM	0	2	1	3	0	0	1	1	0	5	0	5	0	1	1	2	11
09:15 AM	0	1	**8**	**9**	0	1	1	2	**2**	**6**	0	**8**	0	0	0	0	**19**
09:30 AM	0	**4**	4	8	0	**4**	**2**	**6**	1	1	**1**	3	1	0	0	1	18
Total Volume	0	9	15	24	0	5	5	10	3	13	1	17	3	2	2	7	58
% App. Total	0	37.5	62.5		0	50	50		17.6	76.5	5.9		42.9	28.6	28.6		
PHF	.000	.563	.469	.667	.000	.313	.625	.417	.375	.542	.250	.531	.375	.500	.500	.438	.763

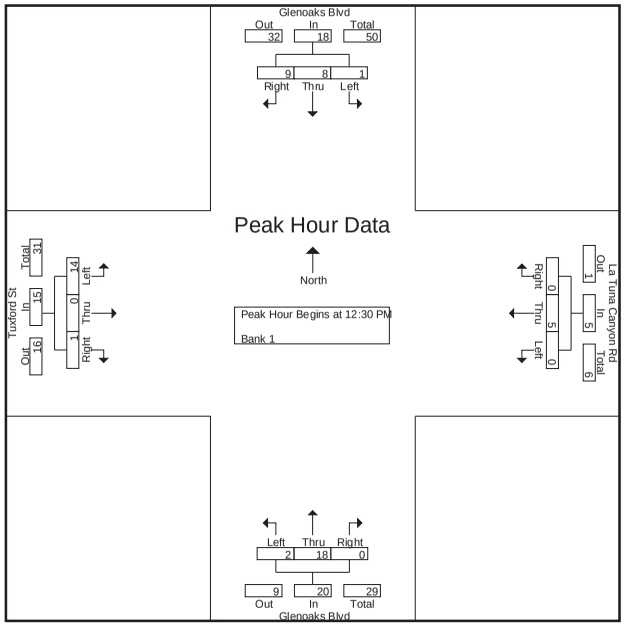


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	**4**	2	**6**	0	**2**	0	**2**	0	**5**	0	**5**	1	0	0	1	14
12:45 PM	**1**	1	2	4	0	0	0	0	0	5	0	5	4	0	**1**	**5**	14
01:00 PM	0	0	2	2	0	2	0	2	**1**	4	0	5	4	0	0	4	13
01:15 PM	0	3	**3**	6	0	1	0	1	1	4	0	5	**5**	0	0	5	**17**
Total Volume	1	8	9	18	0	5	0	5	2	18	0	20	14	0	1	15	58
% App. Total	5.6	44.4	50		0	100	0		10	90	0		93.3	0	6.7		
PHF	.250	.500	.750	.750	.000	.625	.000	.625	.500	.900	.000	1.00	.700	.000	.250	.750	.853

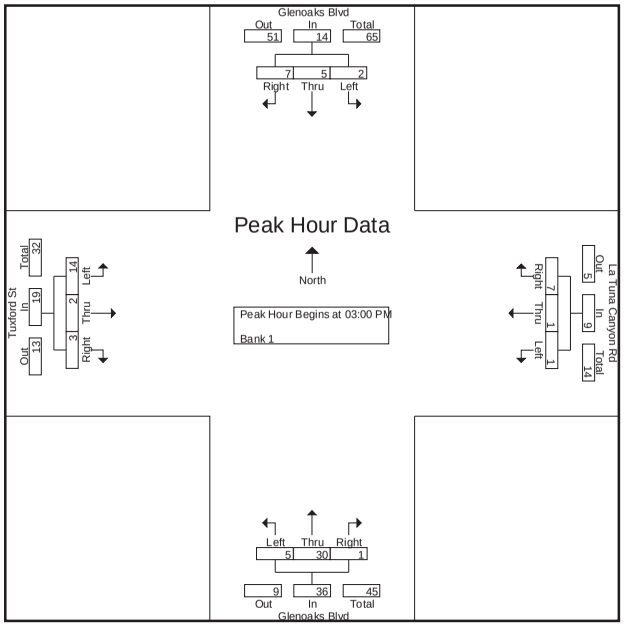


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**2**	2	0	0	2	2	0	6	0	6	3	0	**2**	5	15
03:15 PM	**2**	1	2	**5**	0	0	0	0	1	**9**	**1**	**11**	4	**1**	0	5	21
03:30 PM	0	**4**	1	5	0	0	1	1	**2**	8	0	10	**5**	1	0	**6**	**22**
03:45 PM	0	0	2	2	**1**	**1**	**4**	**6**	2	7	0	9	2	0	1	3	20
Total Volume	2	5	7	14	1	1	7	9	5	30	1	36	14	2	3	19	78
% App. Total	14.3	35.7	50		11.1	11.1	77.8		13.9	83.3	2.8		73.7	10.5	15.8		
PHF	.250	.313	.875	.700	.250	.250	.438	.375	.625	.833	.250	.818	.700	.500	.375	.792	.886



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

	Glenoaks Blvd Southbound			La Tuna Canyon Rd Westbound			Glenoaks Blvd Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	1	0	1	0	0	1	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	1	0	2	0	0	3	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	3
Total	0	0	0	0	1	1	0	2	0	1	1	0	6
09:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	3
09:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
09:45 AM	0	1	0	0	0	0	0	2	0	2	0	0	5
Total	0	3	1	0	0	0	0	3	0	3	1	0	11
12:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
12:30 PM	0	1	0	0	0	0	0	1	0	1	0	0	3
12:45 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
Total	0	2	0	0	0	0	0	8	0	1	0	0	11
01:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
01:15 PM	0	0	0	0	0	0	0	2	0	1	0	0	3
01:30 PM	0	0	0	0	0	0	0	3	0	1	0	0	4
01:45 PM	1	0	0	0	0	0	0	1	0	1	0	0	3
Total	1	0	1	0	0	0	0	6	0	4	0	0	12
03:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	1	0	0	0	1	3	0	2	0	0	7
03:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	1	1	1	0	0	1	1	5	0	2	0	0	12
04:00 PM	0	0	0	0	0	0	0	2	0	1	0	0	3
04:15 PM	1	1	0	0	0	0	1	0	0	1	1	0	5
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	1	2	0	0	0	0	1	3	0	2	1	0	10
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	3	0	0	0	0	5
Grand Total	3	12	4	0	3	2	2	33	0	13	3	0	75
Apprch %	15.8	63.2	21.1	0	60	40	5.7	94.3	0	81.2	18.8	0	
Total %	4	16	5.3	0	4	2.7	2.7	44	0	17.3	4	0	

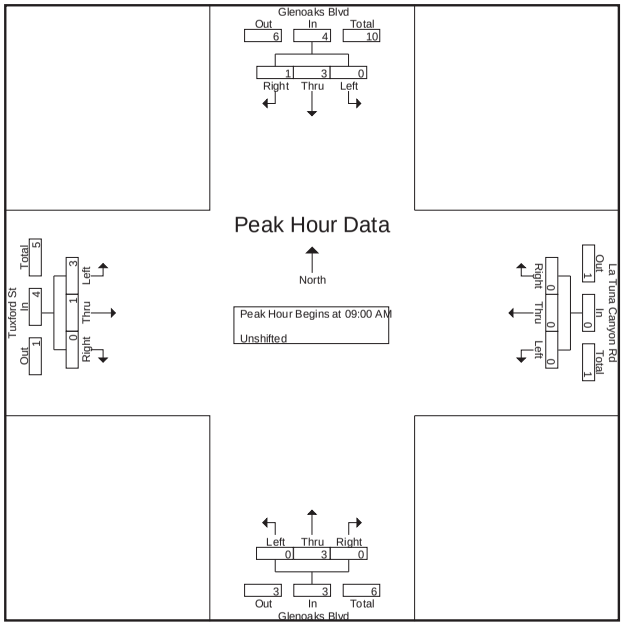
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_4-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	**1**	0	1	0	0	0	0	0	1	0	1	0	**1**	0	1	3
09:15 AM	0	1	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**2**	0	0	**2**	**5**
Total Volume	0	3	1	4	0	0	0	0	0	3	0	3	3	1	0	4	11
% App. Total	0	75	25		0	0	0		0	100	0		75	25	0		
PHF	.000	.750	.250	.500	.000	.000	.000	.000	.000	.375	.000	.375	.375	.250	.000	.500	.550

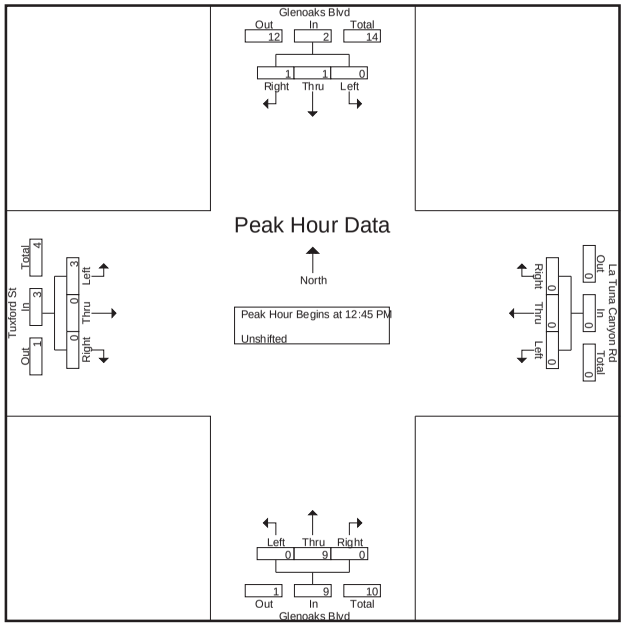


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	**1**	0	**1**	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**5**
01:00 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
01:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
01:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	1	4
Total Volume	0	1	1	2	0	0	0	0	0	9	0	9	3	0	0	3	14
% App. Total	0	50	50		0	0	0		0	100	0		100	0	0		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.563	.000	.563	.750	.000	.000	.750	.700

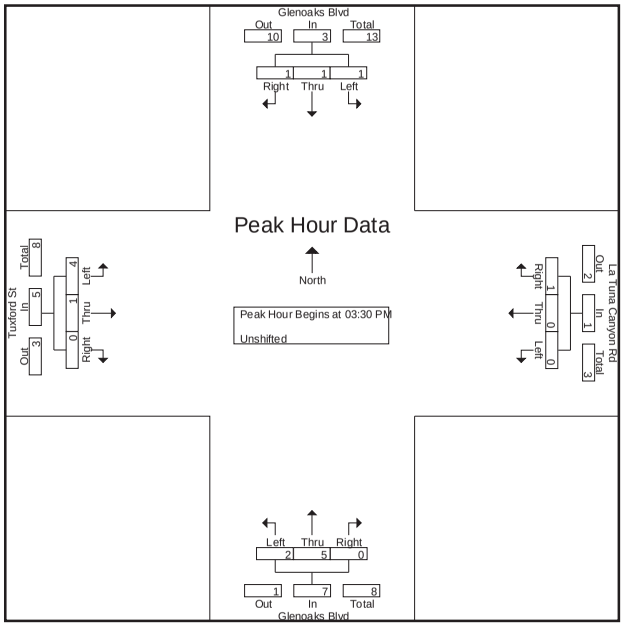


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	**1**	1	0	0	0	0	**1**	**3**	0	**4**	**2**	0	0	**2**	**7**
03:45 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
04:15 PM	**1**	**1**	0	**2**	0	0	0	0	1	0	0	1	1	**1**	0	2	5
Total Volume	1	1	1	3	0	0	1	1	2	5	0	7	4	1	0	5	16
% App. Total	33.3	33.3	33.3		0	0	100		28.6	71.4	0		80	20	0		
PHF	.250	.250	.250	.375	.000	.000	.250	.250	.500	.417	.000	.438	.500	.250	.000	.625	.571



File Name : Glenoaks_Tuxford-LaTunaCanyon_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

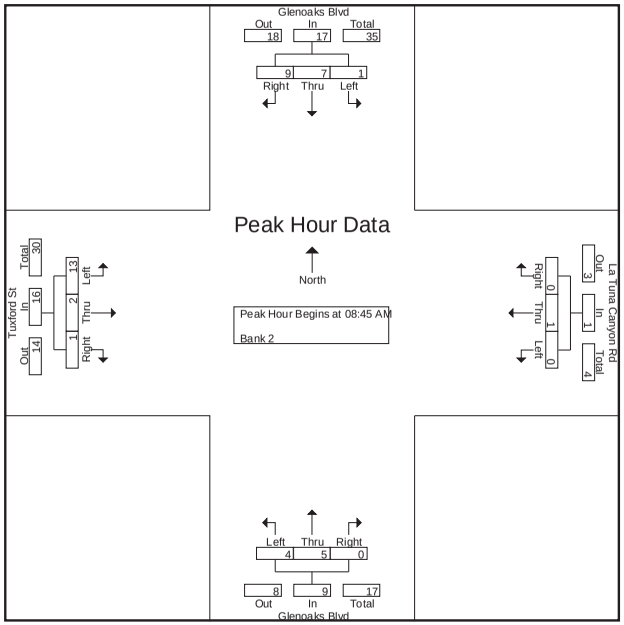
Groups Printed- Bank 2

	Glenoaks Blvd Southbound			La Tuna Canyon Rd Westbound			Glenoaks Blvd Northbound			Tuxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	1	0	0	2	0	0	0	0	5
07:15 AM	0	1	3	0	0	0	0	2	0	0	0	0	6
07:30 AM	0	2	3	0	0	0	1	5	0	0	1	0	12
07:45 AM	0	2	1	0	1	0	1	2	0	0	0	0	7
Total	0	7	7	0	2	0	2	11	0	0	1	0	30
08:00 AM	0	2	4	0	2	0	0	0	0	1	1	0	10
08:15 AM	0	0	1	0	1	0	1	2	0	0	0	0	5
08:30 AM	0	1	2	0	1	0	0	2	0	2	0	0	8
08:45 AM	0	4	2	0	1	0	0	1	0	2	2	0	12
Total	0	7	9	0	5	0	1	5	0	5	3	0	35
09:00 AM	0	1	1	0	0	0	1	1	0	6	0	1	11
09:15 AM	0	0	2	0	0	0	2	1	0	1	0	0	6
09:30 AM	1	2	4	0	0	0	1	2	0	4	0	0	14
09:45 AM	0	3	2	0	0	1	2	2	0	1	1	0	12
Total	1	6	9	0	0	1	6	6	0	12	1	1	43
12:00 PM	0	1	1	0	1	1	1	2	0	2	0	0	9
12:15 PM	0	0	2	0	0	1	2	1	0	1	1	0	8
12:30 PM	0	1	3	0	2	0	0	1	0	0	1	1	9
12:45 PM	0	2	3	0	0	0	0	0	0	1	2	1	9
Total	0	4	9	0	3	2	3	4	0	4	4	2	35
01:00 PM	0	3	1	0	1	0	0	2	0	2	0	0	9
01:15 PM	0	2	1	0	1	0	0	4	0	2	1	0	11
01:30 PM	0	1	0	0	0	0	2	2	0	0	0	0	5
01:45 PM	0	3	0	0	0	1	1	3	0	1	0	0	9
Total	0	9	2	0	2	1	3	11	0	5	1	0	34
03:00 PM	1	1	1	0	1	0	0	1	0	2	0	1	8
03:15 PM	0	1	7	0	1	0	1	3	0	2	1	0	16
03:30 PM	0	2	1	0	0	0	1	0	0	1	0	0	5
03:45 PM	0	1	0	0	1	0	0	1	0	3	0	1	7
Total	1	5	9	0	3	0	2	5	0	8	1	2	36
04:00 PM	0	0	2	0	0	0	0	1	0	0	0	0	3
04:15 PM	0	1	1	0	1	2	0	2	0	0	0	0	7
04:30 PM	0	1	1	0	1	0	0	1	0	1	0	0	5
04:45 PM	0	0	2	0	0	0	0	2	0	1	1	0	6
Total	0	2	6	0	2	2	0	6	0	2	1	0	21
05:00 PM	0	1	0	0	0	0	0	1	0	2	0	0	4
05:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
05:30 PM	0	0	2	0	0	0	0	2	0	0	1	1	6
05:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
Total	0	1	4	0	0	0	0	3	0	4	1	1	14
Grand Total	2	41	55	0	17	6	17	51	0	40	13	6	248
Apprch %	2	41.8	56.1	0	73.9	26.1	25	75	0	67.8	22	10.2	
Total %	0.8	16.5	22.2	0	6.9	2.4	6.9	20.6	0	16.1	5.2	2.4	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**4**	2	6	0	**1**	0	**1**	0	1	0	1	2	**2**	0	4	12
09:00 AM	0	1	1	2	0	0	0	0	1	1	0	2	**6**	0	**1**	**7**	11
09:15 AM	0	0	2	2	0	0	0	0	**2**	1	0	**3**	1	0	0	1	6
09:30 AM	**1**	2	**4**	**7**	0	0	0	0	1	**2**	0	3	4	0	0	4	**14**
Total Volume	1	7	9	17	0	1	0	1	4	5	0	9	13	2	1	16	43
% App. Total	5.9	41.2	52.9		0	100	0		44.4	55.6	0		81.2	12.5	6.2		
PHF	.250	.438	.563	.607	.000	.250	.000	.250	.500	.625	.000	.750	.542	.250	.250	.571	.768

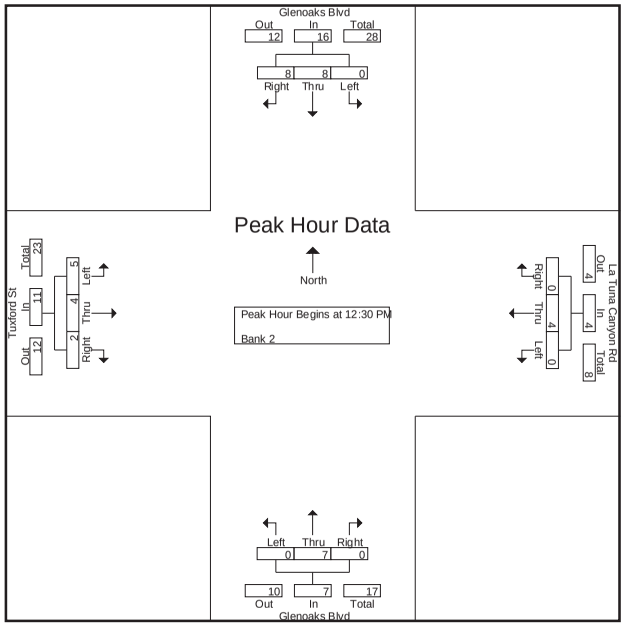


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	1	**3**	4	0	**2**	0	**2**	0	1	0	1	0	1	**1**	2	9
12:45 PM	0	2	3	**5**	0	0	0	0	0	0	0	0	1	**2**	1	**4**	9
01:00 PM	0	**3**	1	4	0	1	0	1	0	2	0	2	**2**	0	0	2	9
01:15 PM	0	2	1	3	0	1	0	1	0	**4**	0	**4**	2	1	0	3	**11**
Total Volume	0	8	8	16	0	4	0	4	0	7	0	7	5	4	2	11	38
% App. Total	0	50	50		0	100	0		0	100	0		45.5	36.4	18.2		
PHF	.000	.667	.667	.800	.000	.500	.000	.500	.000	.438	.000	.438	.625	.500	.500	.688	.864

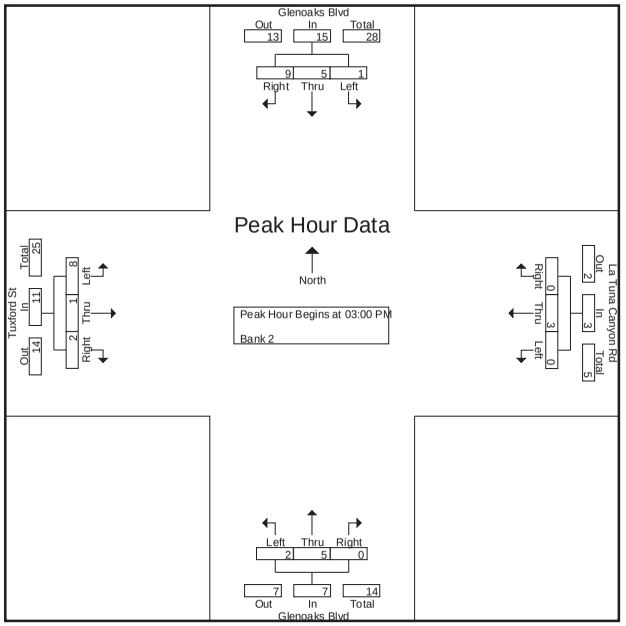


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Glenoaks_Tuxford-LaTunaCanyon_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Glenoaks Blvd Southbound				La Tuna Canyon Rd Westbound				Glenoaks Blvd Northbound				Tuxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	1	1	3	0	**1**	0	**1**	0	1	0	1	2	0	**1**	3	8
03:15 PM	0	1	**7**	**8**	0	1	0	1	**1**	**3**	0	**4**	2	**1**	0	3	**16**
03:30 PM	0	**2**	1	3	0	0	0	0	1	0	0	1	1	0	0	1	5
03:45 PM	0	1	0	1	0	1	0	1	0	1	0	1	**3**	0	1	**4**	7
Total Volume	1	5	9	15	0	3	0	3	2	5	0	7	8	1	2	11	36
% App. Total	6.7	33.3	60		0	100	0		28.6	71.4	0		72.7	9.1	18.2		
PHF	.250	.625	.321	.469	.000	.750	.000	.750	.500	.417	.000	.438	.667	.250	.500	.688	.563



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 42

File Name : Tujunga_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

	Tujunga Ave Southbound			Penrose St Westbound			Tujunga Ave Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	46	10	2	1	1	33	0	0	3	97
07:15 AM	0	0	1	86	6	1	10	1	32	1	3	3	144
07:30 AM	1	0	0	86	8	1	3	2	59	3	3	2	168
07:45 AM	0	1	0	78	7	3	6	1	56	2	3	3	160
Total	1	2	1	296	31	7	20	5	180	6	9	11	569
08:00 AM	2	2	3	74	6	5	6	4	51	3	5	14	175
08:15 AM	4	1	1	65	4	4	2	2	43	3	7	4	140
08:30 AM	3	0	2	56	3	5	8	2	34	3	3	7	126
08:45 AM	2	1	1	46	4	1	5	4	42	0	1	6	113
Total	11	4	7	241	17	15	21	12	170	9	16	31	554
09:00 AM	3	1	1	35	4	3	2	0	38	0	4	1	92
09:15 AM	3	3	1	47	5	4	8	1	39	2	3	3	119
09:30 AM	3	1	0	39	2	0	7	1	19	1	5	3	81
09:45 AM	7	0	2	32	7	3	2	0	29	2	3	4	91
Total	16	5	4	153	18	10	19	2	125	5	15	11	383
12:00 PM	5	2	0	32	3	3	7	1	29	2	6	4	94
12:15 PM	5	2	3	43	8	5	4	5	47	2	8	6	138
12:30 PM	7	2	1	30	7	4	5	1	32	3	6	3	101
12:45 PM	3	3	5	38	11	4	7	2	46	4	9	5	137
Total	20	9	9	143	29	16	23	9	154	11	29	18	470
01:00 PM	2	1	1	58	8	5	2	2	54	0	5	6	144
01:15 PM	9	3	3	47	11	5	5	0	35	3	12	4	137
01:30 PM	3	4	3	43	7	4	5	1	61	3	5	10	149
01:45 PM	3	1	2	38	6	7	4	1	54	1	15	3	135
Total	17	9	9	186	32	21	16	4	204	7	37	23	565
03:00 PM	7	2	2	50	7	3	6	2	39	4	5	9	136
03:15 PM	5	0	5	51	9	4	3	2	63	2	11	6	161
03:30 PM	10	3	2	75	10	2	5	1	75	1	13	6	203
03:45 PM	5	1	1	64	12	4	9	0	99	1	14	11	221
Total	27	6	10	240	38	13	23	5	276	8	43	32	721
04:00 PM	5	4	2	63	1	6	2	1	84	2	2	7	179
04:15 PM	5	3	1	65	4	9	6	2	51	0	7	7	160
04:30 PM	4	4	1	62	7	1	9	2	92	0	8	16	206
04:45 PM	3	3	4	46	6	5	5	1	84	0	10	9	176
Total	17	14	8	236	18	21	22	6	311	2	27	39	721
05:00 PM	9	4	4	87	5	2	4	1	89	1	5	12	223
05:15 PM	5	0	2	79	6	3	8	1	92	3	6	8	213
05:30 PM	2	2	1	63	9	4	5	0	83	1	4	9	183
05:45 PM	4	1	1	68	6	3	8	0	80	0	6	8	185
Total	20	7	8	297	26	12	25	2	344	5	21	37	804
Grand Total	129	56	56	1792	209	115	169	45	1764	53	197	202	4787
Apprch %	53.5	23.2	23.2	84.7	9.9	5.4	8.5	2.3	89.2	11.7	43.6	44.7	
Total %	2.7	1.2	1.2	37.4	4.4	2.4	3.5	0.9	36.8	1.1	4.1	4.2	

CITY TRAFFIC COUNTERS
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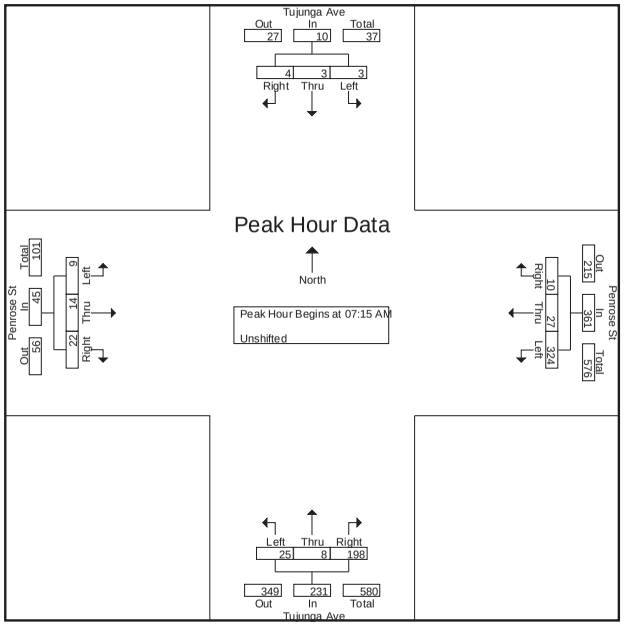
File Name : Tujunga_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

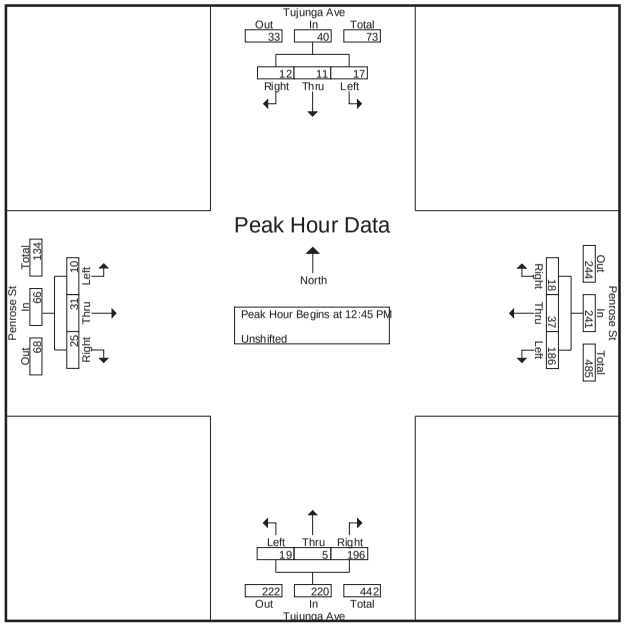
	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	**86**	6	1	93	**10**	1	32	43	1	3	3	7	144
07:30 AM	1	0	0	1	86	**8**	1	**95**	3	2	**59**	**64**	**3**	3	2	8	168
07:45 AM	0	1	0	1	78	7	3	88	6	1	56	63	2	3	3	8	160
08:00 AM	**2**	**2**	**3**	**7**	74	6	**5**	85	6	**4**	51	61	3	**5**	**14**	**22**	**175**
Total Volume	3	3	4	10	324	27	10	361	25	8	198	231	9	14	22	45	647
% App. Total	30	30	40		89.8	7.5	2.8		10.8	3.5	85.7		20	31.1	48.9		
PHF	.375	.375	.333	.357	.942	.844	.500	.950	.625	.500	.839	.902	.750	.700	.393	.511	.924



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Tujunga_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	3	3	**5**	11	38	**11**	4	53	**7**	**2**	46	55	**4**	9	5	18	137
01:00 PM	2	1	1	4	**58**	8	**5**	**71**	2	2	54	58	0	5	6	11	144
01:15 PM	**9**	3	3	**15**	47	11	5	63	5	0	35	40	3	**12**	4	**19**	137
01:30 PM	3	**4**	3	10	43	7	4	54	5	1	**61**	**67**	3	5	**10**	18	**149**
Total Volume	17	11	12	40	186	37	18	241	19	5	196	220	10	31	25	66	567
% App. Total	42.5	27.5	30		77.2	15.4	7.5		8.6	2.3	89.1		15.2	47	37.9		
PHF	.472	.688	.600	.667	.802	.841	.900	.849	.679	.625	.803	.821	.625	.646	.625	.868	.951



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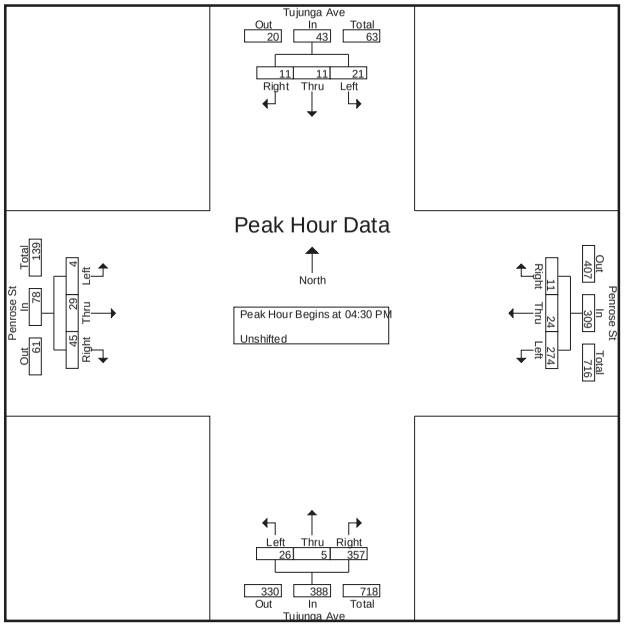
File Name : Tujunga_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	**4**	1	9	62	**7**	1	70	**9**	**2**	**92**	**103**	0	8	**16**	**24**	206
04:45 PM	3	3	**4**	10	46	6	**5**	57	5	1	84	90	0	**10**	9	19	176
05:00 PM	**9**	4	4	**17**	**87**	5	2	**94**	4	1	89	94	1	5	12	18	**223**
05:15 PM	5	0	2	7	79	6	3	88	8	1	92	101	**3**	6	8	17	213
Total Volume	21	11	11	43	274	24	11	309	26	5	357	388	4	29	45	78	818
% App. Total	48.8	25.6	25.6		88.7	7.8	3.6		6.7	1.3	92		5.1	37.2	57.7		
PHF	.583	.688	.688	.632	.787	.857	.550	.822	.722	.625	.970	.942	.333	.725	.703	.813	.917



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Tujunga_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 2

	Tujunga Ave Southbound			Penrose St Westbound			Tujunga Ave Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	1	0	0	3
03:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
04:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	1	0	0	0	3
05:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	1	0	0	0	1	0	0	0	3
Total	0	0	0	2	1	0	0	0	1	0	0	0	4
Grand Total	0	1	0	2	7	1	0	0	3	1	0	0	15
Apprch %	0	100	0	20	70	10	0	0	100	100	0	0	
Total %	0	6.7	0	13.3	46.7	6.7	0	0	20	6.7	0	0	

CITY TRAFFIC COUNTERS

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File Name : Tujunga_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016

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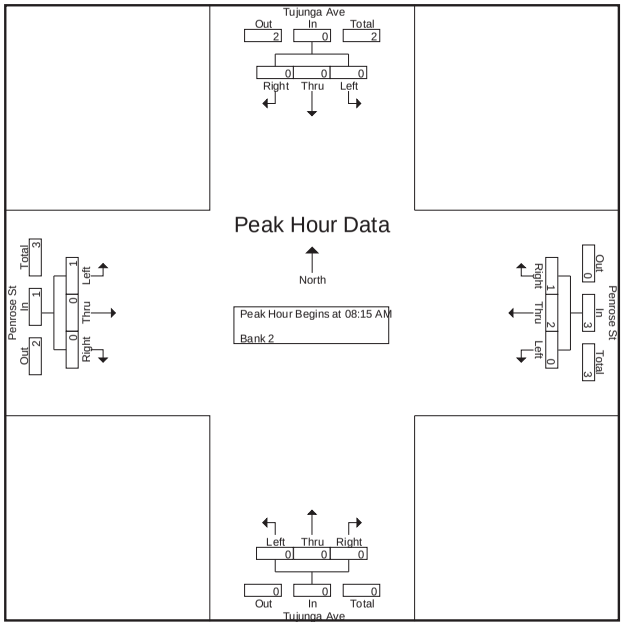
	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	0	0	**1**	**2**
Total Volume	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1	4
% App. Total	0	0	0		0	66.7	33.3		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.750	.000	.000	.000	.000	.250	.000	.000	.250	.500



CITY TRAFFIC COUNTERS

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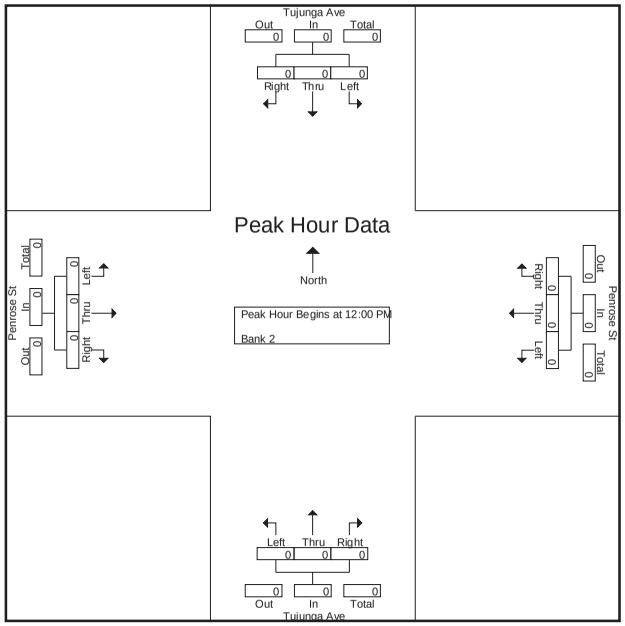
File Name : Tujunga_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



CITY TRAFFIC COUNTERS

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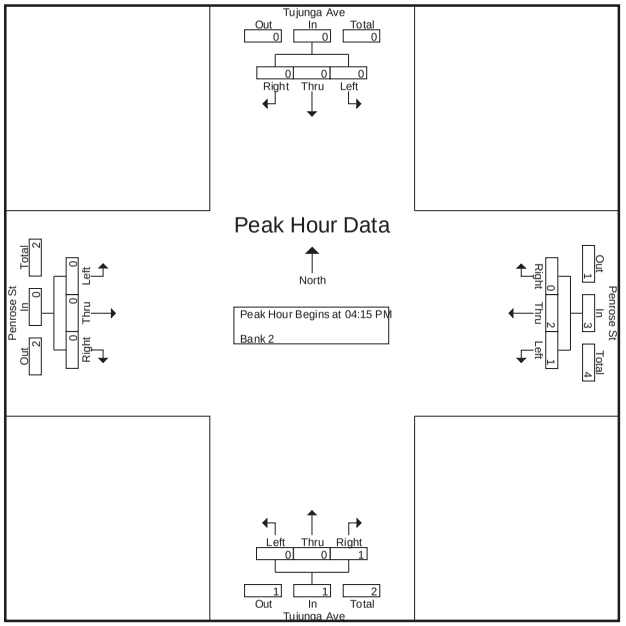
File Name : Tujunga_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
% App. Total	0	0	0		33.3	66.7	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.250	.250	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Tujunga_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 1

	Tujunga Ave Southbound			Penrose St Westbound			Tujunga Ave Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	1	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	0	2
01:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
03:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	2	0	0	0	0	1	0	0	0	3
03:45 PM	0	0	0	1	0	0	0	0	1	0	0	0	2
Total	0	0	0	4	0	0	0	0	3	0	0	0	7
04:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	4	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	10	1	0	1	0	7	0	1	0	20
Apprch %	0	0	0	90.9	9.1	0	12.5	0	87.5	0	100	0	
Total %	0	0	0	50	5	0	5	0	35	0	5	0	

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File Name : Tujunga_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016

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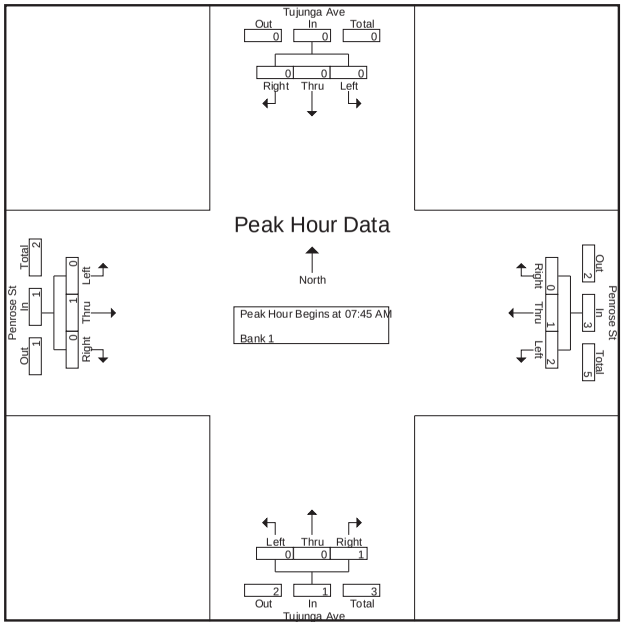
	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
08:15 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	2	1	0	3	0	0	1	1	0	1	0	1	5
% App. Total	0	0	0		66.7	33.3	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.500	.250	.000	.750	.000	.000	.250	.250	.000	.250	.000	.250	.625



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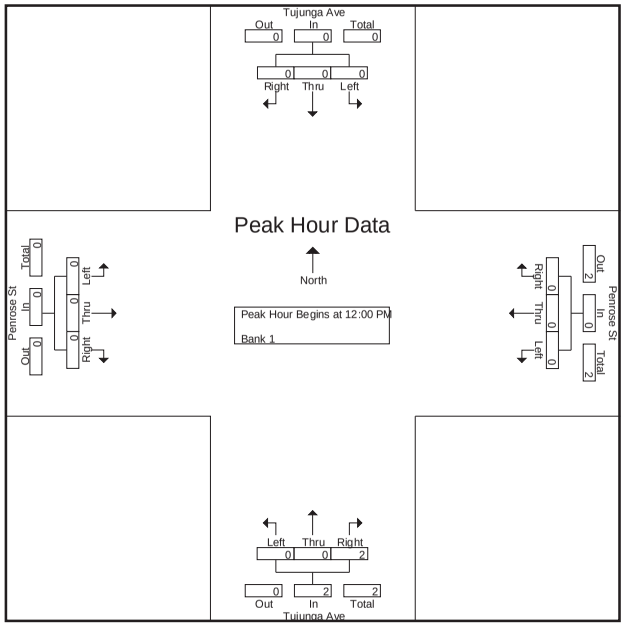
File Name : Tujunga_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.500



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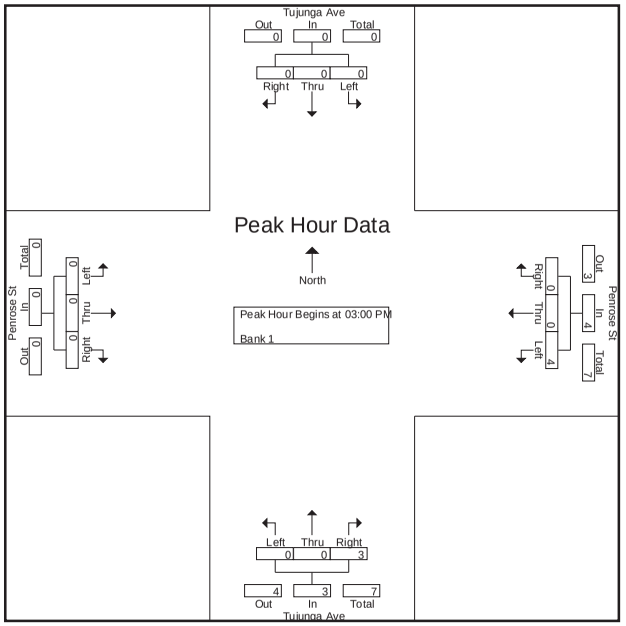
File Name : Tujunga_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
03:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	**2**	0	0	**2**	0	0	1	1	0	0	0	0	**3**
03:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total Volume	0	0	0	0	4	0	0	4	0	0	3	3	0	0	0	0	7
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.750	.750	.000	.000	.000	.000	.583



CITY TRAFFIC COUNTERS
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File Name : Tujunga_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

	Tujunga Ave Southbound			Penrose St Westbound			Tujunga Ave Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	2	2	0	1	0	4	0	0	0	9
07:15 AM	0	0	0	2	4	0	3	0	0	0	3	3	15
07:30 AM	0	0	0	2	4	0	0	0	2	1	3	1	13
07:45 AM	0	0	0	4	2	0	0	1	2	0	2	1	12
Total	0	0	0	10	12	0	4	1	8	1	8	5	49
08:00 AM	1	1	1	2	2	1	0	0	2	1	2	3	16
08:15 AM	2	0	0	5	3	0	0	0	4	0	0	0	14
08:30 AM	1	0	0	6	2	0	1	0	3	1	0	1	15
08:45 AM	0	0	0	2	3	1	3	1	2	0	2	1	15
Total	4	1	1	15	10	2	4	1	11	2	4	5	60
09:00 AM	1	0	0	1	3	0	1	2	5	1	0	2	16
09:15 AM	1	0	0	6	1	0	4	2	4	1	2	0	21
09:30 AM	2	0	1	3	3	0	4	0	3	0	1	2	19
09:45 AM	1	0	0	3	3	0	0	0	5	0	1	2	15
Total	5	0	1	13	10	0	9	4	17	2	4	6	71
12:00 PM	0	0	1	1	2	2	1	0	1	1	1	0	10
12:15 PM	1	0	0	2	3	0	2	1	2	0	1	0	12
12:30 PM	1	1	0	2	4	2	0	1	2	1	2	0	16
12:45 PM	0	0	3	6	0	0	1	1	2	1	1	2	17
Total	2	1	4	11	9	4	4	3	7	3	5	2	55
01:00 PM	2	0	1	4	1	0	0	1	2	0	2	0	13
01:15 PM	0	0	0	3	1	1	0	1	2	1	1	0	10
01:30 PM	4	2	0	4	3	0	1	0	8	1	3	1	27
01:45 PM	0	0	0	2	3	1	0	0	3	0	2	1	12
Total	6	2	1	13	8	2	1	2	15	2	8	2	62
03:00 PM	1	0	0	2	1	0	0	0	2	0	1	1	8
03:15 PM	1	0	0	2	3	1	0	0	6	0	1	1	15
03:30 PM	1	0	0	1	0	1	2	2	3	0	0	2	12
03:45 PM	0	1	0	3	3	1	1	1	5	0	0	0	15
Total	3	1	0	8	7	3	3	3	16	0	2	4	50
04:00 PM	2	1	0	1	2	0	2	2	6	2	0	0	18
04:15 PM	2	1	1	3	3	0	0	1	0	0	0	0	11
04:30 PM	2	0	0	2	4	0	1	0	3	0	1	0	13
04:45 PM	1	1	0	2	0	0	2	2	3	1	0	1	13
Total	7	3	1	8	9	0	5	5	12	3	1	1	55
05:00 PM	0	1	0	5	1	0	1	0	4	1	0	2	15
05:15 PM	0	0	0	4	0	1	1	0	4	0	0	0	10
05:30 PM	0	0	0	2	1	0	0	1	3	0	0	0	7
05:45 PM	0	1	0	0	2	0	1	0	3	0	0	0	7
Total	0	2	0	11	4	1	3	1	14	1	0	2	39
Grand Total	27	10	8	89	69	12	33	20	100	14	32	27	441
Apprch %	60	22.2	17.8	52.4	40.6	7.1	21.6	13.1	65.4	19.2	43.8	37	
Total %	6.1	2.3	1.8	20.2	15.6	2.7	7.5	4.5	22.7	3.2	7.3	6.1	

CITY TRAFFIC COUNTERS
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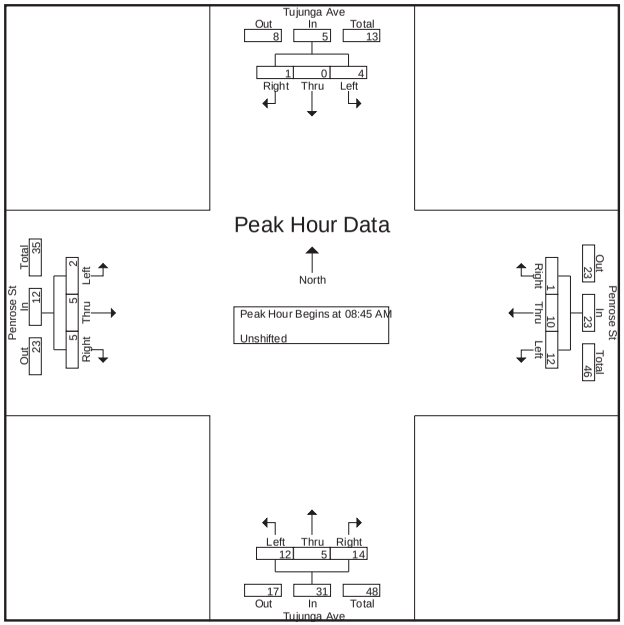
File Name : Tujunga_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

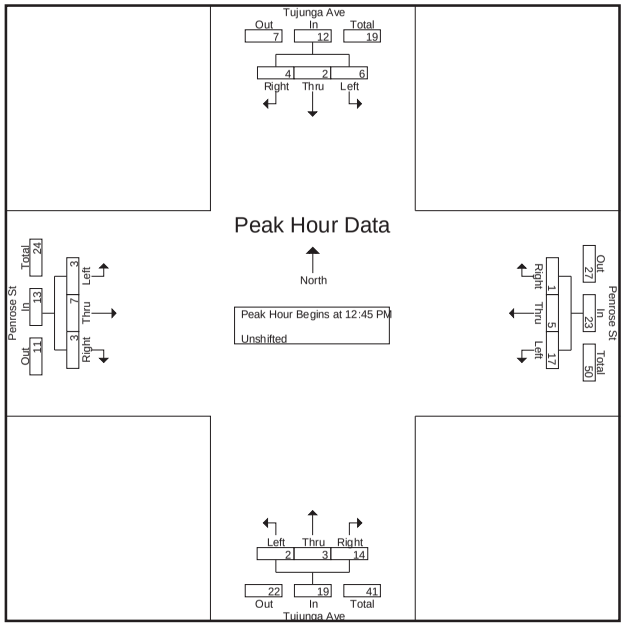
	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	2	**3**	**1**	6	3	1	2	6	0	**2**	1	**3**	15
09:00 AM	1	0	0	1	1	3	0	4	1	**2**	**5**	8	**1**	0	**2**	3	16
09:15 AM	1	0	0	1	**6**	1	0	**7**	**4**	2	4	**10**	1	2	0	3	**21**
09:30 AM	**2**	0	**1**	**3**	3	3	0	6	4	0	3	7	0	1	2	3	19
Total Volume	4	0	1	5	12	10	1	23	12	5	14	31	2	5	5	12	71
% App. Total	80	0	20		52.2	43.5	4.3		38.7	16.1	45.2		16.7	41.7	41.7		
PHF	.500	.000	.250	.417	.500	.833	.250	.821	.750	.625	.700	.775	.500	.625	.625	1.00	.845



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Tujunga_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

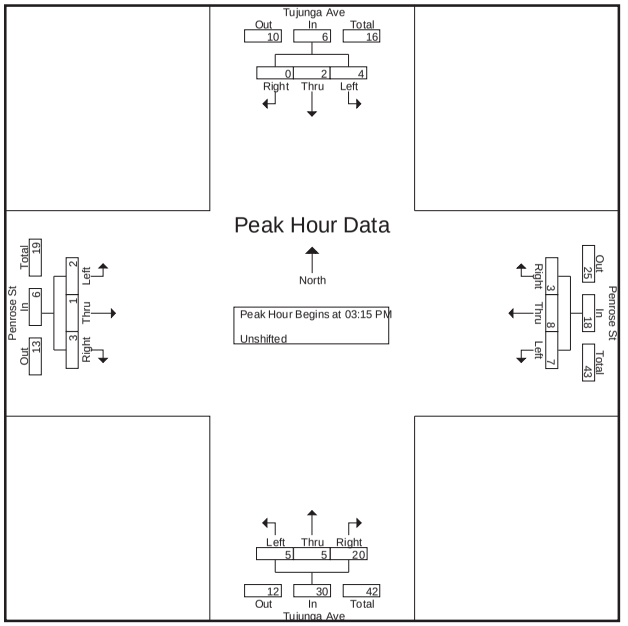
	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	**3**	3	**6**	0	0	6	**1**	**1**	2	4	**1**	1	**2**	4	17
01:00 PM	2	0	1	3	4	1	0	5	0	1	2	3	0	2	0	2	13
01:15 PM	0	0	0	0	3	1	**1**	5	0	1	2	3	1	1	0	2	10
01:30 PM	**4**	**2**	0	**6**	4	**3**	0	**7**	1	0	**8**	**9**	1	**3**	1	**5**	**27**
Total Volume	6	2	4	12	17	5	1	23	2	3	14	19	3	7	3	13	67
% App. Total	50	16.7	33.3		73.9	21.7	4.3		10.5	15.8	73.7		23.1	53.8	23.1		
PHF	.375	.250	.333	.500	.708	.417	.250	.821	.500	.750	.438	.528	.750	.583	.375	.650	.620



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Tujunga_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	1	0	0	1	2	**3**	**1**	6	0	0	**6**	6	0	**1**	1	**2**	15
03:30 PM	1	0	0	1	1	0	1	2	**2**	**2**	3	7	0	0	**2**	2	12
03:45 PM	0	**1**	0	1	**3**	3	1	**7**	1	1	5	7	0	0	0	0	15
04:00 PM	**2**	1	0	**3**	1	2	0	3	2	2	6	**10**	**2**	0	0	2	**18**
Total Volume	4	2	0	6	7	8	3	18	5	5	20	30	2	1	3	6	60
% App. Total	66.7	33.3	0		38.9	44.4	16.7		16.7	16.7	66.7		33.3	16.7	50		
PHF	.500	.500	.000	.500	.583	.667	.750	.643	.625	.625	.833	.750	.250	.250	.375	.750	.833



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Tujunga_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 1

	Tujunga Ave Southbound			Penrose St Westbound			Tujunga Ave Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	1	1	2	0	0	0	2	1	1	0	12
07:15 AM	0	5	0	1	2	1	1	0	1	0	2	2	15
07:30 AM	0	2	0	1	3	0	0	0	1	1	3	2	13
07:45 AM	0	2	0	1	1	0	2	0	4	0	2	1	13
Total	0	13	1	4	8	1	3	0	8	2	8	5	53
08:00 AM	0	3	0	2	2	0	0	0	1	2	5	1	16
08:15 AM	0	2	0	1	3	0	2	0	3	0	3	1	15
08:30 AM	0	0	0	0	0	0	1	1	2	0	1	1	6
08:45 AM	1	0	1	4	2	2	1	0	2	1	2	3	19
Total	1	5	1	7	7	2	4	1	8	3	11	6	56
09:00 AM	0	1	0	0	3	1	2	0	3	0	2	5	17
09:15 AM	0	1	0	1	3	0	1	0	3	3	1	1	14
09:30 AM	0	2	0	1	0	0	4	0	4	2	4	2	19
09:45 AM	1	2	0	1	3	1	2	1	0	2	1	2	16
Total	1	6	0	3	9	2	9	1	10	7	8	10	66
12:00 PM	0	0	0	2	1	1	1	0	2	0	3	4	14
12:15 PM	1	0	0	1	3	0	2	0	5	0	1	2	15
12:30 PM	1	0	0	2	3	0	1	0	3	0	5	2	17
12:45 PM	0	0	0	2	0	0	0	0	3	0	2	2	9
Total	2	0	0	7	7	1	4	0	13	0	11	10	55
01:00 PM	0	0	0	1	2	0	1	0	3	0	1	2	10
01:15 PM	0	0	0	3	0	0	0	0	2	0	3	1	9
01:30 PM	0	0	0	1	0	0	1	0	4	0	2	1	9
01:45 PM	0	0	0	2	1	0	1	0	3	0	1	2	10
Total	0	0	0	7	3	0	3	0	12	0	7	6	38
03:00 PM	0	1	0	1	1	0	0	0	0	0	2	2	7
03:15 PM	0	0	0	3	4	0	1	0	3	0	2	2	15
03:30 PM	0	0	0	1	2	0	2	0	3	0	0	2	10
03:45 PM	0	0	0	2	2	0	0	1	0	0	1	1	7
Total	0	1	0	7	9	0	3	1	6	0	5	7	39
04:00 PM	1	0	0	0	2	0	3	0	3	0	3	0	12
04:15 PM	0	1	0	2	3	0	0	0	3	0	3	0	12
04:30 PM	0	0	0	0	1	0	0	0	1	0	2	0	4
04:45 PM	1	0	0	2	2	0	0	0	1	0	1	0	7
Total	2	1	0	4	8	0	3	0	8	0	9	0	35
05:00 PM	0	0	0	1	2	0	0	0	1	0	0	0	4
05:15 PM	0	0	0	1	3	0	0	0	1	0	1	0	6
05:30 PM	0	0	0	0	5	0	2	0	3	0	0	0	10
05:45 PM	0	0	0	1	1	0	0	0	4	0	2	0	8
Total	0	0	0	3	11	0	2	0	9	0	3	0	28
Grand Total	6	26	2	42	62	6	31	3	74	12	62	44	370
Apprch %	17.6	76.5	5.9	38.2	56.4	5.5	28.7	2.8	68.5	10.2	52.5	37.3	
Total %	1.6	7	0.5	11.4	16.8	1.6	8.4	0.8	20	3.2	16.8	11.9	

CITY TRAFFIC COUNTERS
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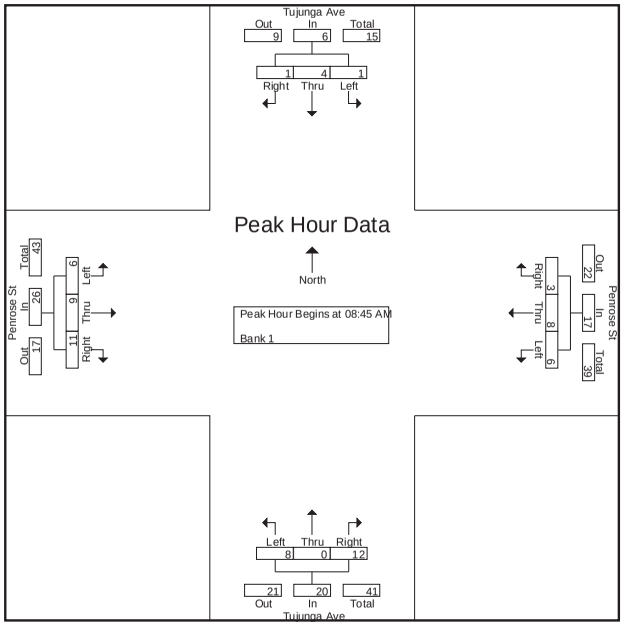
File Name : Tujunga_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

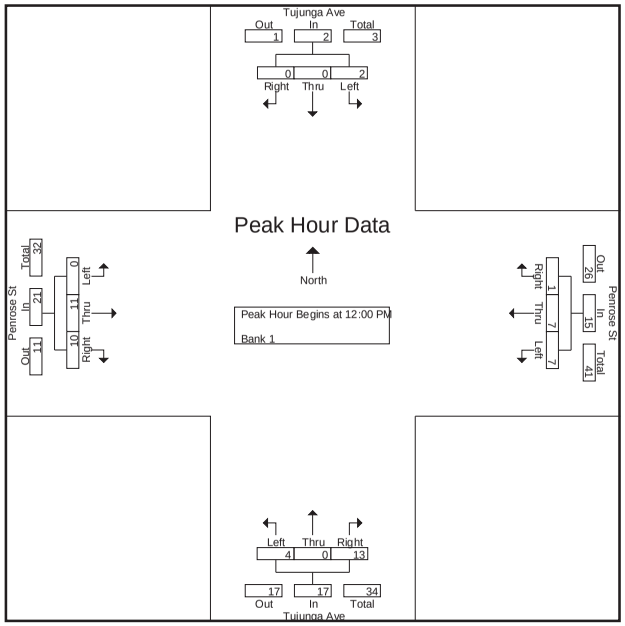
	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**1**	0	**1**	**2**	**4**	2	**2**	**8**	1	0	2	3	1	2	3	6	**19**
09:00 AM	0	1	0	1	0	**3**	1	4	2	0	3	5	0	2	**5**	7	17
09:15 AM	0	1	0	1	1	3	0	4	1	0	3	4	**3**	1	1	5	14
09:30 AM	0	**2**	0	2	1	0	0	1	**4**	0	**4**	**8**	2	**4**	2	**8**	19
Total Volume	1	4	1	6	6	8	3	17	8	0	12	20	6	9	11	26	69
% App. Total	16.7	66.7	16.7		35.3	47.1	17.6		40	0	60		23.1	34.6	42.3		
PHF	.250	.500	.250	.750	.375	.667	.375	.531	.500	.000	.750	.625	.500	.563	.550	.813	.908



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Tujunga_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

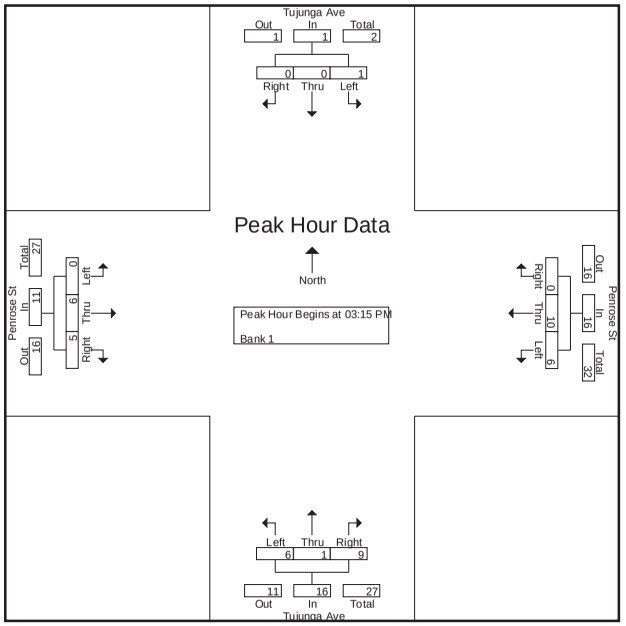
	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	**2**	1	**1**	4	1	0	2	3	0	3	**4**	**7**	14
12:15 PM	**1**	0	0	**1**	1	**3**	0	4	**2**	0	**5**	**7**	0	1	2	3	15
12:30 PM	1	0	0	1	2	3	0	**5**	1	0	3	4	0	**5**	2	7	**17**
12:45 PM	0	0	0	0	2	0	0	2	0	0	3	3	0	2	2	4	9
Total Volume	2	0	0	2	7	7	1	15	4	0	13	17	0	11	10	21	55
% App. Total	100	0	0		46.7	46.7	6.7		23.5	0	76.5		0	52.4	47.6		
PHF	.500	.000	.000	.500	.875	.583	.250	.750	.500	.000	.650	.607	.000	.550	.625	.750	.809



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Tujunga_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	**3**	**4**	0	**7**	1	0	**3**	4	0	2	**2**	**4**	**15**
03:30 PM	0	0	0	0	1	2	0	3	2	0	3	5	0	0	2	2	10
03:45 PM	0	0	0	0	2	2	0	4	0	**1**	0	1	0	1	1	2	7
04:00 PM	**1**	0	0	**1**	0	2	0	2	**3**	0	3	**6**	0	**3**	0	3	12
Total Volume	1	0	0	1	6	10	0	16	6	1	9	16	0	6	5	11	44
% App. Total	100	0	0		37.5	62.5	0		37.5	6.2	56.2		0	54.5	45.5		
PHF	.250	.000	.000	.250	.500	.625	.000	.571	.500	.250	.750	.667	.000	.500	.625	.688	.733



CITY TRAFFIC COUNTERS

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File Name : Tujunga_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

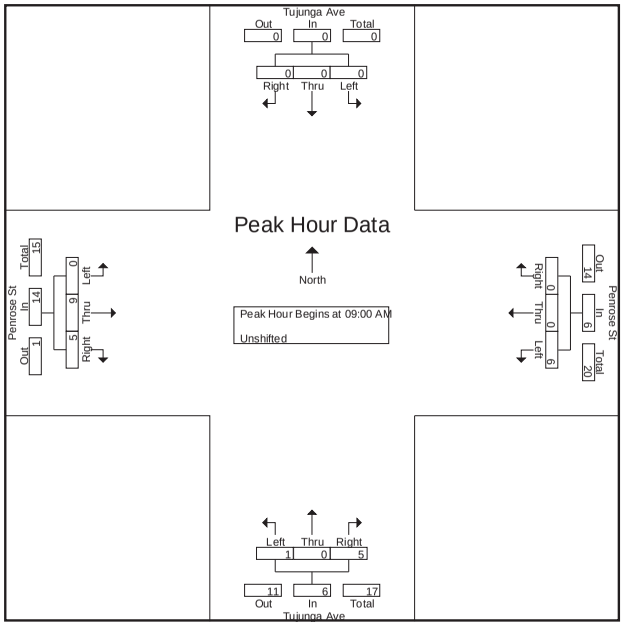
	Tujunga Ave Southbound			Penrose St Westbound			Tujunga Ave Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	3	0	4	2	10
07:15 AM	0	0	0	1	1	0	0	0	0	0	1	2	5
07:30 AM	0	0	0	0	1	0	0	0	0	0	4	1	6
07:45 AM	0	0	0	0	0	0	0	0	1	0	2	1	4
Total	0	0	0	1	3	0	0	0	4	0	11	6	25
08:00 AM	0	0	0	2	0	0	0	0	1	0	2	2	7
08:15 AM	0	0	0	0	0	0	0	0	1	0	2	1	4
08:30 AM	0	0	0	3	0	0	0	0	0	0	2	1	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	4
Total	0	0	0	5	0	0	0	0	2	0	8	6	21
09:00 AM	0	0	0	2	0	0	1	0	1	0	1	3	8
09:15 AM	0	0	0	1	0	0	0	0	0	0	1	1	3
09:30 AM	0	0	0	1	0	0	0	0	2	0	4	0	7
09:45 AM	0	0	0	2	0	0	0	0	2	0	3	1	8
Total	0	0	0	6	0	0	1	0	5	0	9	5	26
12:00 PM	0	0	0	2	0	0	0	0	2	0	2	0	6
12:15 PM	0	0	0	1	0	0	2	0	2	0	1	1	7
12:30 PM	0	0	0	3	0	0	0	0	1	0	2	1	7
12:45 PM	0	0	0	3	0	0	0	0	2	0	2	1	8
Total	0	0	0	9	0	0	2	0	7	0	7	3	28
01:00 PM	0	0	0	1	0	0	0	0	4	0	0	2	7
01:15 PM	0	0	0	1	2	0	0	0	1	0	1	0	5
01:30 PM	0	0	0	1	1	0	0	0	3	0	1	1	7
01:45 PM	0	0	0	4	0	0	0	0	1	0	3	0	8
Total	0	0	0	7	3	0	0	0	9	0	5	3	27
03:00 PM	0	0	0	1	0	0	0	0	3	0	2	0	6
03:15 PM	0	0	0	1	0	0	0	1	0	0	0	1	3
03:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	3	0	0	0	1	3	0	2	1	11
04:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	0	3	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	5	0	0	1	0	1	0	0	1	8
05:00 PM	0	0	0	2	1	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
05:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	1	0	0	0	1	0	0	0	5
Grand Total	1	0	0	39	7	0	4	1	32	0	42	25	151
Apprch %	100	0	0	84.8	15.2	0	10.8	2.7	86.5	0	62.7	37.3	
Total %	0.7	0	0	25.8	4.6	0	2.6	0.7	21.2	0	27.8	16.6	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Tujunga_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

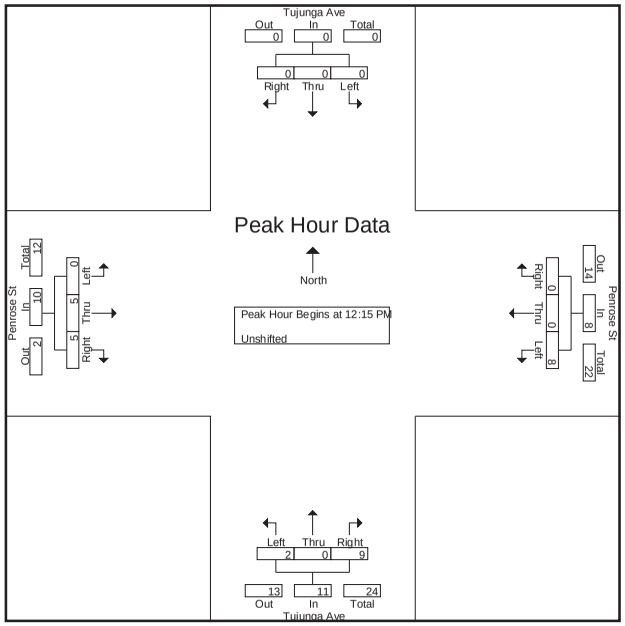
	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	**2**	0	0	**2**	**1**	0	1	**2**	0	1	**3**	**4**	**8**
09:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	2	3
09:30 AM	0	0	0	0	1	0	0	1	0	0	**2**	2	0	**4**	0	4	7
09:45 AM	0	0	0	0	2	0	0	2	0	0	2	2	0	3	1	4	8
Total Volume	0	0	0	0	6	0	0	6	1	0	5	6	0	9	5	14	26
% App. Total	0	0	0		100	0	0		16.7	0	83.3		0	64.3	35.7		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.250	.000	.625	.750	.000	.563	.417	.875	.813



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Tujunga_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

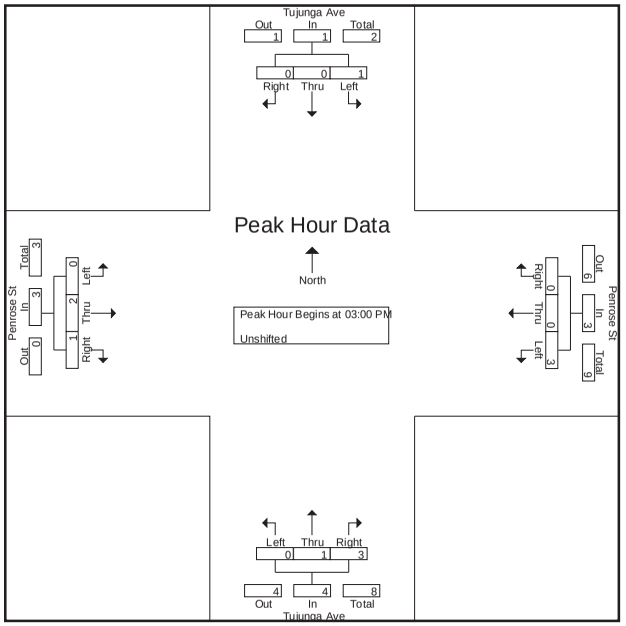
	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	1	0	0	1	**2**	0	2	**4**	0	1	1	2	7
12:30 PM	0	0	0	0	**3**	0	0	**3**	0	0	1	1	0	**2**	1	**3**	7
12:45 PM	0	0	0	0	3	0	0	3	0	0	2	2	0	2	1	3	**8**
01:00 PM	0	0	0	0	1	0	0	1	0	0	**4**	4	0	0	**2**	2	7
Total Volume	0	0	0	0	8	0	0	8	2	0	9	11	0	5	5	10	29
% App. Total	0	0	0		100	0	0		18.2	0	81.8		0	50	50		
PHF	.000	.000	.000	.000	.667	.000	.000	.667	.250	.000	.563	.688	.000	.625	.625	.833	.906



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Tujunga_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	**3**	**3**	0	**2**	0	**2**	**6**
03:15 PM	0	0	0	0	1	0	0	1	0	**1**	0	1	0	0	**1**	1	3
03:30 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	3	0	0	3	0	1	3	4	0	2	1	3	11
% App. Total	100	0	0		100	0	0		0	25	75		0	66.7	33.3		
PHF	.250	.000	.000	.250	.750	.000	.000	.750	.000	.250	.250	.333	.000	.250	.250	.375	.458



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Tujunga_Penrose_5+-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 2

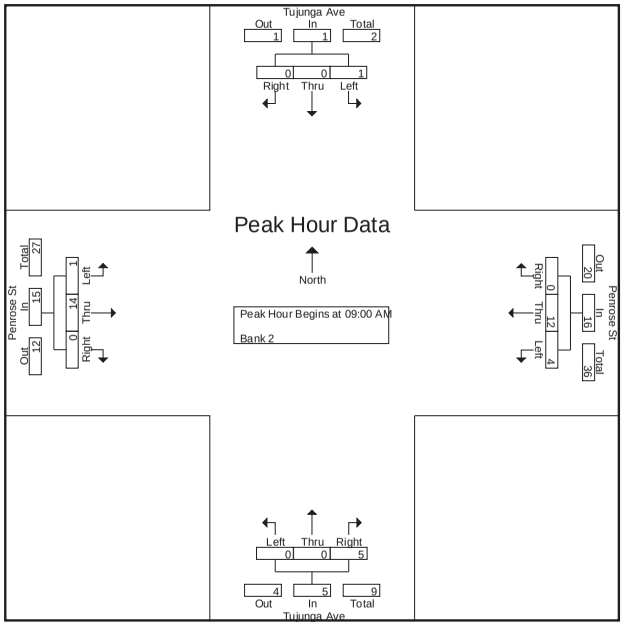
	Tujunga Ave Southbound			Penrose St Westbound			Tujunga Ave Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	4	0	6
07:15 AM	0	0	0	1	1	0	0	0	2	0	4	0	8
07:30 AM	0	0	0	2	2	0	0	0	1	0	1	0	6
07:45 AM	0	0	0	0	1	0	0	0	4	0	4	0	9
Total	0	0	0	3	6	0	0	0	7	0	13	0	29
08:00 AM	0	0	0	2	0	0	0	0	0	0	1	0	3
08:15 AM	0	0	0	1	0	0	0	0	4	1	1	0	7
08:30 AM	0	0	0	1	2	0	0	0	2	0	1	0	6
08:45 AM	0	0	0	2	2	0	0	0	0	0	2	0	6
Total	0	0	0	6	4	0	0	0	6	1	5	0	22
09:00 AM	0	0	0	1	3	0	0	0	2	0	4	0	10
09:15 AM	0	0	0	2	1	0	0	0	1	1	3	0	8
09:30 AM	0	0	0	0	4	0	0	0	1	0	3	0	8
09:45 AM	1	0	0	1	4	0	0	0	1	0	4	0	11
Total	1	0	0	4	12	0	0	0	5	1	14	0	37
12:00 PM	2	0	0	1	3	1	0	0	1	0	4	0	12
12:15 PM	0	0	0	0	3	0	0	0	0	0	2	1	6
12:30 PM	0	0	0	1	5	0	0	0	2	0	1	0	9
12:45 PM	0	0	0	1	0	0	0	0	1	0	1	0	3
Total	2	0	0	3	11	1	0	0	4	0	8	1	30
01:00 PM	1	0	1	1	5	0	0	0	3	0	0	0	11
01:15 PM	0	0	0	0	4	0	1	0	4	0	1	0	10
01:30 PM	0	0	0	0	2	1	0	0	2	0	1	0	6
01:45 PM	0	0	0	1	4	0	0	0	1	0	2	0	8
Total	1	0	1	2	15	1	1	0	10	0	4	0	35
03:00 PM	2	0	0	2	1	0	1	0	2	1	1	0	10
03:15 PM	0	0	0	2	1	0	0	0	1	0	0	0	4
03:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
03:45 PM	0	0	0	1	1	1	1	0	2	0	0	2	8
Total	2	0	0	5	5	1	2	0	5	1	1	2	24
04:00 PM	0	0	0	0	2	0	1	0	2	0	1	0	6
04:15 PM	1	0	0	0	1	2	0	1	1	0	0	1	7
04:30 PM	0	0	0	1	4	0	0	0	1	0	0	0	6
04:45 PM	0	0	0	1	3	0	0	1	1	0	1	0	7
Total	1	0	0	2	10	2	1	2	5	0	2	1	26
05:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
05:15 PM	1	2	0	0	1	0	1	0	1	0	1	1	8
05:30 PM	1	0	0	0	5	0	0	0	0	0	1	0	7
05:45 PM	0	0	0	1	3	0	0	0	0	0	1	0	5
Total	2	2	0	1	12	0	1	0	1	0	3	1	23
Grand Total	9	2	1	26	75	5	5	2	43	3	50	5	226
Apprch %	75	16.7	8.3	24.5	70.8	4.7	10	4	86	5.2	86.2	8.6	
Total %	4	0.9	0.4	11.5	33.2	2.2	2.2	0.9	19	1.3	22.1	2.2	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : Tujunga_Penrose_5+-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	1	3	0	4	0	0	**2**	**2**	0	**4**	0	**4**	10
09:15 AM	0	0	0	0	**2**	1	0	3	0	0	1	1	**1**	3	0	4	8
09:30 AM	0	0	0	0	0	**4**	0	4	0	0	1	1	0	3	0	3	8
09:45 AM	**1**	0	0	**1**	1	4	0	**5**	0	0	1	1	0	4	0	4	**11**
Total Volume	1	0	0	1	4	12	0	16	0	0	5	5	1	14	0	15	37
% App. Total	100	0	0		25	75	0		0	0	100		6.7	93.3	0		
PHF	.250	.000	.000	.250	.500	.750	.000	.800	.000	.000	.625	.625	.250	.875	.000	.938	.841

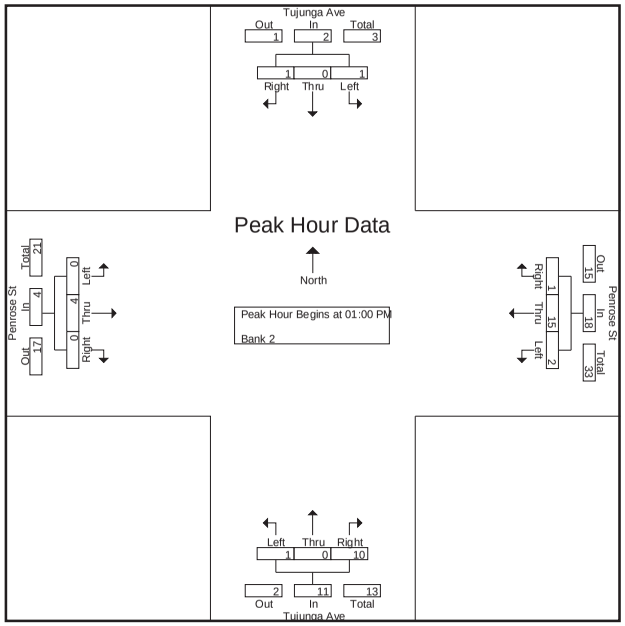


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Tujunga_Penrose_5+-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**1**	0	**1**	**2**	**1**	**5**	0	**6**	0	0	3	3	0	0	0	0	**11**
01:15 PM	0	0	0	0	0	4	0	4	**1**	0	**4**	**5**	0	1	0	1	10
01:30 PM	0	0	0	0	0	2	**1**	3	0	0	2	2	0	1	0	1	6
01:45 PM	0	0	0	0	1	4	0	5	0	0	1	1	0	**2**	0	**2**	8
Total Volume	1	0	1	2	2	15	1	18	1	0	10	11	0	4	0	4	35
% App. Total	50	0	50		11.1	83.3	5.6		9.1	0	90.9		0	100	0		
PHF	.250	.000	.250	.250	.500	.750	.250	.750	.250	.000	.625	.550	.000	.500	.000	.500	.795

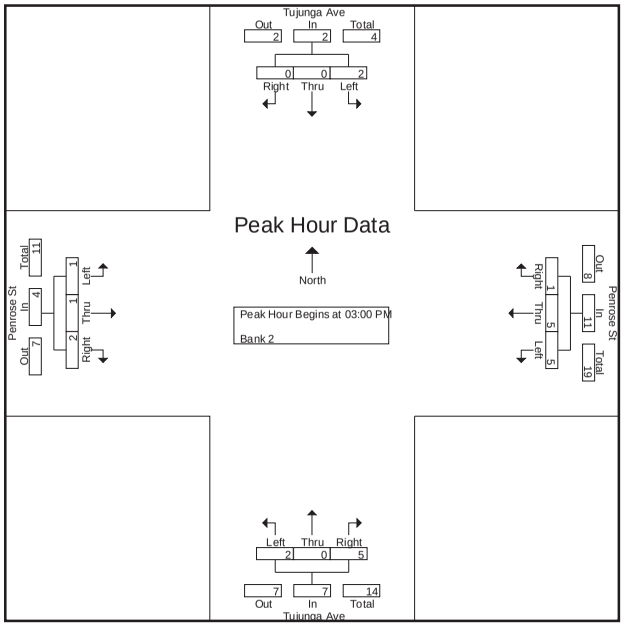


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Tujunga_Penrose_5+-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Tujunga Ave Southbound				Penrose St Westbound				Tujunga Ave Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**2**	0	0	**2**	**2**	1	0	**3**	**1**	0	**2**	**3**	**1**	**1**	0	**2**	**10**
03:15 PM	0	0	0	0	2	1	0	3	0	0	1	1	0	0	0	0	4
03:30 PM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	0	2
03:45 PM	0	0	0	0	1	1	**1**	3	1	0	2	3	0	0	**2**	2	8
Total Volume	2	0	0	2	5	5	1	11	2	0	5	7	1	1	2	4	24
% App. Total	100	0	0		45.5	45.5	9.1		28.6	0	71.4		25	25	50		
PHF	.250	.000	.000	.250	.625	.625	.250	.917	.500	.000	.625	.583	.250	.250	.250	.500	.600



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 43

File Name : SanFernando(West)_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

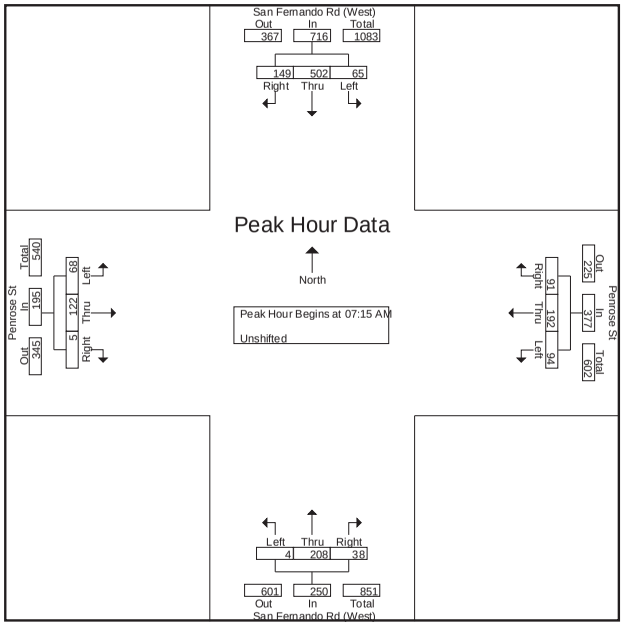
Groups Printed- Unshifted

	San Fernando Rd (West) Southbound			Penrose St Westbound			San Fernando Rd (West) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	16	87	21	12	40	9	1	41	5	15	30	1	278
07:15 AM	17	114	32	10	52	17	0	54	10	15	27	1	349
07:30 AM	19	149	45	26	40	31	1	41	13	11	32	0	408
07:45 AM	16	125	39	37	48	28	3	66	5	23	39	3	432
Total	68	475	137	85	180	85	5	202	33	64	128	5	1467
08:00 AM	13	114	33	21	52	15	0	47	10	19	24	1	349
08:15 AM	26	107	30	22	39	14	2	38	5	17	39	2	341
08:30 AM	16	92	33	35	36	22	3	39	6	10	24	3	319
08:45 AM	11	120	25	24	33	11	2	37	5	17	30	4	319
Total	66	433	121	102	160	62	7	161	26	63	117	10	1328
09:00 AM	10	87	19	27	31	21	2	49	13	14	21	3	297
09:15 AM	4	76	19	22	42	19	1	46	9	9	22	3	272
09:30 AM	15	67	17	12	29	8	4	49	11	12	26	4	254
09:45 AM	13	49	21	14	27	25	1	53	3	16	18	2	242
Total	42	279	76	75	129	73	8	197	36	51	87	12	1065
12:00 PM	19	70	19	14	27	26	2	39	10	7	23	7	263
12:15 PM	3	57	19	17	42	12	4	45	14	18	40	10	281
12:30 PM	18	61	17	11	26	20	3	69	17	8	25	9	284
12:45 PM	15	54	22	14	37	30	4	67	9	15	32	10	309
Total	55	242	77	56	132	88	13	220	50	48	120	36	1137
01:00 PM	13	43	14	15	64	18	2	64	11	23	44	7	318
01:15 PM	29	46	21	14	42	22	3	69	10	11	41	2	310
01:30 PM	11	57	16	9	35	38	3	55	10	20	46	6	306
01:45 PM	7	54	18	15	37	21	5	66	16	21	40	8	308
Total	60	200	69	53	178	99	13	254	47	75	171	23	1242
03:00 PM	18	43	19	17	40	24	3	64	15	13	33	6	295
03:15 PM	17	64	21	21	41	17	0	83	13	30	47	4	358
03:30 PM	18	79	25	19	55	36	6	89	11	42	55	16	451
03:45 PM	16	60	29	10	45	30	0	80	15	41	75	6	407
Total	69	246	94	67	181	107	9	316	54	126	210	32	1511
04:00 PM	19	63	23	8	45	35	5	99	13	34	45	8	397
04:15 PM	12	68	19	18	63	24	4	97	17	12	46	6	386
04:30 PM	10	64	31	10	42	44	4	96	30	36	64	4	435
04:45 PM	15	68	17	19	39	26	2	109	10	49	48	4	406
Total	56	263	90	55	189	129	15	401	70	131	203	22	1624
05:00 PM	13	75	32	17	55	34	0	118	15	42	57	7	465
05:15 PM	13	62	27	16	57	55	1	140	15	33	75	7	501
05:30 PM	14	70	21	8	55	41	1	125	17	41	62	1	456
05:45 PM	8	70	22	13	51	41	1	138	7	22	59	2	434
Total	48	277	102	54	218	171	3	521	54	138	253	17	1856
Grand Total	464	2415	766	547	1367	814	73	2272	370	696	1289	157	11230
Apprch %	12.7	66.3	21	20.1	50.1	29.8	2.7	83.7	13.6	32.5	60.2	7.3	
Total %	4.1	21.5	6.8	4.9	12.2	7.2	0.7	20.2	3.3	6.2	11.5	1.4	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(West)_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	17	114	32	163	10	**52**	17	79	0	54	10	64	15	27	1	43	349
07:30 AM	**19**	**149**	**45**	**213**	26	40	**31**	97	1	41	**13**	55	11	32	0	43	408
07:45 AM	16	125	39	180	**37**	48	28	**113**	**3**	**66**	5	**74**	**23**	**39**	**3**	**65**	**432**
08:00 AM	13	114	33	160	21	52	15	88	0	47	10	57	19	24	1	44	349
Total Volume	65	502	149	716	94	192	91	377	4	208	38	250	68	122	5	195	1538
% App. Total	9.1	70.1	20.8		24.9	50.9	24.1		1.6	83.2	15.2		34.9	62.6	2.6		
PHF	.855	.842	.828	.840	.635	.923	.734	.834	.333	.788	.731	.845	.739	.782	.417	.750	.890

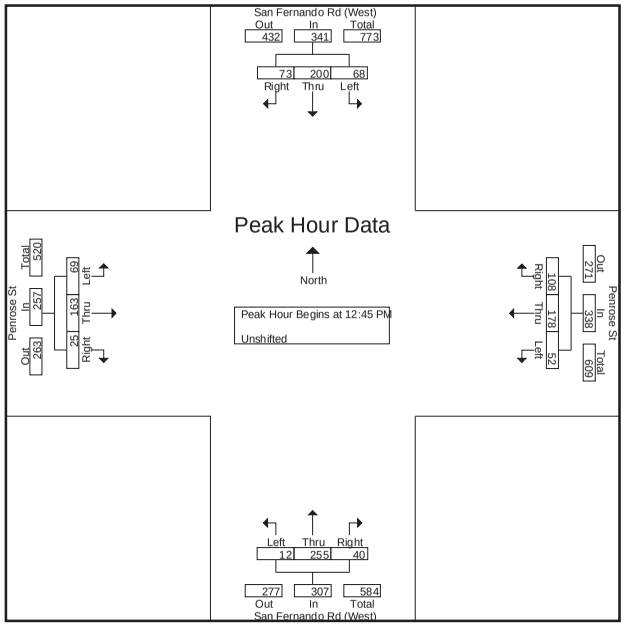


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	15	54	**22**	91	14	37	30	81	**4**	67	9	80	15	32	**10**	57	309
01:00 PM	13	43	14	70	**15**	**64**	18	**97**	2	64	**11**	77	**23**	44	7	**74**	**318**
01:15 PM	**29**	46	21	**96**	14	42	22	78	3	**69**	10	**82**	11	41	2	54	310
01:30 PM	11	**57**	16	84	9	35	**38**	82	3	55	10	68	20	**46**	6	72	306
Total Volume	68	200	73	341	52	178	108	338	12	255	40	307	69	163	25	257	1243
% App. Total	19.9	58.7	21.4		15.4	52.7	32		3.9	83.1	13		26.8	63.4	9.7		
PHF	.586	.877	.830	.888	.867	.695	.711	.871	.750	.924	.909	.936	.750	.886	.625	.868	.977



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose
Site Code : 00000000
Start Date : 5/26/2016
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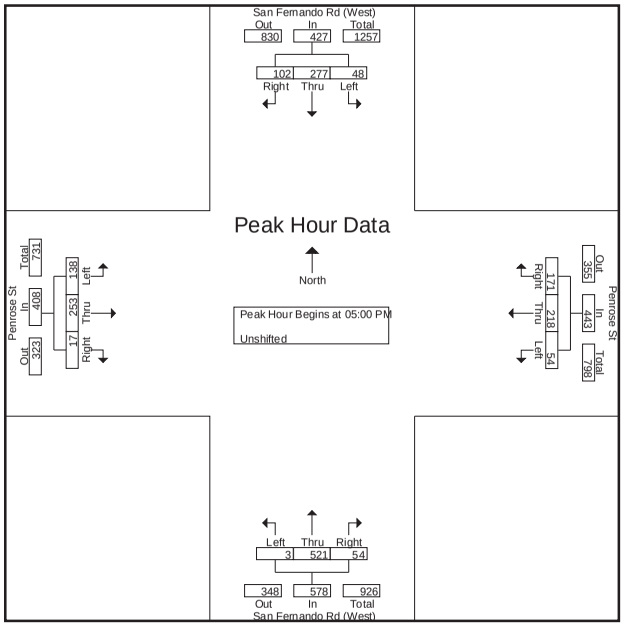
	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	**75**	**32**	**120**	**17**	55	34	106	0	118	15	133	**42**	57	**7**	106	465
05:15 PM	13	62	27	102	16	**57**	**55**	**128**	**1**	**140**	15	**156**	33	**75**	7	**115**	**501**
05:30 PM	**14**	70	21	105	8	55	41	104	1	125	**17**	143	41	62	1	104	456
05:45 PM	8	70	22	100	13	51	41	105	1	138	7	146	22	59	2	83	434
Total Volume	48	277	102	427	54	218	171	443	3	521	54	578	138	253	17	408	1856
% App. Total	11.2	64.9	23.9		12.2	49.2	38.6		0.5	90.1	9.3		33.8	62	4.2		
PHF	.857	.923	.797	.890	.794	.956	.777	.865	.750	.930	.794	.926	.821	.843	.607	.887	.926



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 2

	San Fernando Rd (West) Southbound			Penrose St Westbound			San Fernando Rd (West) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	2	0	1	0	0	0	0	0	0	3
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	1	0	3	2	1	0	0	0	0	0	0	7
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
09:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	2
Total	0	1	0	0	1	1	0	1	1	0	0	0	5
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	1	1	0	0	0	2
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	1	0	0	1	0	2
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	1	0	1	0	4
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	1	0	0	3	0	0	0	0	0	1	0	5
Grand Total	0	3	0	3	10	3	0	3	3	0	3	0	28
Apprch %	0	100	0	18.8	62.5	18.8	0	50	50	0	100	0	
Total %	0	10.7	0	10.7	35.7	10.7	0	10.7	10.7	0	10.7	0	

CITY TRAFFIC COUNTERS

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File Name : SanFernando(West)_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016

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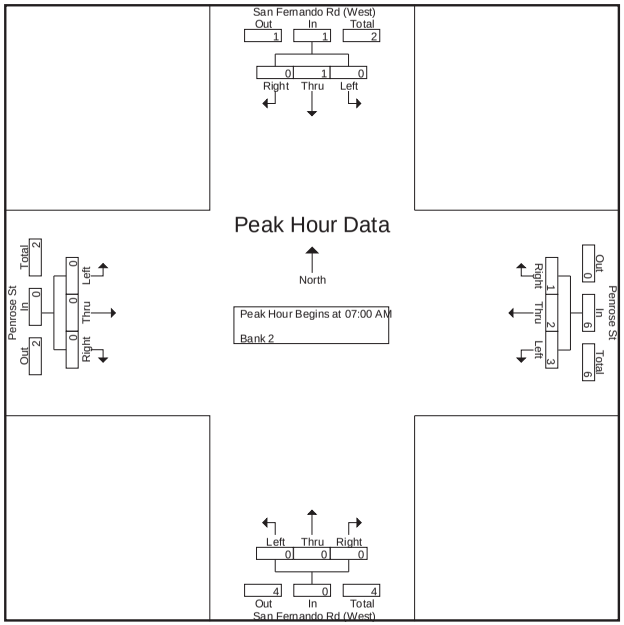
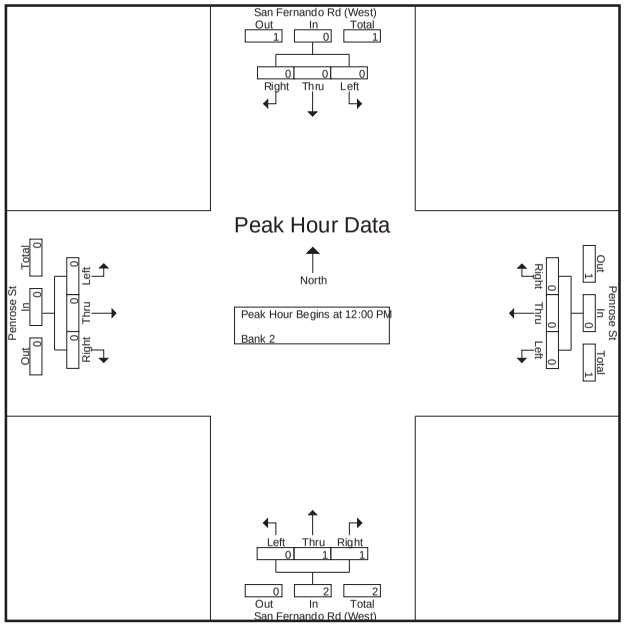
	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**2**	0	**1**	**3**	0	0	0	0	0	0	0	0	**3**
07:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	1	3	2	1	6	0	0	0	0	0	0	0	0	7
% App. Total	0	100	0		50	33.3	16.7		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.375	.500	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.583



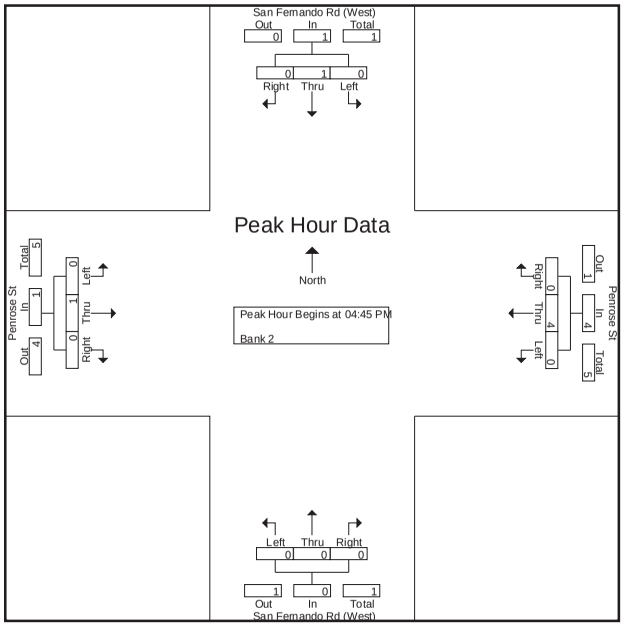
File Name : SanFernando(West)_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.500



File Name : SanFernando(West)_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	**3**
Total Volume	0	1	0	1	0	4	0	4	0	0	0	0	0	1	0	1	6
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.500



CITY TRAFFIC COUNTERS

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File Name : SanFernando(West)_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 1

	San Fernando Rd (West) Southbound			Penrose St Westbound			San Fernando Rd (West) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	8	0	0	0	0	0	2	0	0	0	0	10
07:15 AM	0	4	0	0	0	0	0	1	0	0	0	0	5
07:30 AM	0	7	0	0	0	0	0	3	1	0	0	0	11
07:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
Total	0	20	0	0	1	0	0	6	1	0	1	0	29
08:00 AM	0	3	1	0	0	0	0	2	0	1	0	1	8
08:15 AM	0	1	1	1	0	0	0	3	0	0	0	0	6
08:30 AM	0	1	0	0	1	0	0	5	0	0	0	0	7
08:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	6	2	1	1	0	0	12	0	1	0	1	24
09:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	2	0	0	0	0	0	3	0	0	1	0	6
09:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
09:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
Total	0	6	0	0	0	0	0	5	0	0	1	0	12
12:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:30 PM	0	2	0	0	0	0	0	1	0	0	1	0	4
12:45 PM	0	2	0	0	0	1	0	1	0	0	1	0	5
Total	0	6	0	0	0	1	0	4	0	0	2	0	13
01:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
01:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
01:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	4	0	0	0	0	0	5	0	0	0	0	9
03:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
03:15 PM	0	1	0	0	1	1	0	3	0	1	0	0	7
03:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
03:45 PM	1	3	0	0	1	0	0	1	0	0	3	0	9
Total	1	8	0	0	3	1	0	5	0	1	3	0	22
04:00 PM	0	0	0	0	1	1	0	1	0	0	0	0	3
04:15 PM	0	2	0	0	1	0	0	2	0	0	0	0	5
04:30 PM	0	2	0	0	1	0	0	5	0	0	0	0	8
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	4	0	0	4	1	0	9	0	0	0	0	18
05:00 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
05:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
05:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	5	0	0	0	0	0	7	0	0	0	0	12
Grand Total	1	59	2	1	9	3	0	53	1	2	7	1	139
Apprch %	1.6	95.2	3.2	7.7	69.2	23.1	0	98.1	1.9	20	70	10	
Total %	0.7	42.4	1.4	0.7	6.5	2.2	0	38.1	0.7	1.4	5	0.7	

CITY TRAFFIC COUNTERS

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File Name : SanFernando(West)_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016

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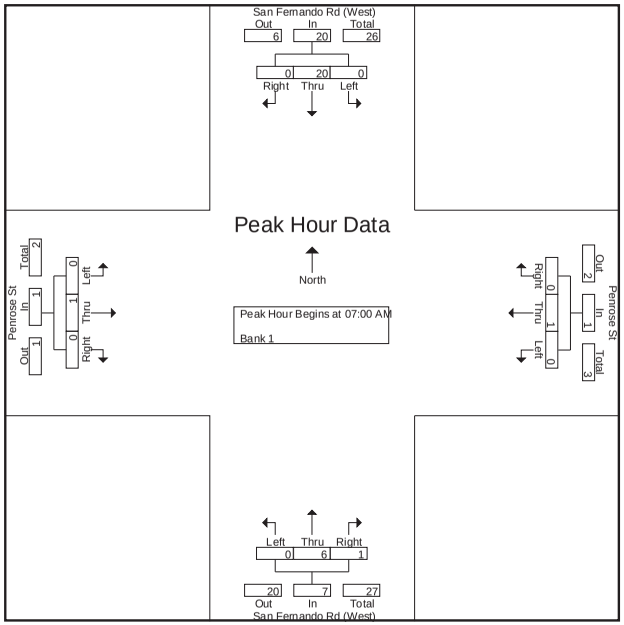
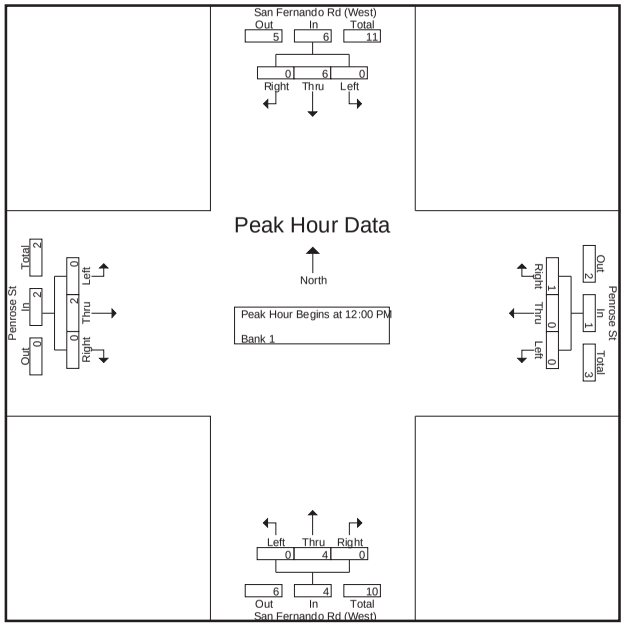
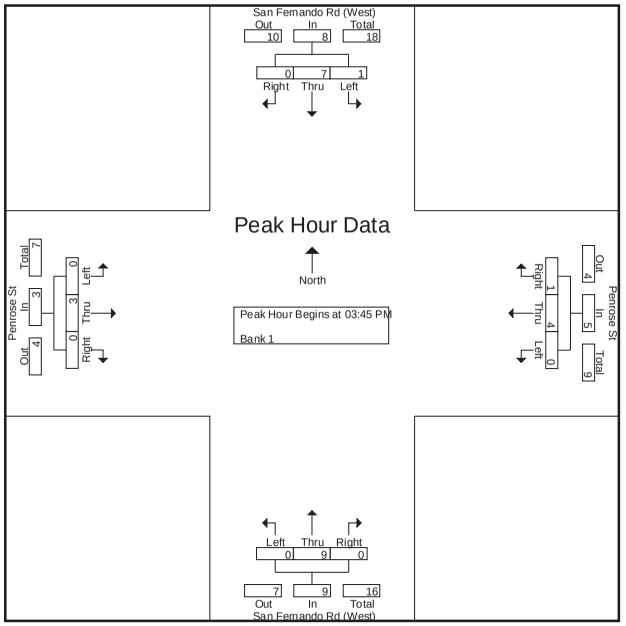
	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**8**	0	**8**	0	0	0	0	0	2	0	2	0	0	0	0	10
07:15 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
07:30 AM	0	7	0	7	0	0	0	0	0	**3**	**1**	**4**	0	0	0	0	**11**
07:45 AM	0	1	0	1	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	3
Total Volume	0	20	0	20	0	1	0	1	0	6	1	7	0	1	0	1	29
% App. Total	0	100	0		0	100	0		0	85.7	14.3		0	100	0		
PHF	.000	.625	.000	.625	.000	.250	.000	.250	.000	.500	.250	.438	.000	.250	.000	.250	.659



	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
12:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
12:30 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	**1**	0	**1**	4
12:45 PM	0	2	0	2	0	0	**1**	**1**	0	1	0	1	0	1	0	1	**5**
Total Volume	0	6	0	6	0	0	1	1	0	4	0	4	0	2	0	2	13
% App. Total	0	100	0		0	0	100		0	100	0		0	100	0		
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.000	1.00	.000	1.00	.000	.500	.000	.500	.650



	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	**1**	**3**	0	**4**	0	**1**	0	1	0	1	0	1	0	**3**	0	**3**	**9**
04:00 PM	0	0	0	0	0	1	**1**	**2**	0	1	0	1	0	0	0	0	3
04:15 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	0	0	0	5
04:30 PM	0	2	0	2	0	1	0	1	0	**5**	0	**5**	0	0	0	0	8
Total Volume	1	7	0	8	0	4	1	5	0	9	0	9	0	3	0	3	25
% App. Total	12.5	87.5	0		0	80	20		0	100	0		0	100	0		
PHF	.250	.583	.000	.500	.000	1.00	.250	.625	.000	.450	.000	.450	.000	.250	.000	.250	.694



CITY TRAFFIC COUNTERS
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File Name : SanFernando(West)_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
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Groups Printed- Unshifted

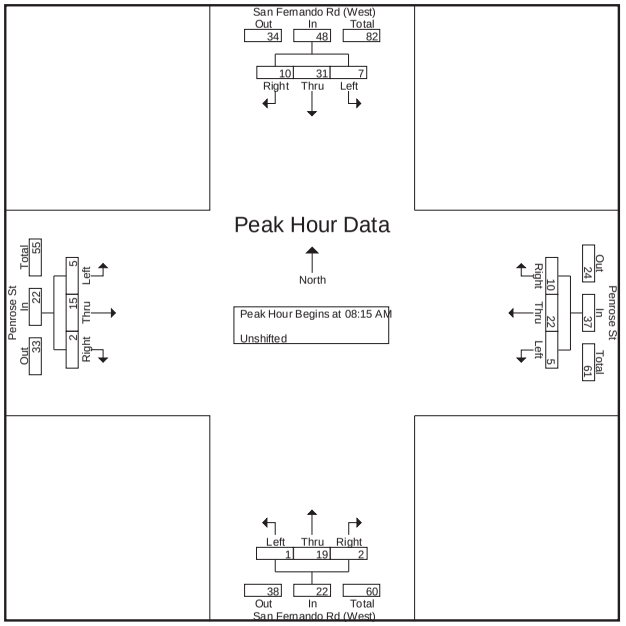
	San Fernando Rd (West) Southbound			Penrose St Westbound			San Fernando Rd (West) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	2	0	2	1	0	2	2	0	2	0	13
07:15 AM	0	5	0	0	6	0	0	6	0	1	2	0	20
07:30 AM	2	6	2	1	7	3	0	8	1	1	5	1	37
07:45 AM	1	4	3	0	4	2	0	2	1	6	4	0	27
Total	3	17	7	1	19	6	0	18	4	8	13	1	97
08:00 AM	2	7	1	1	3	1	0	5	1	5	2	1	29
08:15 AM	3	8	3	0	7	1	0	4	2	1	3	0	32
08:30 AM	0	7	3	2	5	3	1	6	0	2	3	1	33
08:45 AM	2	8	3	3	5	4	0	2	0	2	2	1	32
Total	7	30	10	6	20	9	1	17	3	10	10	3	126
09:00 AM	2	8	1	0	5	2	0	7	0	0	7	0	32
09:15 AM	0	0	0	2	10	3	0	0	0	2	3	0	20
09:30 AM	1	3	1	1	6	2	2	5	2	5	1	0	29
09:45 AM	2	3	0	2	2	2	2	5	2	6	4	0	30
Total	5	14	2	5	23	9	4	17	4	13	15	0	111
12:00 PM	3	4	4	2	4	2	0	3	0	0	4	1	27
12:15 PM	0	5	0	2	7	1	0	2	0	0	3	0	20
12:30 PM	0	6	4	0	3	2	0	5	1	5	3	1	30
12:45 PM	3	4	2	0	6	1	0	7	0	2	2	1	28
Total	6	19	10	4	20	6	0	17	1	7	12	3	105
01:00 PM	2	1	1	0	3	3	0	3	0	1	4	4	22
01:15 PM	2	2	1	1	5	1	0	8	1	1	3	0	25
01:30 PM	1	2	2	0	5	2	0	4	2	2	10	0	30
01:45 PM	3	2	3	2	6	3	0	2	2	3	7	0	33
Total	8	7	7	3	19	9	0	17	5	7	24	4	110
03:00 PM	4	7	0	0	2	2	1	5	1	1	3	0	26
03:15 PM	1	2	1	1	6	2	0	0	1	6	4	0	24
03:30 PM	0	2	0	1	4	2	0	4	1	2	4	0	20
03:45 PM	2	4	1	2	9	3	0	3	0	3	5	1	33
Total	7	15	2	4	21	9	1	12	3	12	16	1	103
04:00 PM	0	3	1	0	4	0	0	1	0	2	6	1	18
04:15 PM	2	3	2	1	6	2	0	0	1	0	4	0	21
04:30 PM	2	2	3	1	4	0	0	0	1	1	4	1	19
04:45 PM	0	2	0	1	2	0	0	2	0	0	3	2	12
Total	4	10	6	3	16	2	0	3	2	3	17	4	70
05:00 PM	0	2	2	0	3	0	0	3	1	3	2	0	16
05:15 PM	0	3	1	1	6	1	0	1	1	2	2	0	18
05:30 PM	2	1	0	0	1	3	0	1	1	2	2	0	13
05:45 PM	1	2	0	0	2	0	0	4	2	0	2	0	13
Total	3	8	3	1	12	4	0	9	5	7	8	0	60
Grand Total	43	120	47	27	150	54	6	110	27	67	115	16	782
Apprch %	20.5	57.1	22.4	11.7	64.9	23.4	4.2	76.9	18.9	33.8	58.1	8.1	
Total %	5.5	15.3	6	3.5	19.2	6.9	0.8	14.1	3.5	8.6	14.7	2	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(West)_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**3**	**8**	**3**	**14**	0	**7**	1	8	0	4	**2**	6	1	3	0	4	32
08:30 AM	0	7	3	10	2	5	3	10	**1**	6	0	**7**	**2**	3	**1**	6	**33**
08:45 AM	2	8	3	13	**3**	5	**4**	**12**	0	2	0	2	2	2	1	5	32
09:00 AM	2	8	1	11	0	5	2	7	0	**7**	0	7	0	**7**	0	**7**	32
Total Volume	7	31	10	48	5	22	10	37	1	19	2	22	5	15	2	22	129
% App. Total	14.6	64.6	20.8		13.5	59.5	27		4.5	86.4	9.1		22.7	68.2	9.1		
PHF	.583	.969	.833	.857	.417	.786	.625	.771	.250	.679	.250	.786	.625	.536	.500	.786	.977

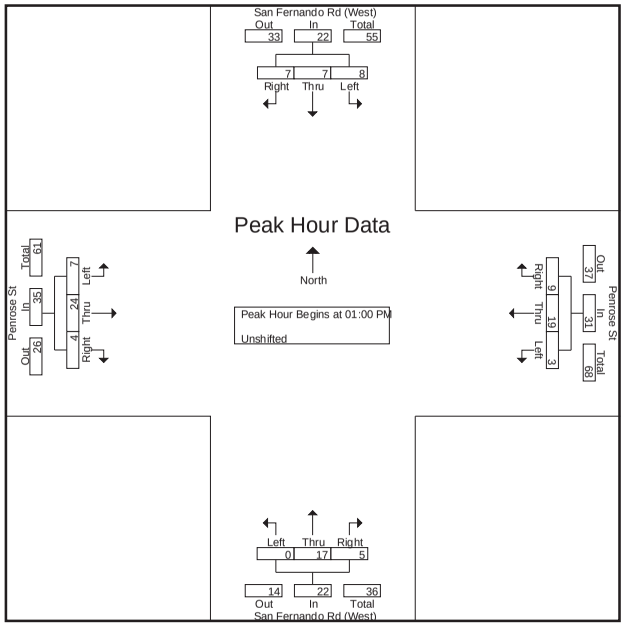


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	2	1	1	4	0	3	**3**	6	0	3	0	3	1	4	**4**	9	22
01:15 PM	2	**2**	1	5	1	5	1	7	0	**8**	1	**9**	1	3	0	4	25
01:30 PM	1	2	2	5	0	5	2	7	0	4	**2**	6	2	**10**	0	**12**	30
01:45 PM	**3**	2	**3**	**8**	**2**	**6**	3	**11**	0	2	2	4	**3**	7	0	10	**33**
Total Volume	8	7	7	22	3	19	9	31	0	17	5	22	7	24	4	35	110
% App. Total	36.4	31.8	31.8		9.7	61.3	29		0	77.3	22.7		20	68.6	11.4		
PHF	.667	.875	.583	.688	.375	.792	.750	.705	.000	.531	.625	.611	.583	.600	.250	.729	.833

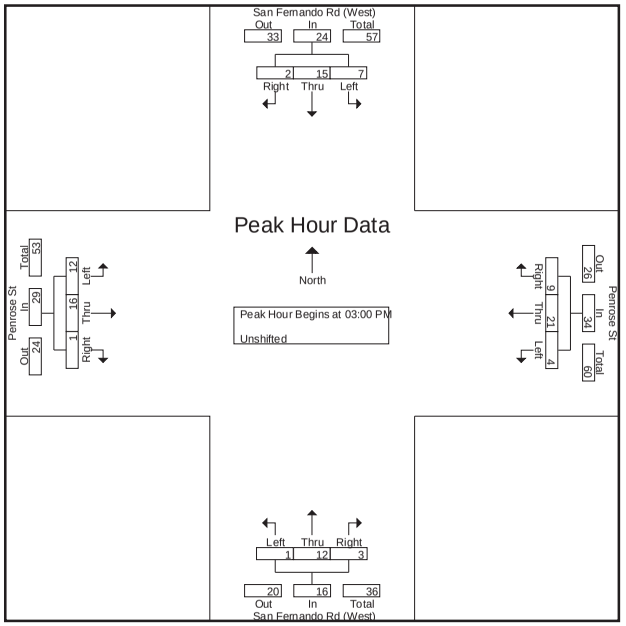


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**4**	7	0	**11**	0	2	2	4	**1**	**5**	**1**	**7**	1	3	0	4	26
03:15 PM	1	2	**1**	4	1	6	2	9	0	0	1	1	**6**	4	0	**10**	24
03:30 PM	0	2	0	2	1	4	2	7	0	4	1	5	2	4	0	6	20
03:45 PM	2	4	1	7	**2**	**9**	**3**	**14**	0	3	0	3	3	**5**	**1**	9	**33**
Total Volume	7	15	2	24	4	21	9	34	1	12	3	16	12	16	1	29	103
% App. Total	29.2	62.5	8.3		11.8	61.8	26.5		6.2	75	18.8		41.4	55.2	3.4		
PHF	.438	.536	.500	.545	.500	.583	.750	.607	.250	.600	.750	.571	.500	.800	.250	.725	.780



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
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Groups Printed- Bank 1

	San Fernando Rd (West) Southbound			Penrose St Westbound			San Fernando Rd (West) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	1	2	0	1	1	0	5	1	0	12
07:15 AM	0	2	0	0	6	1	0	0	0	1	3	0	13
07:30 AM	0	1	0	0	3	0	0	0	0	2	3	0	9
07:45 AM	2	1	2	0	1	1	0	0	0	1	7	0	15
Total	2	4	3	1	12	2	1	1	0	9	14	0	49
08:00 AM	0	0	1	0	3	1	0	1	0	2	3	0	11
08:15 AM	0	0	1	0	4	0	0	0	0	4	6	0	15
08:30 AM	0	3	0	0	1	3	0	0	0	2	2	0	11
08:45 AM	1	3	4	0	2	1	0	2	1	2	3	0	19
Total	1	6	6	0	10	5	0	3	1	10	14	0	56
09:00 AM	3	3	1	0	5	1	0	1	0	3	3	1	21
09:15 AM	0	0	0	0	5	0	0	0	0	2	2	0	9
09:30 AM	0	0	0	0	3	1	0	1	0	2	5	0	12
09:45 AM	0	1	1	1	4	1	0	2	2	1	0	1	14
Total	3	4	2	1	17	3	0	4	2	8	10	2	56
12:00 PM	0	1	0	0	3	1	1	1	0	2	3	1	13
12:15 PM	0	1	1	0	3	2	0	1	1	1	4	0	14
12:30 PM	2	1	2	0	1	1	0	2	0	5	2	1	17
12:45 PM	1	1	0	0	4	1	0	0	0	1	5	0	13
Total	3	4	3	0	11	5	1	4	1	9	14	2	57
01:00 PM	3	1	1	1	3	1	0	2	0	2	5	0	19
01:15 PM	0	0	0	1	1	0	0	0	0	3	2	0	7
01:30 PM	1	0	0	0	2	1	0	1	0	4	3	0	12
01:45 PM	0	0	1	0	2	0	1	3	1	5	2	0	15
Total	4	1	2	2	8	2	1	6	1	14	12	0	53
03:00 PM	1	1	0	0	2	0	0	1	1	0	2	0	8
03:15 PM	0	0	1	0	7	0	0	0	0	1	2	0	11
03:30 PM	1	1	1	0	1	0	0	1	0	2	1	0	8
03:45 PM	0	3	0	1	4	0	0	2	0	1	1	0	12
Total	2	5	2	1	14	0	0	4	1	4	6	0	39
04:00 PM	0	1	0	0	2	0	1	2	0	4	3	0	13
04:15 PM	0	1	1	0	2	0	1	1	0	4	2	0	12
04:30 PM	0	2	0	0	2	0	0	0	0	2	2	0	8
04:45 PM	0	1	0	0	4	0	0	0	0	0	1	0	6
Total	0	5	1	0	10	0	2	3	0	10	8	0	39
05:00 PM	0	0	1	0	1	1	0	2	0	1	0	0	6
05:15 PM	0	0	0	0	4	1	0	3	1	0	1	0	10
05:30 PM	0	1	0	0	4	1	0	0	1	1	2	0	10
05:45 PM	0	0	0	0	2	0	0	1	0	0	5	0	8
Total	0	1	1	0	11	3	0	6	2	2	8	0	34
Grand Total	15	30	20	5	93	20	5	31	8	66	86	4	383
Apprch %	23.1	46.2	30.8	4.2	78.8	16.9	11.4	70.5	18.2	42.3	55.1	2.6	
Total %	3.9	7.8	5.2	1.3	24.3	5.2	1.3	8.1	2.1	17.2	22.5	1	

CITY TRAFFIC COUNTERS

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File Name : SanFernando(West)_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016

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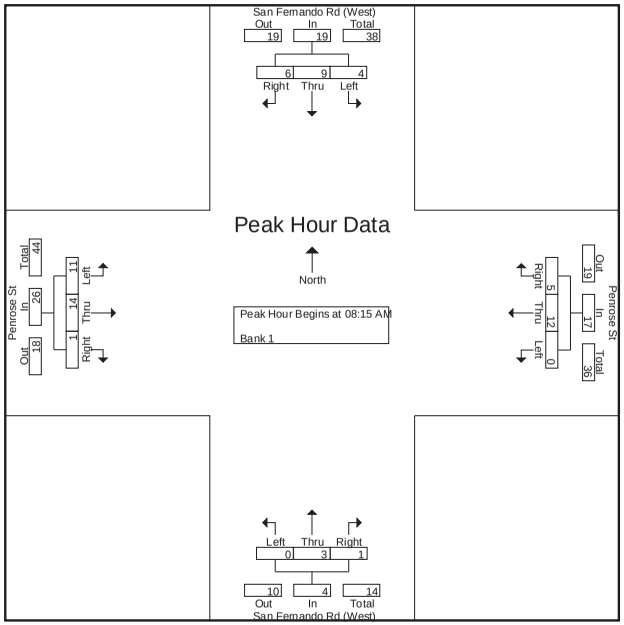
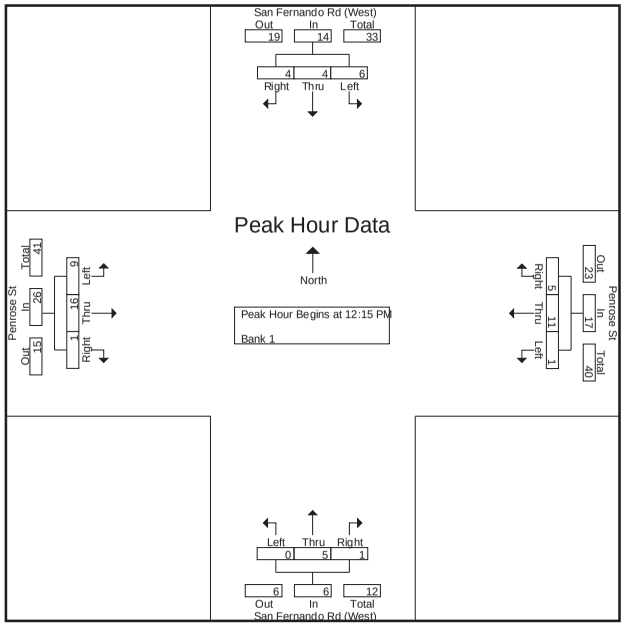
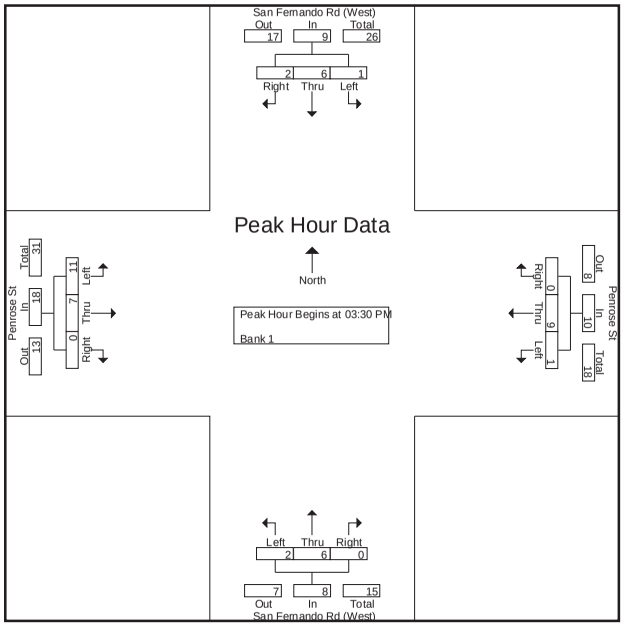
	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	1	1	0	4	0	4	0	0	0	0	**4**	**6**	0	**10**	15
08:30 AM	0	**3**	0	3	0	1	**3**	4	0	0	0	0	2	2	0	4	11
08:45 AM	1	3	**4**	**8**	0	2	1	3	0	**2**	**1**	**3**	2	3	0	5	19
09:00 AM	**3**	3	1	7	0	**5**	1	**6**	0	1	0	1	3	3	**1**	7	**21**
Total Volume	4	9	6	19	0	12	5	17	0	3	1	4	11	14	1	26	66
% App. Total	21.1	47.4	31.6		0	70.6	29.4		0	75	25		42.3	53.8	3.8		
PHF	.333	.750	.375	.594	.000	.600	.417	.708	.000	.375	.250	.333	.688	.583	.250	.650	.786



	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	**1**	1	2	0	3	**2**	**5**	0	1	**1**	**2**	1	4	0	5	14
12:30 PM	2	1	**2**	**5**	0	1	1	2	0	**2**	0	2	**5**	2	**1**	**8**	17
12:45 PM	1	1	0	2	0	**4**	1	5	0	0	0	0	1	**5**	0	6	13
01:00 PM	**3**	1	1	5	**1**	3	1	5	0	2	0	2	2	5	0	7	**19**
Total Volume	6	4	4	14	1	11	5	17	0	5	1	6	9	16	1	26	63
% App. Total	42.9	28.6	28.6		5.9	64.7	29.4		0	83.3	16.7		34.6	61.5	3.8		
PHF	.500	1.00	.500	.700	.250	.688	.625	.850	.000	.625	.250	.750	.450	.800	.250	.813	.829



	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**1**	1	**1**	**3**	0	1	0	1	0	1	0	1	2	1	0	3	8
03:45 PM	0	**3**	0	3	**1**	**4**	0	**5**	0	**2**	0	2	1	1	0	2	12
04:00 PM	0	1	0	1	0	2	0	2	**1**	2	0	**3**	**4**	**3**	0	**7**	**13**
04:15 PM	0	1	1	2	0	2	0	2	1	1	0	2	4	2	0	6	12
Total Volume	1	6	2	9	1	9	0	10	2	6	0	8	11	7	0	18	45
% App. Total	11.1	66.7	22.2		10	90	0		25	75	0		61.1	38.9	0		
PHF	.250	.500	.500	.750	.250	.563	.000	.500	.500	.750	.000	.667	.688	.583	.000	.643	.865



CITY TRAFFIC COUNTERS

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File Name : SanFernando(West)_Penrose_4-Axle
Site Code : 00000000
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Groups Printed- Unshifted

	San Fernando Rd (West) Southbound			Penrose St Westbound			San Fernando Rd (West) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	1	1	0	0	0	0	1	5	1	10
07:15 AM	0	0	0	1	2	1	0	0	0	0	1	0	5
07:30 AM	0	1	0	0	2	0	0	0	0	1	3	0	7
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
Total	0	1	1	2	5	1	0	0	0	2	11	2	25
08:00 AM	0	1	0	0	3	0	0	0	0	0	2	1	7
08:15 AM	0	0	0	0	1	1	0	0	0	1	2	0	5
08:30 AM	0	0	0	0	2	0	0	2	0	0	3	0	7
08:45 AM	0	2	0	0	1	0	0	0	0	2	0	0	5
Total	0	3	0	0	7	1	0	2	0	3	7	1	24
09:00 AM	0	1	1	0	0	0	1	0	0	0	2	0	5
09:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
09:30 AM	0	2	0	0	2	0	0	0	1	1	4	1	11
09:45 AM	0	0	1	1	2	0	0	0	0	3	2	0	9
Total	0	3	2	1	5	0	1	0	1	4	9	1	27
12:00 PM	0	1	0	1	2	1	0	0	0	1	3	0	9
12:15 PM	0	0	0	2	0	0	0	0	0	2	1	0	5
12:30 PM	0	0	0	1	2	0	1	0	0	1	2	0	7
12:45 PM	0	0	0	1	3	1	0	0	0	0	3	0	8
Total	0	1	0	5	7	2	1	0	0	4	9	0	29
01:00 PM	0	0	0	0	2	2	0	1	0	2	2	0	9
01:15 PM	0	0	0	0	3	0	0	0	0	1	1	0	5
01:30 PM	0	0	0	0	2	0	0	0	0	2	2	0	6
01:45 PM	0	0	0	0	3	0	0	0	0	3	1	0	7
Total	0	0	0	0	10	2	0	1	0	8	6	0	27
03:00 PM	0	0	0	0	0	0	0	1	0	4	1	0	6
03:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
03:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	1	0	0	2	0	0	0	0	3
Total	0	1	0	0	2	1	0	3	0	4	2	0	13
04:30 PM	0	0	0	0	3	0	0	0	0	1	0	0	4
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	0	0	0	0	1	0	0	5
05:00 PM	0	0	0	0	3	1	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	4	1	1	0	0	0	1	0	7
Grand Total	0	9	3	8	44	8	3	6	1	26	45	4	157
Apprch %	0	75	25	13.3	73.3	13.3	30	60	10	34.7	60	5.3	
Total %	0	5.7	1.9	5.1	28	5.1	1.9	3.8	0.6	16.6	28.7	2.5	

CITY TRAFFIC COUNTERS

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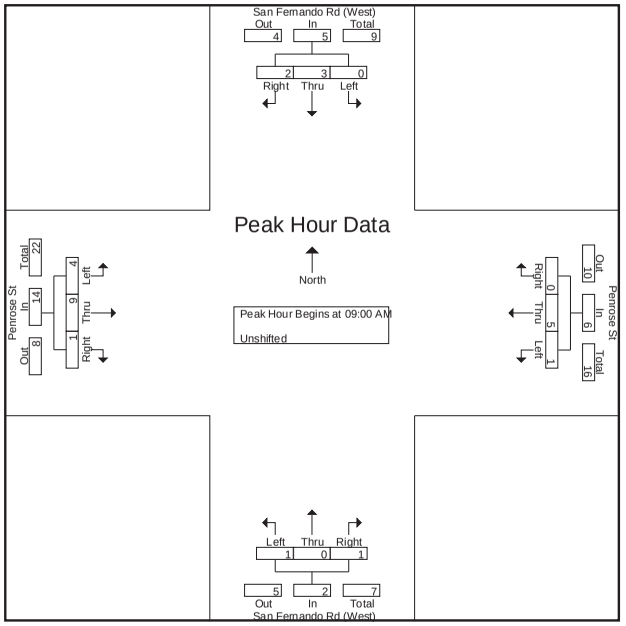
File Name : SanFernando(West)_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	1	**1**	**2**	0	0	0	0	**1**	0	0	**1**	0	2	0	2	5
09:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
09:30 AM	0	**2**	0	2	0	**2**	0	2	0	0	**1**	1	1	**4**	**1**	**6**	**11**
09:45 AM	0	0	1	1	**1**	2	0	**3**	0	0	0	0	**3**	2	0	5	9
Total Volume	0	3	2	5	1	5	0	6	1	0	1	2	4	9	1	14	27
% App. Total	0	60	40		16.7	83.3	0		50	0	50		28.6	64.3	7.1		
PHF	.000	.375	.500	.625	.250	.625	.000	.500	.250	.000	.250	.500	.333	.563	.250	.583	.614

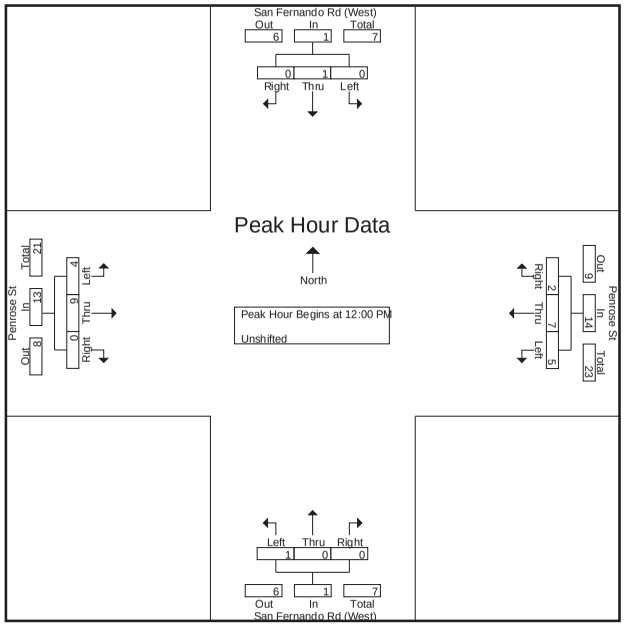


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**1**	0	**1**	1	2	**1**	4	0	0	0	0	1	**3**	0	**4**	**9**
12:15 PM	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**	1	0	3	5
12:30 PM	0	0	0	0	1	2	0	3	**1**	0	0	**1**	1	2	0	3	7
12:45 PM	0	0	0	0	1	**3**	1	**5**	0	0	0	0	0	3	0	3	8
Total Volume	0	1	0	1	5	7	2	14	1	0	0	1	4	9	0	13	29
% App. Total	0	100	0		35.7	50	14.3		100	0	0		30.8	69.2	0		
PHF	.000	.250	.000	.250	.625	.583	.500	.700	.250	.000	.000	.250	.500	.750	.000	.813	.806

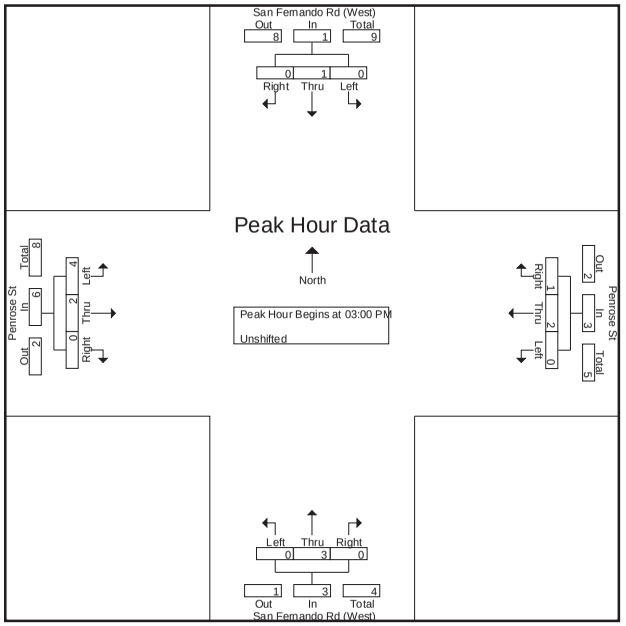


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	**4**	**1**	0	**5**	**6**
03:15 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	2
03:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	1	0	1	0	**2**	0	**2**	0	0	0	0	3
Total Volume	0	1	0	1	0	2	1	3	0	3	0	3	4	2	0	6	13
% App. Total	0	100	0		0	66.7	33.3		0	100	0		66.7	33.3	0		
PHF	.000	.250	.000	.250	.000	.500	.250	.375	.000	.375	.000	.375	.250	.500	.000	.300	.542



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 2

	San Fernando Rd (West) Southbound			Penrose St Westbound			San Fernando Rd (West) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	0	0	0	3	1	0	4	1	4	1	0	16
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
07:30 AM	0	2	1	0	6	2	0	1	0	5	2	0	19
07:45 AM	0	0	0	1	1	1	0	0	1	2	6	0	12
Total	2	2	1	1	10	4	0	7	2	11	9	0	49
08:00 AM	1	3	1	1	1	1	0	0	0	0	2	0	10
08:15 AM	0	0	0	2	2	1	0	2	0	1	3	0	11
08:30 AM	0	1	0	0	3	1	0	0	0	0	2	0	7
08:45 AM	1	2	0	1	3	0	0	1	0	2	0	0	10
Total	2	6	1	4	9	3	0	3	0	3	7	0	38
09:00 AM	1	0	0	0	6	0	0	3	0	3	1	0	14
09:15 AM	0	1	0	0	4	0	0	2	0	0	0	0	7
09:30 AM	0	0	0	0	4	0	1	1	0	1	1	0	8
09:45 AM	0	0	0	1	3	1	0	4	0	3	1	0	13
Total	1	1	0	1	17	1	1	10	0	7	3	0	42
12:00 PM	2	1	0	0	7	0	0	3	1	5	3	0	22
12:15 PM	0	2	0	1	2	2	0	3	0	2	0	0	12
12:30 PM	0	2	0	0	3	0	1	3	1	1	2	1	14
12:45 PM	2	1	0	2	2	0	0	0	0	1	1	1	10
Total	4	6	0	3	14	2	1	9	2	9	6	2	58
01:00 PM	1	0	0	0	4	0	0	0	0	1	1	0	7
01:15 PM	0	1	0	3	3	2	1	1	0	3	1	0	15
01:30 PM	0	1	0	0	3	1	0	3	0	3	1	0	12
01:45 PM	2	0	0	0	4	0	0	1	0	2	1	0	10
Total	3	2	0	3	14	3	1	5	0	9	4	0	44
03:00 PM	1	3	0	0	3	0	0	0	0	3	0	1	11
03:15 PM	1	1	0	0	3	1	0	1	0	0	1	0	8
03:30 PM	1	2	1	1	2	0	0	3	0	1	0	0	11
03:45 PM	0	1	0	2	3	1	0	0	0	3	0	0	10
Total	3	7	1	3	11	2	0	4	0	7	1	1	40
04:00 PM	0	1	0	0	3	0	0	0	0	2	0	0	6
04:15 PM	0	1	0	1	2	1	0	1	0	1	2	0	9
04:30 PM	0	0	0	2	5	1	0	0	0	1	1	0	10
04:45 PM	0	0	1	0	3	0	0	0	0	0	0	0	4
Total	0	2	1	3	13	2	0	1	0	4	3	0	29
05:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	1	1	0	4
05:30 PM	0	1	0	0	5	1	0	0	0	1	1	0	9
05:45 PM	0	2	0	0	2	1	0	0	0	0	1	0	6
Total	0	4	0	0	9	3	0	0	0	2	3	0	21
Grand Total	15	30	4	18	97	20	3	39	4	52	36	3	321
Apprch %	30.6	61.2	8.2	13.3	71.9	14.8	6.5	84.8	8.7	57.1	39.6	3.3	
Total %	4.7	9.3	1.2	5.6	30.2	6.2	0.9	12.1	1.2	16.2	11.2	0.9	

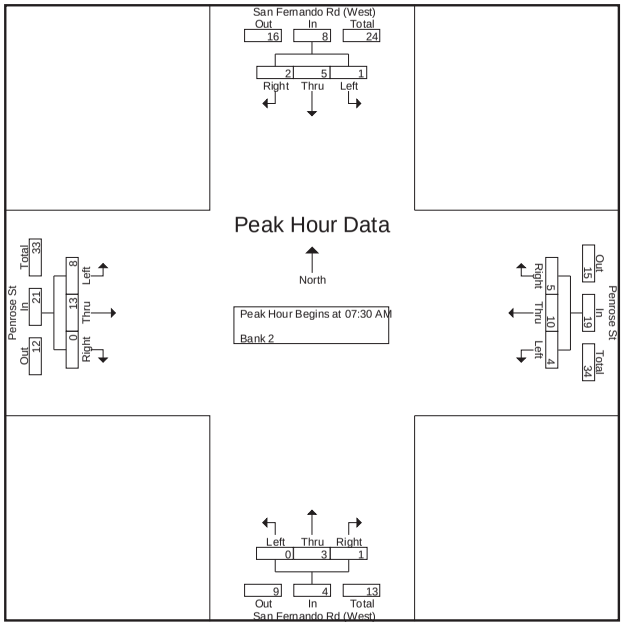
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	**1**	3	0	**6**	**2**	**8**	0	1	0	1	**5**	2	0	7	**19**
07:45 AM	0	0	0	0	1	1	1	3	0	0	**1**	1	2	**6**	0	**8**	12
08:00 AM	**1**	**3**	1	**5**	1	1	1	3	0	0	0	0	0	2	0	2	10
08:15 AM	0	0	0	0	**2**	2	1	5	0	**2**	0	**2**	1	3	0	4	11
Total Volume	1	5	2	8	4	10	5	19	0	3	1	4	8	13	0	21	52
% App. Total	12.5	62.5	25		21.1	52.6	26.3		0	75	25		38.1	61.9	0		
PHF	.250	.417	.500	.400	.500	.417	.625	.594	.000	.375	.250	.500	.400	.542	.000	.656	.684

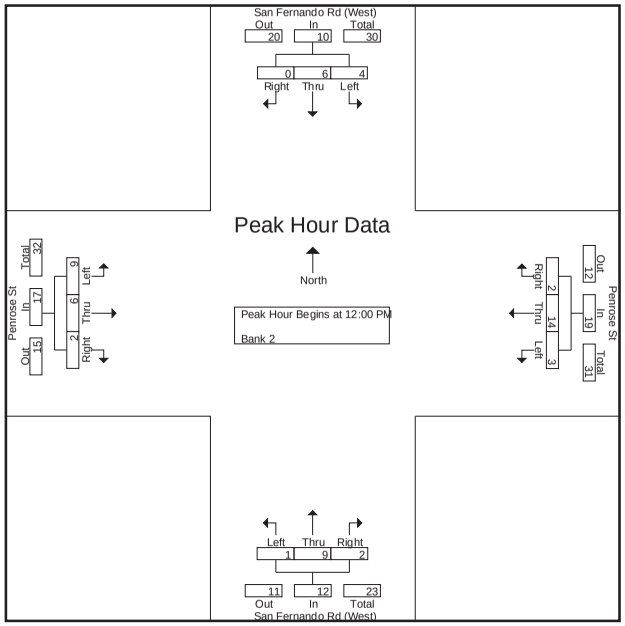


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**2**	1	0	**3**	0	**7**	0	**7**	0	**3**	**1**	4	**5**	**3**	0	**8**	**22**
12:15 PM	0	**2**	0	2	1	2	**2**	5	0	3	0	3	2	0	0	2	12
12:30 PM	0	2	0	2	0	3	0	3	**1**	3	1	**5**	1	2	**1**	4	14
12:45 PM	2	1	0	3	**2**	2	0	4	0	0	0	0	1	1	1	3	10
Total Volume	4	6	0	10	3	14	2	19	1	9	2	12	9	6	2	17	58
% App. Total	40	60	0		15.8	73.7	10.5		8.3	75	16.7		52.9	35.3	11.8		
PHF	.500	.750	.000	.833	.375	.500	.250	.679	.250	.750	.500	.600	.450	.500	.500	.531	.659

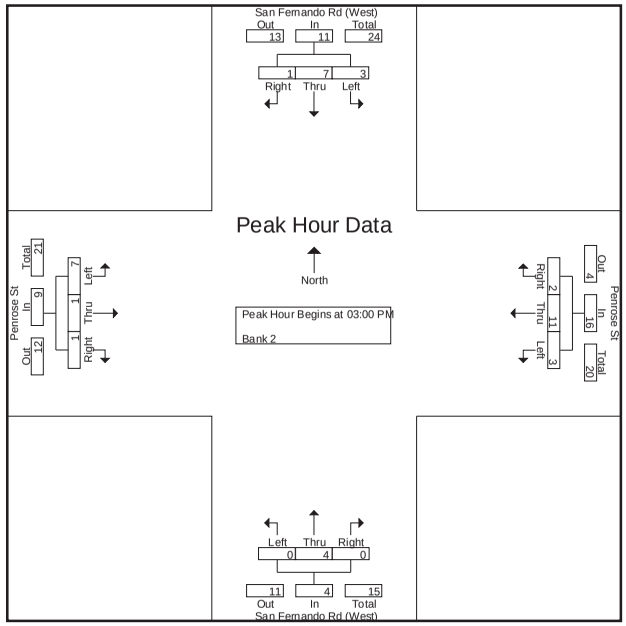


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(West)_Penrose_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	San Fernando Rd (West) Southbound				Penrose St Westbound				San Fernando Rd (West) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	**3**	0	**4**	0	**3**	0	3	0	0	0	0	**3**	0	**1**	**4**	**11**
03:15 PM	1	1	0	2	0	3	**1**	4	0	1	0	1	0	**1**	0	1	8
03:30 PM	1	2	**1**	4	1	2	0	3	0	**3**	0	**3**	1	0	0	1	11
03:45 PM	0	1	0	1	**2**	3	1	**6**	0	0	0	0	3	0	0	3	10
Total Volume	3	7	1	11	3	11	2	16	0	4	0	4	7	1	1	9	40
% App. Total	27.3	63.6	9.1		18.8	68.8	12.5		0	100	0		77.8	11.1	11.1		
PHF	.750	.583	.250	.688	.375	.917	.500	.667	.000	.333	.000	.333	.583	.250	.250	.563	.909



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 44

File Name : SanFernando(East)_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

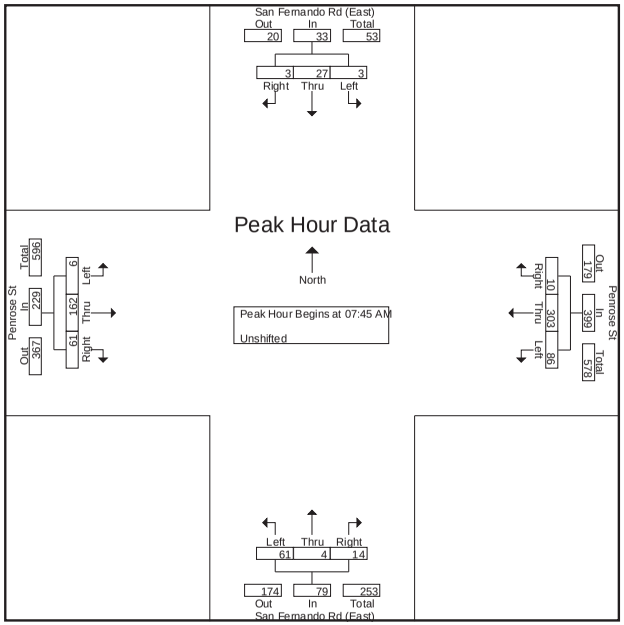
Groups Printed- Unshifted

	San Fernando Rd (East) Southbound			Penrose St Westbound			San Fernando Rd (East) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	4	1	6	48	3	12	3	3	1	37	11	131
07:15 AM	3	3	1	10	70	3	18	2	0	0	42	12	164
07:30 AM	0	6	1	5	77	3	14	2	4	1	47	12	172
07:45 AM	1	8	2	20	90	2	22	4	2	2	45	18	216
Total	6	21	5	41	285	11	66	11	9	4	171	53	683
08:00 AM	0	7	0	23	80	2	11	0	6	0	33	13	175
08:15 AM	2	7	1	25	61	1	7	0	2	2	48	17	173
08:30 AM	0	5	0	18	72	5	21	0	4	2	36	13	176
08:45 AM	0	6	1	39	59	4	6	2	4	2	30	11	164
Total	2	25	2	105	272	12	45	2	16	6	147	54	688
09:00 AM	1	6	1	4	66	2	14	1	4	3	43	6	151
09:15 AM	0	0	2	5	65	3	8	1	0	0	37	5	126
09:30 AM	0	0	0	5	56	3	3	2	4	1	35	15	124
09:45 AM	0	4	0	4	56	1	12	1	4	0	31	7	120
Total	1	10	3	18	243	9	37	5	12	4	146	33	521
12:00 PM	3	4	0	2	66	7	14	4	8	1	51	9	169
12:15 PM	1	2	3	4	58	1	11	3	5	1	49	3	141
12:30 PM	3	4	0	9	50	4	9	2	3	1	40	13	138
12:45 PM	0	3	0	4	86	3	14	2	4	0	46	10	172
Total	7	13	3	19	260	15	48	11	20	3	186	35	620
01:00 PM	1	5	3	17	65	8	9	5	3	0	69	6	191
01:15 PM	1	1	1	12	71	5	12	4	4	2	65	16	194
01:30 PM	1	3	0	8	70	4	19	1	11	1	60	8	186
01:45 PM	2	3	1	5	65	6	9	1	9	0	55	10	166
Total	5	12	5	42	271	23	49	11	27	3	249	40	737
03:00 PM	4	2	3	2	75	4	9	1	6	1	61	4	172
03:15 PM	2	3	3	8	91	3	9	2	3	1	71	9	205
03:30 PM	3	2	0	6	102	3	16	3	12	0	85	8	240
03:45 PM	1	2	0	7	66	10	22	6	5	0	94	2	215
Total	10	9	6	23	334	20	56	12	26	2	311	23	832
04:00 PM	0	3	2	7	74	1	14	5	12	1	78	6	203
04:15 PM	0	2	0	5	101	2	9	7	7	0	64	10	207
04:30 PM	1	3	5	9	72	3	21	1	13	2	78	11	219
04:45 PM	0	3	1	10	69	2	12	3	9	1	63	8	181
Total	1	11	8	31	316	8	56	16	41	4	283	35	810
05:00 PM	1	3	1	4	88	4	25	2	12	1	73	9	223
05:15 PM	2	4	1	10	110	2	22	3	9	3	96	4	266
05:30 PM	0	0	1	3	94	4	17	3	5	0	93	9	229
05:45 PM	3	0	0	5	88	7	12	3	9	1	76	4	208
Total	6	7	3	22	380	17	76	11	35	5	338	26	926
Grand Total	38	108	35	301	2361	115	433	79	186	31	1831	299	5817
Apprch %	21	59.7	19.3	10.8	85	4.1	62	11.3	26.6	1.4	84.7	13.8	
Total %	0.7	1.9	0.6	5.2	40.6	2	7.4	1.4	3.2	0.5	31.5	5.1	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(East)_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	**8**	**2**	**11**	20	**90**	2	**112**	**22**	**4**	2	**28**	**2**	45	**18**	65	**216**
08:00 AM	0	7	0	7	23	80	2	105	11	0	**6**	17	0	33	13	46	175
08:15 AM	**2**	7	1	10	**25**	61	1	87	7	0	2	9	2	**48**	17	**67**	173
08:30 AM	0	5	0	5	18	72	**5**	95	21	0	4	25	2	36	13	51	176
Total Volume	3	27	3	33	86	303	10	399	61	4	14	79	6	162	61	229	740
% App. Total	9.1	81.8	9.1		21.6	75.9	2.5		77.2	5.1	17.7		2.6	70.7	26.6		
PHF	.375	.844	.375	.750	.860	.842	.500	.891	.693	.250	.583	.705	.750	.844	.847	.854	.856

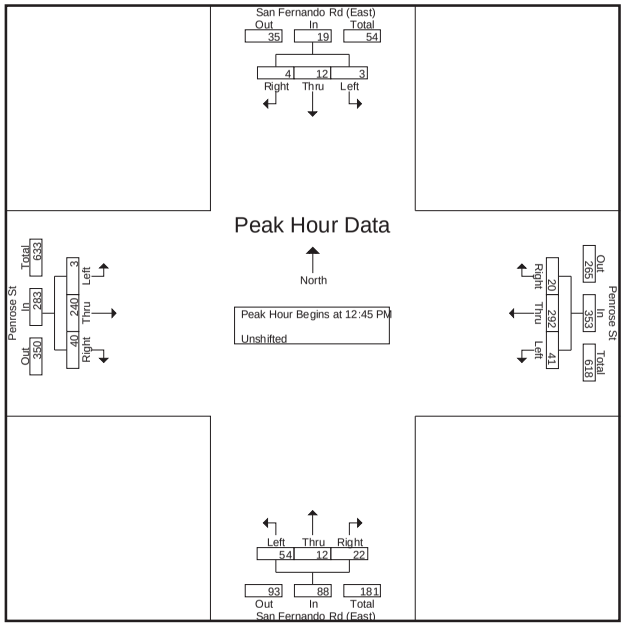


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	3	0	3	4	**86**	3	**93**	14	2	4	20	0	46	10	56	172
01:00 PM	**1**	**5**	**3**	**9**	**17**	65	**8**	90	9	**5**	3	17	0	**69**	6	75	191
01:15 PM	1	1	1	3	12	71	5	88	12	4	4	20	**2**	65	**16**	**83**	**194**
01:30 PM	1	3	0	4	8	70	4	82	**19**	1	**11**	**31**	1	60	8	69	186
Total Volume	3	12	4	19	41	292	20	353	54	12	22	88	3	240	40	283	743
% App. Total	15.8	63.2	21.1		11.6	82.7	5.7		61.4	13.6	25		1.1	84.8	14.1		
PHF	.750	.600	.333	.528	.603	.849	.625	.949	.711	.600	.500	.710	.375	.870	.625	.852	.957

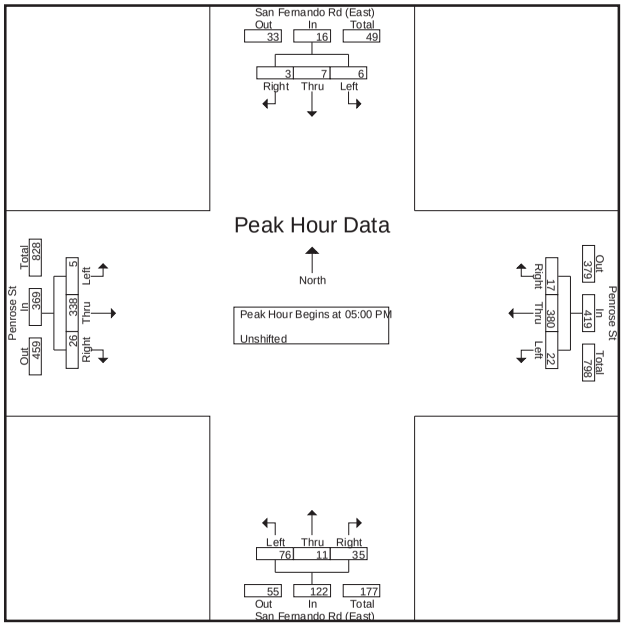


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	3	**1**	5	4	88	4	96	**25**	2	**12**	**39**	1	73	**9**	83	223
05:15 PM	2	**4**	1	**7**	**10**	**110**	2	**122**	22	**3**	9	34	**3**	**96**	4	**103**	**266**
05:30 PM	0	0	1	1	3	94	4	101	17	3	5	25	0	93	9	102	229
05:45 PM	**3**	0	0	3	5	88	**7**	100	12	3	9	24	1	76	4	81	208
Total Volume	6	7	3	16	22	380	17	419	76	11	35	122	5	338	26	369	926
% App. Total	37.5	43.8	18.8		5.3	90.7	4.1		62.3	9	28.7		1.4	91.6	7		
PHF	.500	.438	.750	.571	.550	.864	.607	.859	.760	.917	.729	.782	.417	.880	.722	.896	.870



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 2

	San Fernando Rd (East) Southbound			Penrose St Westbound			San Fernando Rd (East) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	2	0	1	0	0	0	0	0	3
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	5	0	1	0	0	0	0	0	6
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	1	0	0	0	0	1	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
Grand Total	0	0	0	0	15	1	1	0	0	0	5	0	22
Apprch %	0	0	0	0	93.8	6.2	100	0	0	0	100	0	
Total %	0	0	0	0	68.2	4.5	4.5	0	0	0	22.7	0	

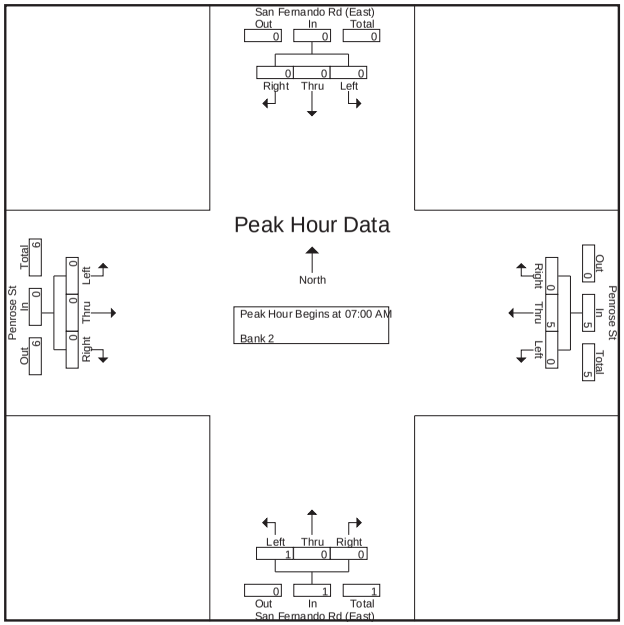
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

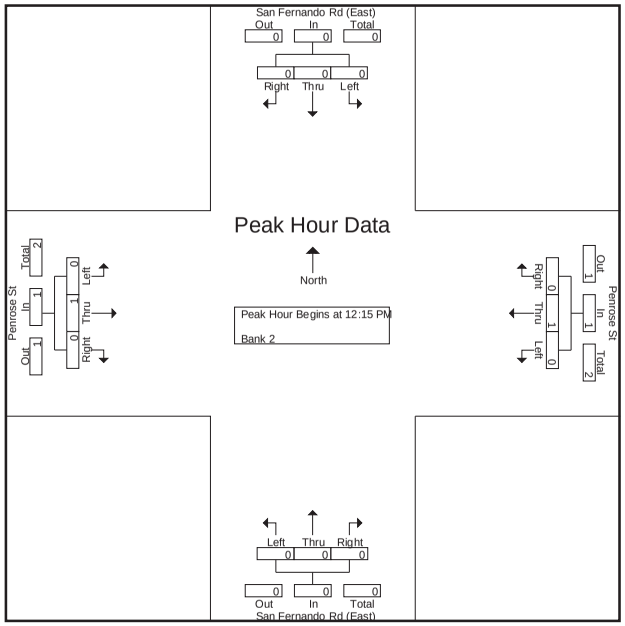
	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	0	0	0	0	**3**
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	5	0	5	1	0	0	1	0	0	0	0	6
% App. Total	0	0	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.000	.250	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(East)_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

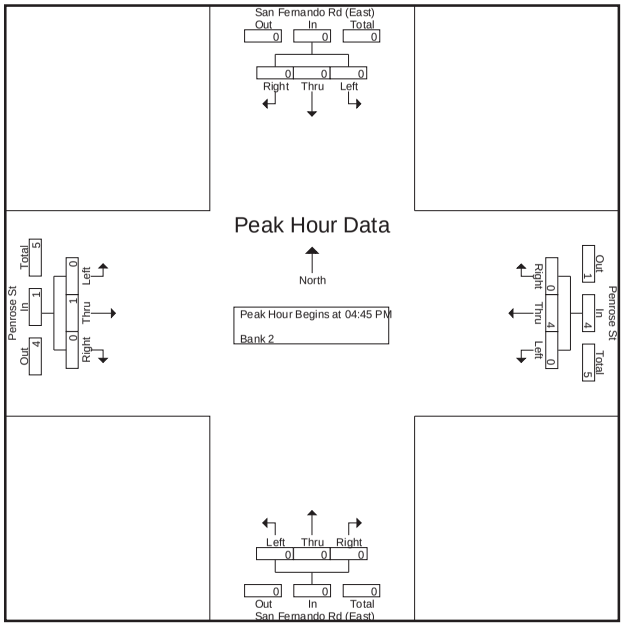
	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(East)_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	**3**
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.417



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 1

	San Fernando Rd (East) Southbound			Penrose St Westbound			San Fernando Rd (East) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
03:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
03:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	5	0	0	0	0	0	4	0	9
04:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	4	0	0	0	0	0	0	0	5
Grand Total	0	1	0	0	12	0	0	0	0	0	9	0	22
Apprch %	0	100	0	0	100	0	0	0	0	0	100	0	
Total %	0	4.5	0	0	54.5	0	0	0	0	0	40.9	0	

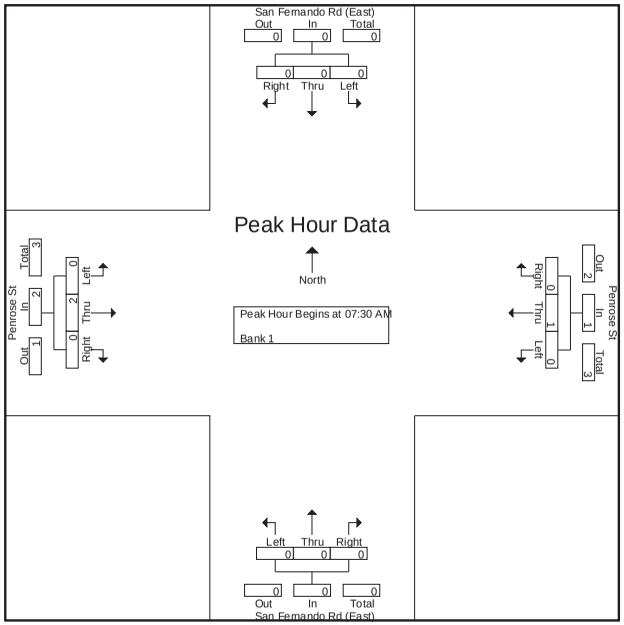
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.750

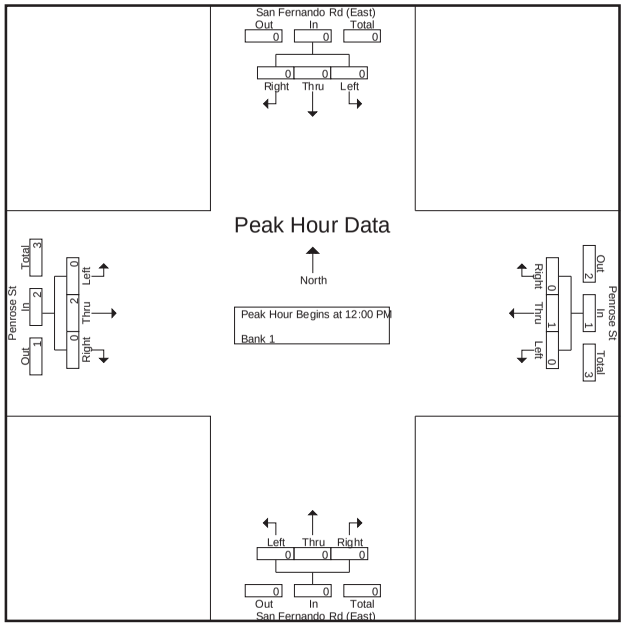


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
12:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	**2**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.375

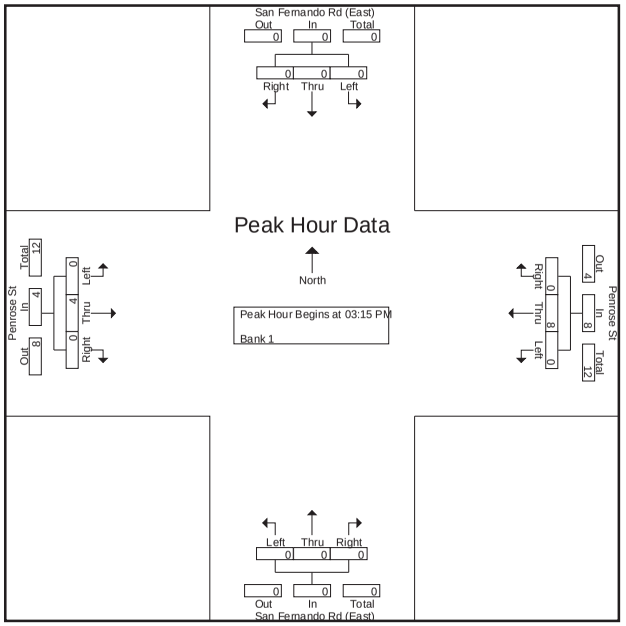


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	**4**
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.500	.000	.500	.750



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(East)_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

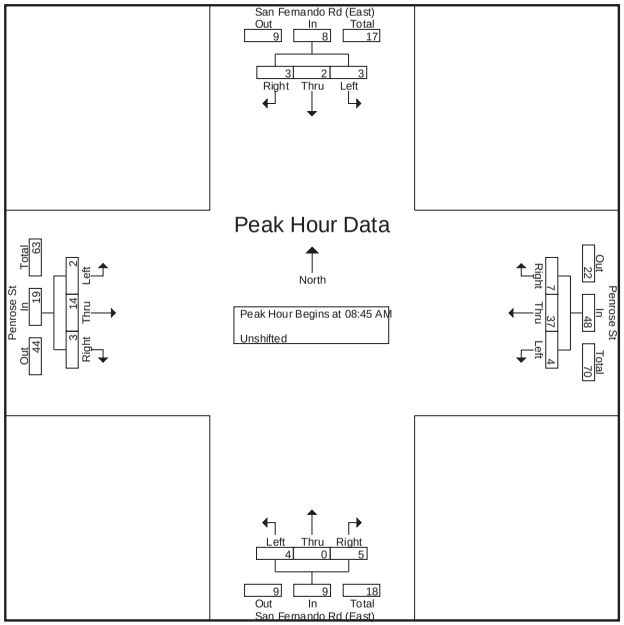
	San Fernando Rd (East) Southbound			Penrose St Westbound			San Fernando Rd (East) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	2	0	0	3	1	0	0	1	0	6	1	15
07:15 AM	1	0	1	0	3	1	2	3	1	0	1	1	14
07:30 AM	1	0	1	0	7	1	3	1	0	0	6	2	22
07:45 AM	0	1	0	2	3	0	3	0	0	0	5	1	15
Total	3	3	2	2	16	3	8	4	2	0	18	5	66
08:00 AM	0	1	0	1	4	0	2	1	0	0	5	0	14
08:15 AM	1	3	0	1	2	0	6	0	2	0	5	2	22
08:30 AM	1	0	2	0	5	1	2	1	2	0	3	0	17
08:45 AM	0	1	1	0	10	2	1	0	1	0	2	2	20
Total	2	5	3	2	21	3	11	2	5	0	15	4	73
09:00 AM	0	1	0	2	7	2	0	0	1	0	7	1	21
09:15 AM	2	0	1	2	13	0	1	0	1	0	3	0	23
09:30 AM	1	0	1	0	7	3	2	0	2	2	2	0	20
09:45 AM	2	0	0	0	6	1	0	1	1	0	8	0	19
Total	5	1	2	4	33	6	3	1	5	2	20	1	83
12:00 PM	1	1	0	0	6	1	2	0	2	1	6	0	20
12:15 PM	2	0	0	2	9	0	1	0	1	1	1	1	18
12:30 PM	3	0	0	1	5	1	0	1	1	0	4	0	16
12:45 PM	0	0	0	2	7	2	1	0	1	2	2	1	18
Total	6	1	0	5	27	4	4	1	5	4	13	2	72
01:00 PM	1	2	0	1	5	2	2	0	0	0	6	0	19
01:15 PM	2	0	0	1	7	2	0	2	2	0	6	0	22
01:30 PM	0	1	0	1	7	3	0	0	0	0	12	1	25
01:45 PM	1	1	0	2	10	2	1	0	0	1	8	4	30
Total	4	4	0	5	29	9	3	2	2	1	32	5	96
03:00 PM	1	1	0	0	4	3	0	1	2	0	7	1	20
03:15 PM	0	1	0	1	7	1	2	1	1	0	5	1	20
03:30 PM	0	2	0	0	7	1	0	1	0	0	4	1	16
03:45 PM	0	1	0	1	10	1	4	0	0	0	6	1	24
Total	1	5	0	2	28	6	6	3	3	0	22	4	80
04:00 PM	1	0	0	1	2	1	2	1	2	0	4	2	16
04:15 PM	0	1	0	2	9	2	0	2	3	0	6	1	26
04:30 PM	1	1	1	0	3	0	1	0	0	1	5	1	14
04:45 PM	0	1	0	2	3	0	0	0	1	0	4	0	11
Total	2	3	1	5	17	3	3	3	6	1	19	4	67
05:00 PM	0	1	0	0	4	1	0	0	1	0	3	0	10
05:15 PM	0	1	0	1	8	1	0	0	0	1	2	0	14
05:30 PM	0	0	0	0	3	1	1	0	0	0	3	2	10
05:45 PM	0	0	0	0	2	0	0	0	0	0	4	1	7
Total	0	2	0	1	17	3	1	0	1	1	12	3	41
Grand Total	23	24	8	26	188	37	39	16	29	9	151	28	578
Apprch %	41.8	43.6	14.5	10.4	74.9	14.7	46.4	19	34.5	4.8	80.3	14.9	
Total %	4	4.2	1.4	4.5	32.5	6.4	6.7	2.8	5	1.6	26.1	4.8	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : SanFernando(East)_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**1**	**1**	2	0	10	2	12	1	0	1	2	0	2	**2**	4	20
09:00 AM	0	1	0	1	**2**	7	2	11	0	0	1	1	0	**7**	1	**8**	21
09:15 AM	**2**	0	1	**3**	2	**13**	0	**15**	1	0	1	2	0	3	0	3	**23**
09:30 AM	1	0	1	2	0	7	**3**	10	**2**	0	**2**	**4**	**2**	2	0	4	20
Total Volume	3	2	3	8	4	37	7	48	4	0	5	9	2	14	3	19	84
% App. Total	37.5	25	37.5		8.3	77.1	14.6		44.4	0	55.6		10.5	73.7	15.8		
PHF	.375	.500	.750	.667	.500	.712	.583	.800	.500	.000	.625	.563	.250	.500	.375	.594	.913

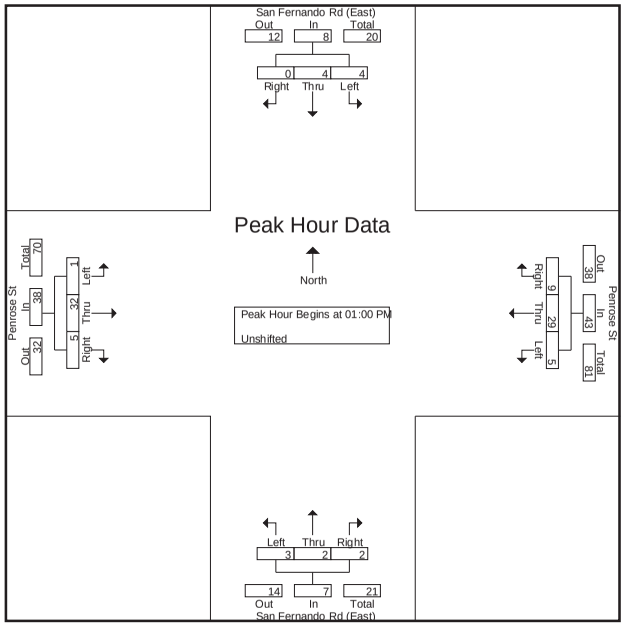


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	1	**2**	0	**3**	1	5	2	8	**2**	0	0	2	0	6	0	6	19
01:15 PM	**2**	0	0	2	1	7	2	10	0	**2**	**2**	**4**	0	6	0	6	22
01:30 PM	0	1	0	1	1	7	**3**	11	0	0	0	0	0	**12**	1	**13**	25
01:45 PM	1	1	0	2	**2**	**10**	2	**14**	1	0	0	1	**1**	8	**4**	13	**30**
Total Volume	4	4	0	8	5	29	9	43	3	2	2	7	1	32	5	38	96
% App. Total	50	50	0		11.6	67.4	20.9		42.9	28.6	28.6		2.6	84.2	13.2		
PHF	.500	.500	.000	.667	.625	.725	.750	.768	.375	.250	.250	.438	.250	.667	.313	.731	.800

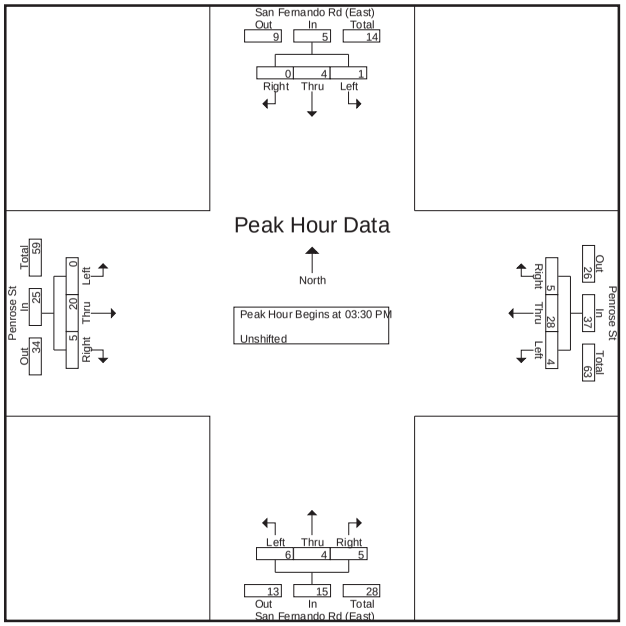


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	**2**	0	**2**	0	7	1	8	0	1	0	1	0	4	1	5	16
03:45 PM	0	1	0	1	1	**10**	1	12	**4**	0	0	4	0	**6**	1	**7**	24
04:00 PM	**1**	0	0	1	1	2	1	4	2	1	2	**5**	0	4	**2**	6	16
04:15 PM	0	1	0	1	**2**	9	**2**	**13**	0	**2**	**3**	5	0	6	1	7	**26**
Total Volume	1	4	0	5	4	28	5	37	6	4	5	15	0	20	5	25	82
% App. Total	20	80	0		10.8	75.7	13.5		40	26.7	33.3		0	80	20		
PHF	.250	.500	.000	.625	.500	.700	.625	.712	.375	.500	.417	.750	.000	.833	.625	.893	.788



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 1

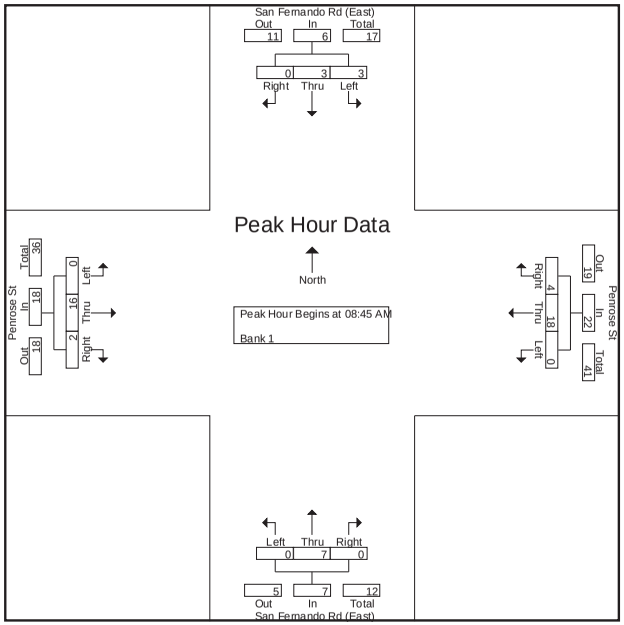
	San Fernando Rd (East) Southbound			Penrose St Westbound			San Fernando Rd (East) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	0	3	1	0	0	1	0	1	0	8
07:15 AM	1	3	0	0	6	0	2	0	0	0	3	0	15
07:30 AM	0	1	0	0	2	0	1	0	0	0	2	0	6
07:45 AM	0	1	0	0	0	2	0	0	0	0	8	1	12
Total	1	7	0	0	11	3	3	0	1	0	14	1	41
08:00 AM	0	2	0	0	4	0	0	1	1	0	3	0	11
08:15 AM	0	0	1	0	4	1	0	0	0	0	6	0	12
08:30 AM	0	0	0	0	4	0	0	1	0	0	1	1	7
08:45 AM	1	1	0	0	3	0	0	4	0	0	4	1	14
Total	1	3	1	0	15	1	0	6	1	0	14	2	44
09:00 AM	0	1	0	0	6	2	0	1	0	0	6	0	16
09:15 AM	1	1	0	0	5	1	0	0	0	0	2	0	10
09:30 AM	1	0	0	0	4	1	0	2	0	0	4	1	13
09:45 AM	0	1	0	0	6	0	0	1	0	0	2	0	10
Total	2	3	0	0	21	4	0	4	0	0	14	1	49
12:00 PM	0	1	0	0	4	0	0	1	0	0	3	0	9
12:15 PM	1	0	0	0	5	0	0	1	0	0	5	0	12
12:30 PM	0	1	0	0	2	0	0	0	0	0	4	0	7
12:45 PM	0	1	0	0	5	1	0	1	0	0	6	0	14
Total	1	3	0	0	16	1	0	3	0	0	18	0	42
01:00 PM	1	0	1	0	4	0	0	1	0	0	6	2	15
01:15 PM	1	2	0	1	2	1	0	0	0	0	2	0	9
01:30 PM	0	1	0	0	3	0	0	0	0	0	4	0	8
01:45 PM	1	1	0	0	2	0	0	0	0	0	3	0	7
Total	3	4	1	1	11	1	0	1	0	0	15	2	39
03:00 PM	0	0	0	0	2	0	0	1	1	0	2	2	8
03:15 PM	0	0	1	0	6	1	0	0	1	0	2	0	11
03:30 PM	1	1	0	1	1	0	0	0	0	0	1	1	6
03:45 PM	0	0	0	1	5	1	0	0	0	0	1	0	8
Total	1	1	1	2	14	2	0	1	2	0	6	3	33
04:00 PM	0	1	0	2	2	0	0	0	0	0	3	0	8
04:15 PM	0	0	0	0	2	0	0	1	0	0	2	0	5
04:30 PM	0	0	0	0	2	0	0	1	0	1	1	0	5
04:45 PM	0	0	0	1	3	0	1	0	1	0	1	0	7
Total	0	1	0	3	9	0	1	2	1	1	7	0	25
05:00 PM	1	0	0	0	2	2	0	1	1	0	0	0	7
05:15 PM	0	0	0	0	5	0	0	0	0	0	2	0	7
05:30 PM	0	0	0	0	5	1	1	0	0	1	3	0	11
05:45 PM	0	0	1	0	1	0	0	0	0	1	4	0	7
Total	1	0	1	0	13	3	1	1	1	2	9	0	32
Grand Total	10	22	4	6	110	15	5	18	6	3	97	9	305
Apprch %	27.8	61.1	11.1	4.6	84	11.5	17.2	62.1	20.7	2.8	89	8.3	
Total %	3.3	7.2	1.3	2	36.1	4.9	1.6	5.9	2	1	31.8	3	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**1**	**1**	0	**2**	0	3	0	3	0	**4**	0	**4**	0	4	**1**	5	14
09:00 AM	0	1	0	1	0	**6**	**2**	**8**	0	1	0	1	0	**6**	0	**6**	**16**
09:15 AM	1	1	0	2	0	5	1	6	0	0	0	0	0	2	0	2	10
09:30 AM	1	0	0	1	0	4	1	5	0	2	0	2	0	4	1	5	13
Total Volume	3	3	0	6	0	18	4	22	0	7	0	7	0	16	2	18	53
% App. Total	50	50	0		0	81.8	18.2		0	100	0		0	88.9	11.1		
PHF	.750	.750	.000	.750	.000	.750	.500	.688	.000	.438	.000	.438	.000	.667	.500	.750	.828

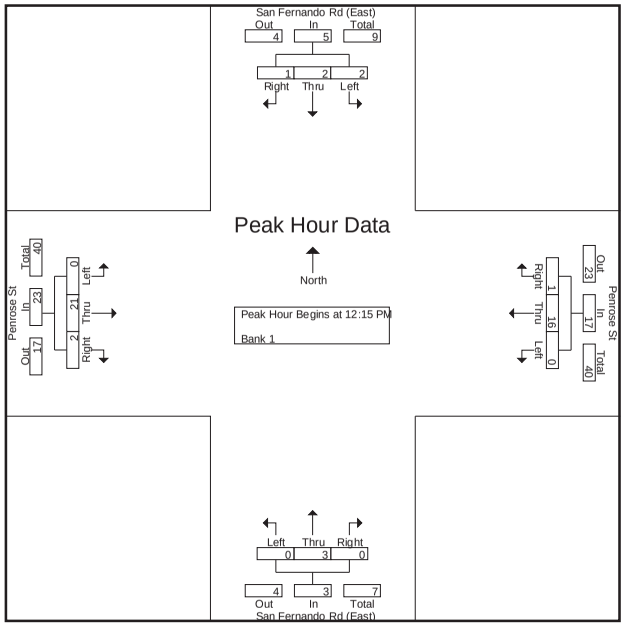


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**1**	0	0	1	0	**5**	0	5	0	**1**	0	**1**	0	5	0	5	12
12:30 PM	0	**1**	0	1	0	2	0	2	0	0	0	0	0	4	0	4	7
12:45 PM	0	1	0	1	0	5	**1**	**6**	0	1	0	1	0	**6**	0	6	14
01:00 PM	1	0	**1**	**2**	0	4	0	4	0	1	0	1	0	6	**2**	**8**	**15**
Total Volume	2	2	1	5	0	16	1	17	0	3	0	3	0	21	2	23	48
% App. Total	40	40	20		0	94.1	5.9		0	100	0		0	91.3	8.7		
PHF	.500	.500	.250	.625	.000	.800	.250	.708	.000	.750	.000	.750	.000	.875	.250	.719	.800

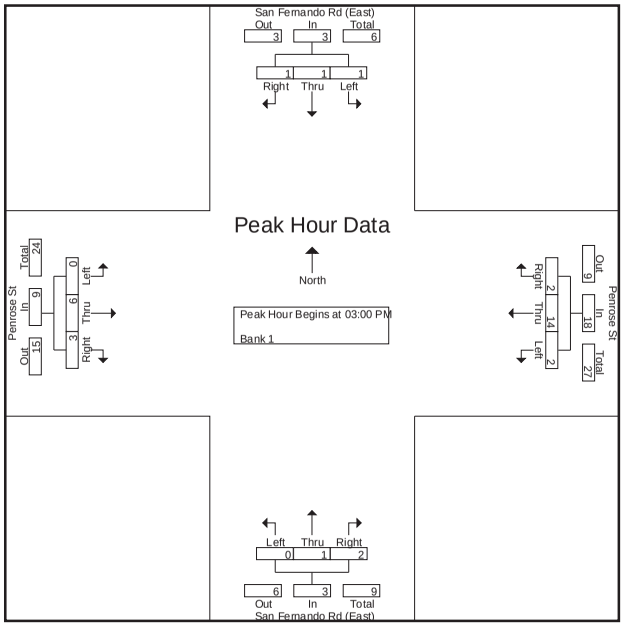


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	2	0	2	0	**1**	**1**	**2**	0	**2**	**2**	**4**	8
03:15 PM	0	0	**1**	1	0	**6**	**1**	**7**	0	0	1	1	0	2	0	2	**11**
03:30 PM	**1**	**1**	0	**2**	**1**	1	0	2	0	0	0	0	0	1	1	2	6
03:45 PM	0	0	0	0	1	5	1	7	0	0	0	0	0	1	0	1	8
Total Volume	1	1	1	3	2	14	2	18	0	1	2	3	0	6	3	9	33
% App. Total	33.3	33.3	33.3		11.1	77.8	11.1		0	33.3	66.7		0	66.7	33.3		
PHF	.250	.250	.250	.375	.500	.583	.500	.643	.000	.250	.500	.375	.000	.750	.375	.563	.750



CITY TRAFFIC COUNTERS
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File Name : SanFernando(East)_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd (East) Southbound			Penrose St Westbound			San Fernando Rd (East) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	2	0	0	0	0	0	5	0	8
07:15 AM	0	0	0	0	4	0	0	0	0	0	1	0	5
07:30 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	1	0	0	0	8	0	0	0	0	0	11	0	20
08:00 AM	2	0	0	0	3	0	0	0	0	0	2	0	7
08:15 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
08:30 AM	1	0	0	0	2	0	0	0	0	0	0	0	3
08:45 AM	2	0	0	0	1	0	0	0	0	0	2	0	5
Total	5	0	0	0	8	0	0	0	0	0	6	0	19
09:00 AM	2	0	0	0	0	0	0	0	0	0	2	0	4
09:15 AM	1	0	0	1	1	0	0	0	0	0	1	0	4
09:30 AM	0	0	0	0	2	0	0	0	0	0	5	0	7
09:45 AM	4	0	0	0	3	0	0	0	0	0	2	0	9
Total	7	0	0	1	6	0	0	0	0	0	10	0	24
12:00 PM	4	0	0	0	4	0	0	0	0	0	3	0	11
12:15 PM	1	0	0	1	2	0	0	0	0	0	0	1	5
12:30 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
12:45 PM	1	0	0	1	5	0	0	0	1	0	4	0	12
Total	6	0	0	2	14	0	0	0	1	0	9	1	33
01:00 PM	1	0	0	2	3	0	1	0	0	0	2	0	9
01:15 PM	6	0	0	0	3	0	0	0	0	0	2	0	11
01:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
01:45 PM	1	0	0	0	3	0	0	0	0	0	1	0	5
Total	8	0	0	2	11	0	1	0	0	0	7	0	29
03:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
03:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	1	1	0	0	3	0	0	0	0	0	4	0	9
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	4	0	0	0	0	0	1	0	6
05:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	5	0	0	0	0	0	3	0	8
Grand Total	28	2	0	5	59	0	1	0	1	0	51	1	148
Apprch %	93.3	6.7	0	7.8	92.2	0	50	0	50	0	98.1	1.9	
Total %	18.9	1.4	0	3.4	39.9	0	0.7	0	0.7	0	34.5	0.7	

CITY TRAFFIC COUNTERS
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File Name : SanFernando(East)_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016

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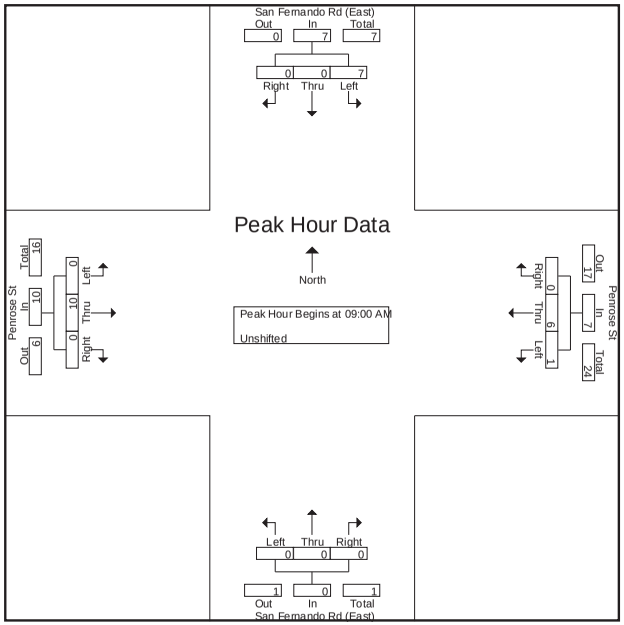
	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
09:15 AM	1	0	0	1	**1**	1	0	2	0	0	0	0	0	1	0	1	4
09:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	0	**5**	7
09:45 AM	**4**	0	0	**4**	0	**3**	0	**3**	0	0	0	0	0	2	0	2	**9**
Total Volume	7	0	0	7	1	6	0	7	0	0	0	0	0	10	0	10	24
% App. Total	100	0	0		14.3	85.7	0		0	0	0		0	100	0		
PHF	.438	.000	.000	.438	.250	.500	.000	.583	.000	.000	.000	.000	.000	.500	.000	.500	.667

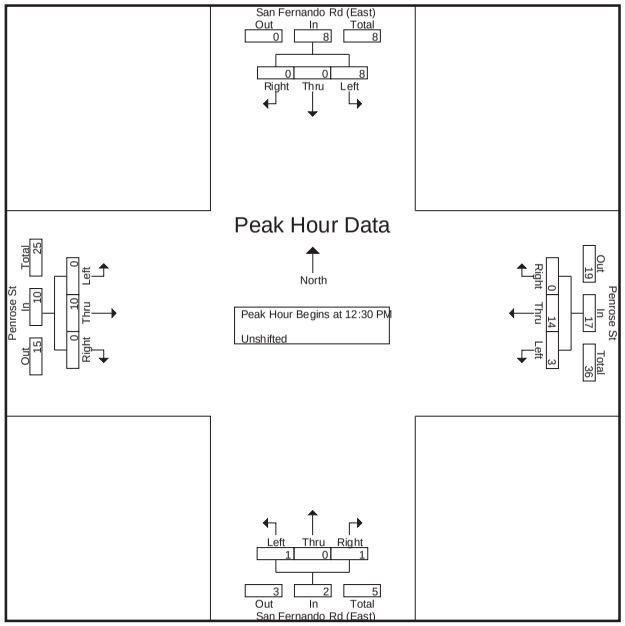


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
12:45 PM	1	0	0	1	1	**5**	0	**6**	0	0	**1**	**1**	0	**4**	0	**4**	**12**
01:00 PM	1	0	0	1	**2**	3	0	5	**1**	0	0	1	0	2	0	2	9
01:15 PM	**6**	0	0	**6**	0	3	0	3	0	0	0	0	0	2	0	2	11
Total Volume	8	0	0	8	3	14	0	17	1	0	1	2	0	10	0	10	37
% App. Total	100	0	0		17.6	82.4	0		50	0	50		0	100	0		
PHF	.333	.000	.000	.333	.375	.700	.000	.708	.250	.000	.250	.500	.000	.625	.000	.625	.771

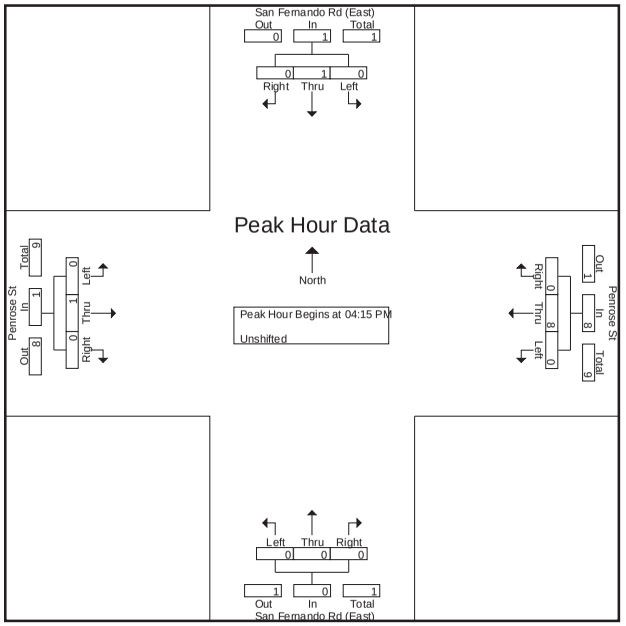


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**1**	0	**1**	**4**
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	4
Total Volume	0	1	0	1	0	8	0	8	0	0	0	0	0	1	0	1	10
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.625



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_5+-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 2

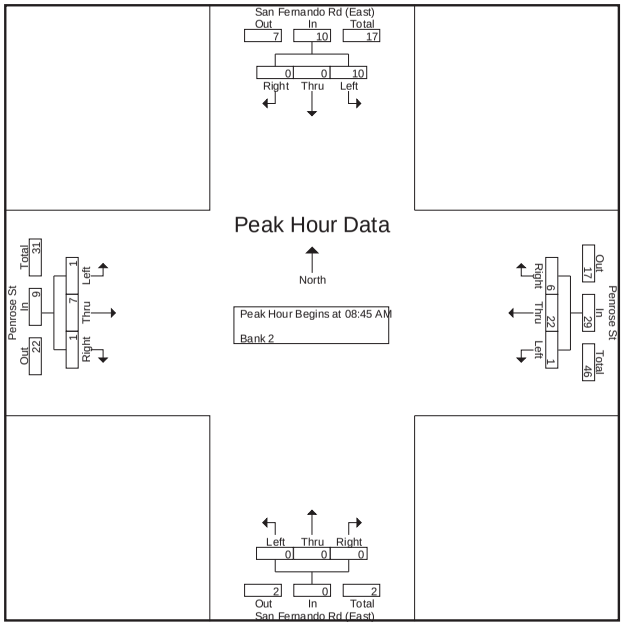
	San Fernando Rd (East) Southbound			Penrose St Westbound			San Fernando Rd (East) Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	6	0	0	0	0	0	2	0	9
07:15 AM	1	0	0	1	3	0	0	0	0	0	0	0	5
07:30 AM	1	0	0	0	6	0	1	0	0	0	2	0	10
07:45 AM	1	0	0	0	2	0	1	0	0	0	5	0	9
Total	4	0	0	1	17	0	2	0	0	0	9	0	33
08:00 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
08:15 AM	0	0	1	0	2	0	0	0	0	0	2	0	5
08:30 AM	2	0	0	0	6	1	0	0	0	0	2	0	11
08:45 AM	2	0	0	0	5	1	0	0	0	1	1	1	11
Total	4	0	1	0	15	2	0	0	0	1	7	1	31
09:00 AM	2	0	0	0	6	1	0	0	0	0	3	0	12
09:15 AM	1	0	0	1	6	2	0	0	0	0	3	0	13
09:30 AM	5	0	0	0	5	2	0	0	0	0	0	0	12
09:45 AM	2	0	0	0	4	0	0	0	0	0	1	0	7
Total	10	0	0	1	21	5	0	0	0	0	7	0	44
12:00 PM	1	0	0	1	8	2	0	0	0	0	4	0	16
12:15 PM	0	0	1	0	2	2	0	0	0	0	0	0	5
12:30 PM	1	0	0	0	5	0	0	0	0	0	3	0	9
12:45 PM	1	0	0	1	3	1	0	0	0	0	3	0	9
Total	3	0	1	2	18	5	0	0	0	0	10	0	39
01:00 PM	0	1	0	0	7	0	0	0	0	0	1	0	9
01:15 PM	0	0	0	0	8	0	0	0	0	0	2	0	10
01:30 PM	0	0	0	0	3	1	0	0	0	0	0	0	4
01:45 PM	0	0	0	0	3	1	0	0	0	0	2	0	6
Total	0	1	0	0	21	2	0	0	0	0	5	0	29
03:00 PM	0	0	0	0	4	0	0	0	0	0	1	0	5
03:15 PM	0	0	2	0	4	1	0	0	0	0	3	0	10
03:30 PM	1	0	0	0	3	0	0	0	0	0	0	0	4
03:45 PM	0	0	0	0	5	1	1	0	0	0	0	0	7
Total	1	0	2	0	16	2	1	0	0	0	4	0	26
04:00 PM	0	0	0	0	2	1	0	0	0	0	1	0	4
04:15 PM	0	1	1	2	5	0	0	0	0	0	1	0	10
04:30 PM	0	1	0	0	6	1	0	0	0	0	1	0	9
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	2	1	2	14	2	0	0	0	0	3	0	24
05:00 PM	0	0	1	0	3	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
05:30 PM	0	0	0	1	4	0	0	0	0	0	1	0	6
05:45 PM	0	0	0	0	1	0	1	0	1	0	2	0	5
Total	0	0	1	1	11	0	1	0	1	0	5	0	20
Grand Total	22	3	6	7	133	18	4	0	1	1	50	1	246
Apprch %	71	9.7	19.4	4.4	84.2	11.4	80	0	20	1.9	96.2	1.9	
Total %	8.9	1.2	2.4	2.8	54.1	7.3	1.6	0	0.4	0.4	20.3	0.4	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_5+-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	2	0	0	2	0	5	1	6	0	0	0	0	**1**	1	**1**	**3**	11
09:00 AM	2	0	0	2	0	**6**	1	7	0	0	0	0	0	**3**	0	3	12
09:15 AM	1	0	0	1	**1**	6	**2**	**9**	0	0	0	0	0	3	0	3	**13**
09:30 AM	**5**	0	0	**5**	0	5	2	7	0	0	0	0	0	0	0	0	12
Total Volume	10	0	0	10	1	22	6	29	0	0	0	0	1	7	1	9	48
% App. Total	100	0	0		3.4	75.9	20.7		0	0	0		11.1	77.8	11.1		
PHF	.500	.000	.000	.500	.250	.917	.750	.806	.000	.000	.000	.000	.250	.583	.250	.750	.923

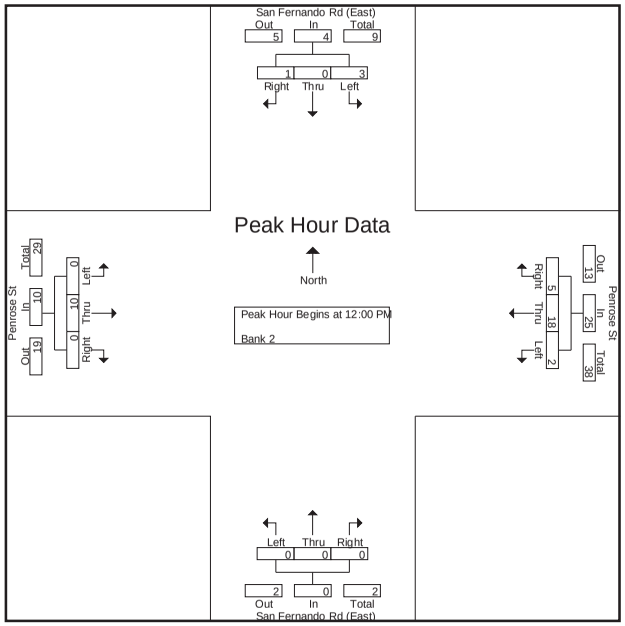


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_5+-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**1**	0	0	**1**	**1**	**8**	**2**	**11**	0	0	0	0	0	**4**	0	**4**	**16**
12:15 PM	0	0	**1**	1	0	2	2	4	0	0	0	0	0	0	0	0	5
12:30 PM	1	0	0	1	0	5	0	5	0	0	0	0	0	3	0	3	9
12:45 PM	1	0	0	1	1	3	1	5	0	0	0	0	0	3	0	3	9
Total Volume	3	0	1	4	2	18	5	25	0	0	0	0	0	10	0	10	39
% App. Total	75	0	25		8	72	20		0	0	0		0	100	0		
PHF	.750	.000	.250	1.00	.500	.563	.625	.568	.000	.000	.000	.000	.000	.625	.000	.625	.609

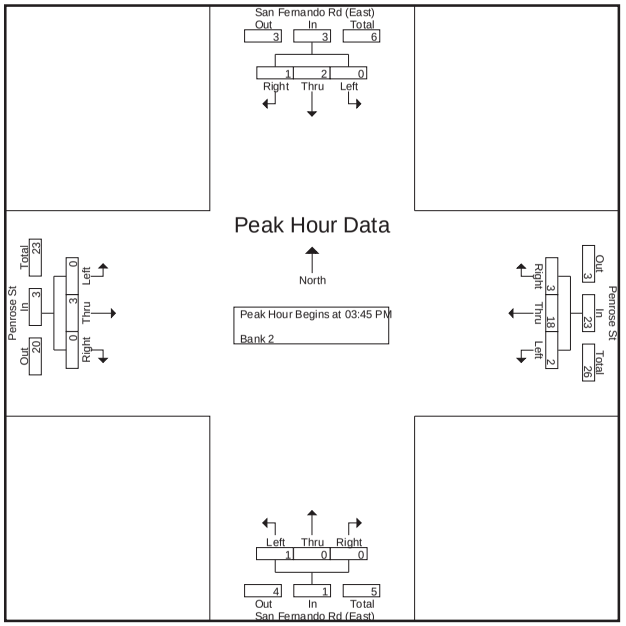


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : SanFernando(East)_Penrose_5+-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	San Fernando Rd (East) Southbound				Penrose St Westbound				San Fernando Rd (East) Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	5	**1**	6	**1**	0	0	**1**	0	0	0	0	7
04:00 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	**1**	0	**1**	4
04:15 PM	0	**1**	**1**	**2**	**2**	5	0	**7**	0	0	0	0	0	1	0	1	**10**
04:30 PM	0	1	0	1	0	**6**	1	7	0	0	0	0	0	1	0	1	9
Total Volume	0	2	1	3	2	18	3	23	1	0	0	1	0	3	0	3	30
% App. Total	0	66.7	33.3		8.7	78.3	13		100	0	0		0	100	0		
PHF	.000	.500	.250	.375	.250	.750	.750	.821	.250	.000	.000	.250	.000	.750	.000	.750	.750



CITY TRAFFIC COUNTERS
www.ctcounters.com

INT. 45

File Name : I-5FrwySBRamps_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

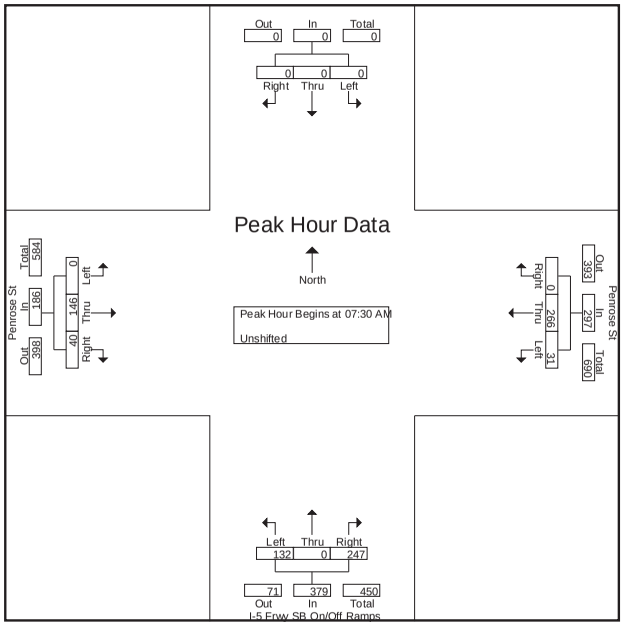
Groups Printed- Unshifted

	Southbound			Penrose St Westbound			I-5 Frwy SB On/Off Ramps Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	11	54	0	18	0	40	0	34	21	178
07:15 AM	0	0	0	7	55	0	19	0	42	0	30	17	170
07:30 AM	0	0	0	14	84	0	11	0	68	0	41	10	228
07:45 AM	0	0	0	4	73	0	39	0	66	0	41	9	232
Total	0	0	0	36	266	0	87	0	216	0	146	57	808
08:00 AM	0	0	0	5	67	0	40	0	64	0	28	12	216
08:15 AM	0	0	0	8	42	0	42	0	49	0	36	9	186
08:30 AM	0	0	0	10	40	0	46	0	47	0	35	11	189
08:45 AM	0	0	0	10	43	0	40	0	47	0	23	1	164
Total	0	0	0	33	192	0	168	0	207	0	122	33	755
09:00 AM	0	0	0	3	48	0	28	0	48	0	36	15	178
09:15 AM	0	0	0	12	47	0	16	0	28	0	27	14	144
09:30 AM	0	0	0	7	36	0	18	0	33	0	35	9	138
09:45 AM	0	0	0	15	45	0	8	0	27	0	31	11	137
Total	0	0	0	37	176	0	70	0	136	0	129	49	597
12:00 PM	0	0	0	29	50	0	15	0	39	0	38	17	188
12:15 PM	0	0	0	20	49	0	15	0	34	0	44	15	177
12:30 PM	0	0	0	33	36	0	21	0	41	0	32	11	174
12:45 PM	0	0	0	25	63	0	20	0	39	0	41	16	204
Total	0	0	0	107	198	0	71	0	153	0	155	59	743
01:00 PM	0	0	0	20	65	0	25	0	39	0	44	27	220
01:15 PM	0	0	0	16	57	0	24	0	43	0	35	25	200
01:30 PM	0	0	0	19	58	0	16	0	33	0	47	18	191
01:45 PM	0	0	0	14	61	0	18	0	46	0	46	20	205
Total	0	0	0	69	241	0	83	0	161	0	172	90	816
03:00 PM	0	0	0	30	66	0	12	0	37	0	47	25	217
03:15 PM	0	0	0	19	67	0	28	0	54	0	40	29	237
03:30 PM	0	0	0	29	72	0	33	0	40	0	51	40	265
03:45 PM	0	0	0	17	72	0	18	0	39	0	70	28	244
Total	0	0	0	95	277	0	91	0	170	0	208	122	963
04:00 PM	0	0	0	30	73	0	17	0	30	0	73	29	252
04:15 PM	0	0	0	26	79	0	19	0	33	0	58	17	232
04:30 PM	0	0	0	34	69	0	13	0	47	0	60	25	248
04:45 PM	0	0	0	25	71	0	14	0	40	0	61	17	228
Total	0	0	0	115	292	0	63	0	150	0	252	88	960
05:00 PM	0	0	0	49	64	0	26	0	19	0	55	22	235
05:15 PM	0	0	0	37	69	0	23	0	28	0	76	25	258
05:30 PM	0	0	0	22	72	0	14	0	40	0	70	27	245
05:45 PM	0	0	0	19	88	0	10	0	36	0	60	20	233
Total	0	0	0	127	293	0	73	0	123	0	261	94	971
Grand Total	0	0	0	619	1935	0	706	0	1316	0	1445	592	6613
Apprch %	0	0	0	24.2	75.8	0	34.9	0	65.1	0	70.9	29.1	
Total %	0	0	0	9.4	29.3	0	10.7	0	19.9	0	21.9	9	

CITY TRAFFIC COUNTERS
www.ctcounters.com

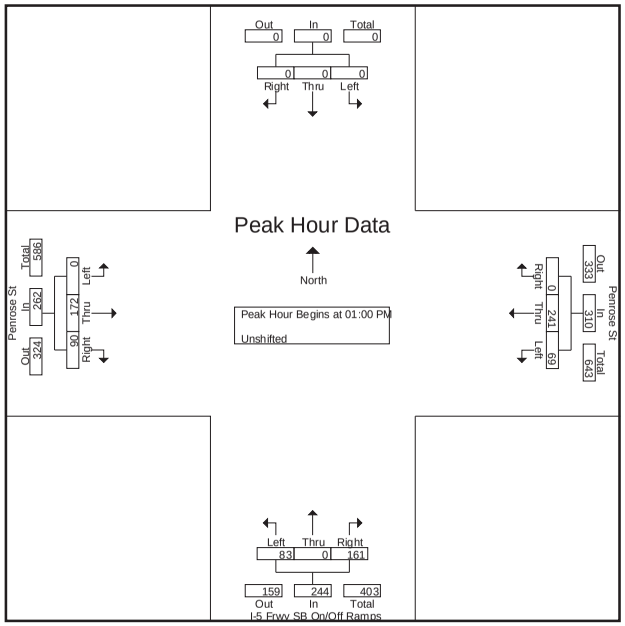
File Name : I-5FrwySBRamps_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 2

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**14**	**84**	0	**98**	11	0	**68**	79	0	**41**	10	**51**	228
07:45 AM	0	0	0	0	4	73	0	77	39	0	66	**105**	0	41	9	50	**232**
08:00 AM	0	0	0	0	5	67	0	72	40	0	64	104	0	28	**12**	40	216
08:15 AM	0	0	0	0	8	42	0	50	**42**	0	49	91	0	36	9	45	186
Total Volume	0	0	0	0	31	266	0	297	132	0	247	379	0	146	40	186	862
% App. Total	0	0	0		10.4	89.6	0		34.8	0	65.2		0	78.5	21.5		
PHF	.000	.000	.000	.000	.554	.792	.000	.758	.786	.000	.908	.902	.000	.890	.833	.912	.929



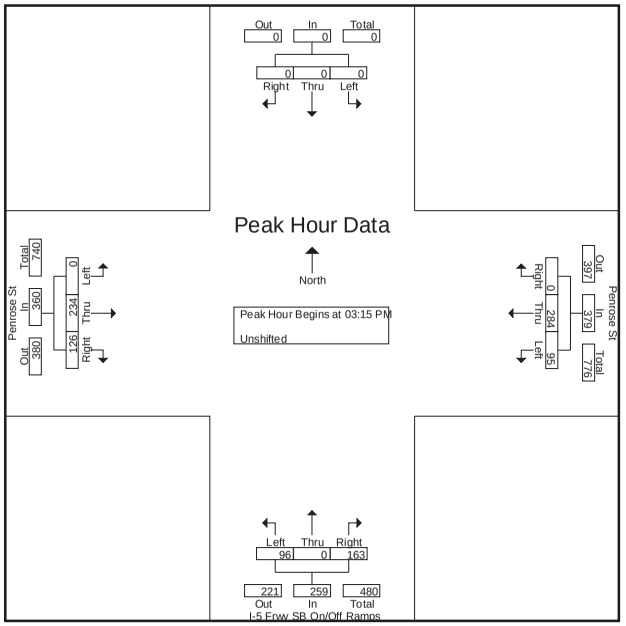
File Name : I-5FrwySBRamps_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	**20**	**65**	0	**85**	**25**	0	39	64	0	44	**27**	**71**	**220**
01:15 PM	0	0	0	0	16	57	0	73	24	0	43	**67**	0	35	25	60	200
01:30 PM	0	0	0	0	19	58	0	77	16	0	33	49	0	**47**	18	65	191
01:45 PM	0	0	0	0	14	61	0	75	18	0	**46**	64	0	46	20	66	205
Total Volume	0	0	0	0	69	241	0	310	83	0	161	244	0	172	90	262	816
% App. Total	0	0	0		22.3	77.7	0		34	0	66		0	65.6	34.4		
PHF	.000	.000	.000	.000	.863	.927	.000	.912	.830	.000	.875	.910	.000	.915	.833	.923	.927



File Name : I-5FrwySBRamps_Penrose
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	19	67	0	86	28	0	**54**	**82**	0	40	29	69	237
03:30 PM	0	0	0	0	29	72	0	101	**33**	0	40	73	0	51	**40**	91	**265**
03:45 PM	0	0	0	0	17	72	0	89	18	0	39	57	0	70	28	98	244
04:00 PM	0	0	0	0	**30**	**73**	0	**103**	17	0	30	47	0	**73**	29	**102**	252
Total Volume	0	0	0	0	95	284	0	379	96	0	163	259	0	234	126	360	998
% App. Total	0	0	0		25.1	74.9	0		37.1	0	62.9		0	65	35		
PHF	.000	.000	.000	.000	.792	.973	.000	.920	.727	.000	.755	.790	.000	.801	.788	.882	.942



CITY TRAFFIC COUNTERS

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File Name : I-5FrwySBRamps_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
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Groups Printed- Bank 2

	Southbound			Penrose St Westbound			I-5 Frwy SB On/Off Ramps Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	2	0	0	0	1	0	0	0	3
Total	0	0	0	0	4	0	1	0	1	0	0	0	6
08:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	1	0	0	0	3
09:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
09:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
09:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	1	2	0	0	0	1	0	1	0	5
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	1	0	1	0	2
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	2
03:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	0	0	0	1	3
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	1	3
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	2	0	0	0	0	0	0	1	3
Total	0	0	0	0	3	0	0	0	0	0	0	1	4
Grand Total	0	0	0	4	14	0	1	0	4	0	2	3	28
Apprch %	0	0	0	22.2	77.8	0	20	0	80	0	40	60	
Total %	0	0	0	14.3	50	0	3.6	0	14.3	0	7.1	10.7	

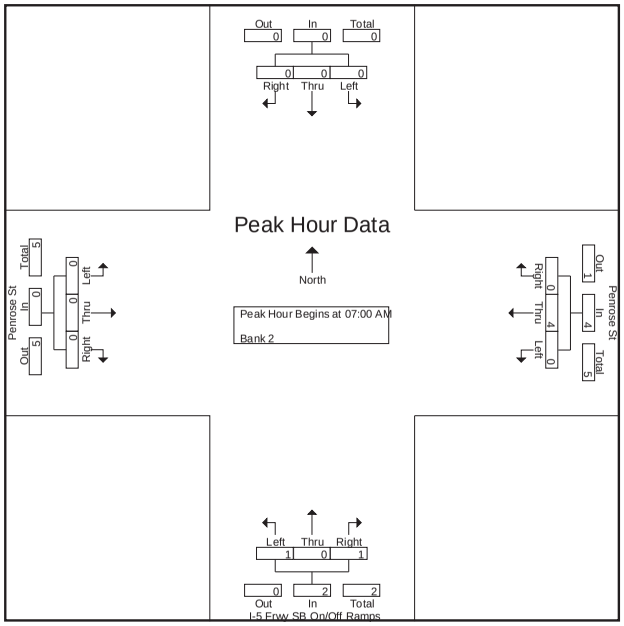
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	**1**	1	0	0	0	0	**3**
Total Volume	0	0	0	0	0	4	0	4	1	0	1	2	0	0	0	0	6
% App. Total	0	0	0		0	100	0		50	0	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.250	.500	.000	.000	.000	.000	.500

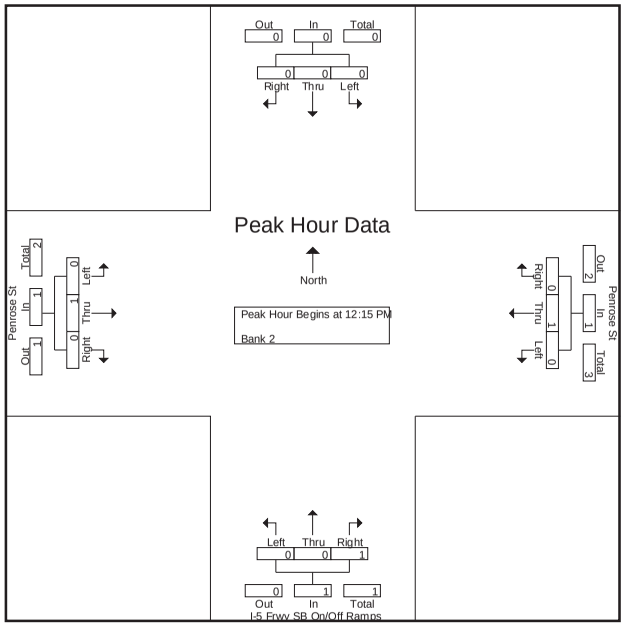


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.750

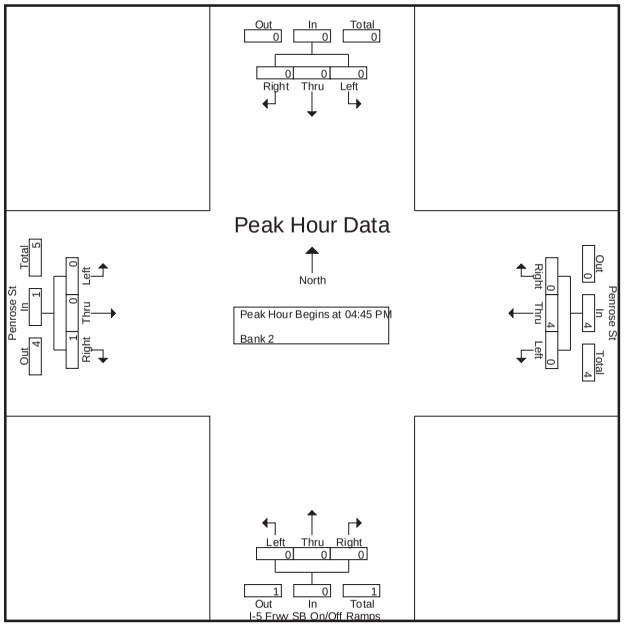


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_Motorcycles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	**1**	**1**	**3**
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	1	5
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.250	.250	.417



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 1

	Southbound			Penrose St Westbound			I-5 Frwy SB On/Off Ramps Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	2	0	1	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	2	0	2	0	4
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	1	0	0	0	0	0	1	1	3
03:15 PM	0	0	0	0	1	0	0	0	2	0	0	0	3
03:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
03:45 PM	0	0	0	0	1	0	0	0	0	0	1	1	3
Total	0	0	0	0	3	0	0	0	2	0	3	1	9
04:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	1	0	0	0	0	0	3
Grand Total	0	0	0	0	7	0	1	0	4	0	7	2	21
Apprch %	0	0	0	0	100	0	20	0	80	0	77.8	22.2	
Total %	0	0	0	0	33.3	0	4.8	0	19	0	33.3	9.5	

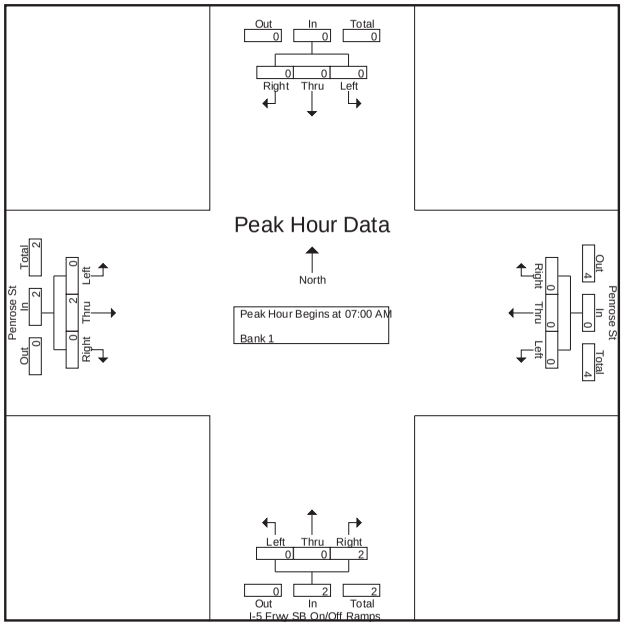
CITY TRAFFIC COUNTERS

www.ctcounters.com

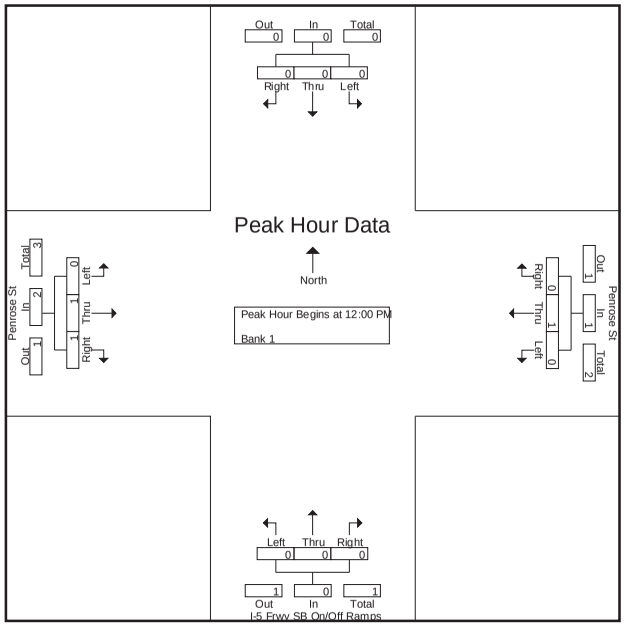
File Name : I-5FrwySBRamps_Penrose_Buses
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

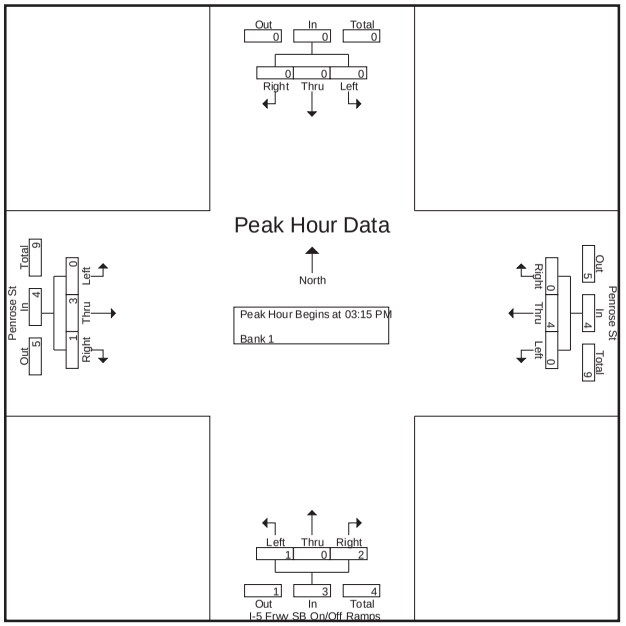
	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	**1**	0	**1**	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	2	4
% App. Total	0	0	0		0	0	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.333



	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
12:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	**2**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	50	50		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.500	.375



	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	**2**	**2**	0	0	0	0	**3**
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	3
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	**1**	2	3
04:00 PM	0	0	0	0	0	1	0	1	**1**	0	0	1	0	0	0	0	2
Total Volume	0	0	0	0	0	4	0	4	1	0	2	3	0	3	1	4	11
% App. Total	0	0	0		0	100	0		33.3	0	66.7		0	75	25		
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.250	.000	.250	.375	.000	.375	.250	.500	.917



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Unshifted

	Southbound			Penrose St Westbound			I-5 Frwy SB On/Off-Ramps Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	2	3	0	1	0	3	0	4	4	17
07:15 AM	0	0	0	2	3	0	1	0	4	0	1	2	13
07:30 AM	0	0	0	0	7	0	1	0	2	0	4	3	17
07:45 AM	0	0	0	7	3	0	1	0	1	0	2	3	17
Total	0	0	0	11	16	0	4	0	10	0	11	12	64
08:00 AM	0	0	0	2	5	0	1	0	0	0	2	3	13
08:15 AM	0	0	0	1	3	0	0	0	1	0	2	5	12
08:30 AM	0	0	0	0	6	0	0	0	1	0	3	3	13
08:45 AM	0	0	0	2	8	0	5	0	6	0	2	1	24
Total	0	0	0	5	22	0	6	0	8	0	9	12	62
09:00 AM	0	0	0	1	10	0	1	0	3	0	5	3	23
09:15 AM	0	0	0	2	12	0	3	0	5	0	4	2	28
09:30 AM	0	0	0	3	7	0	3	0	5	0	2	3	23
09:45 AM	0	0	0	4	6	0	0	0	3	0	7	4	24
Total	0	0	0	10	35	0	7	0	16	0	18	12	98
12:00 PM	0	0	0	2	4	0	3	0	2	0	5	4	20
12:15 PM	0	0	0	0	9	0	2	0	6	0	2	2	21
12:30 PM	0	0	0	3	5	0	2	0	5	0	5	3	23
12:45 PM	0	0	0	2	9	0	2	0	1	0	1	2	17
Total	0	0	0	7	27	0	9	0	14	0	13	11	81
01:00 PM	0	0	0	4	4	0	4	0	4	0	5	2	23
01:15 PM	0	0	0	2	5	0	3	0	2	0	4	4	20
01:30 PM	0	0	0	3	10	0	1	0	6	0	4	8	32
01:45 PM	0	0	0	4	13	0	1	0	7	0	6	2	33
Total	0	0	0	13	32	0	9	0	19	0	19	16	108
03:00 PM	0	0	0	2	6	0	2	0	4	0	7	3	24
03:15 PM	0	0	0	2	5	0	4	0	6	0	3	2	22
03:30 PM	0	0	0	0	5	0	2	0	5	0	1	4	17
03:45 PM	0	0	0	2	10	0	2	0	7	0	5	1	27
Total	0	0	0	6	26	0	10	0	22	0	16	10	90
04:00 PM	0	0	0	1	4	0	1	0	5	0	4	3	18
04:15 PM	0	0	0	0	10	0	4	0	6	0	5	4	29
04:30 PM	0	0	0	2	2	0	1	0	4	0	5	2	16
04:45 PM	0	0	0	1	1	0	3	0	4	0	3	1	13
Total	0	0	0	4	17	0	9	0	19	0	17	10	76
05:00 PM	0	0	0	3	4	0	0	0	3	0	3	1	14
05:15 PM	0	0	0	0	8	0	2	0	2	0	1	1	14
05:30 PM	0	0	0	1	4	0	0	0	2	0	2	1	10
05:45 PM	0	0	0	0	1	0	1	0	4	0	2	1	9
Total	0	0	0	4	17	0	3	0	11	0	8	4	47
Grand Total	0	0	0	60	192	0	57	0	119	0	111	87	626
Apprch %	0	0	0	23.8	76.2	0	32.4	0	67.6	0	56.1	43.9	
Total %	0	0	0	9.6	30.7	0	9.1	0	19	0	17.7	13.9	

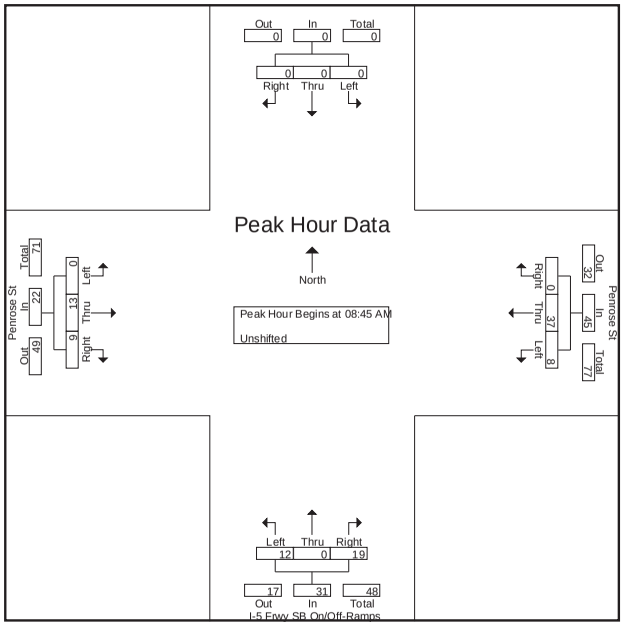
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	2	8	0	10	**5**	0	**6**	**11**	0	2	1	3	24
09:00 AM	0	0	0	0	1	10	0	11	1	0	3	4	0	**5**	**3**	**8**	23
09:15 AM	0	0	0	0	2	**12**	0	**14**	3	0	5	8	0	4	2	6	**28**
09:30 AM	0	0	0	0	**3**	7	0	10	3	0	5	8	0	2	3	5	23
Total Volume	0	0	0	0	8	37	0	45	12	0	19	31	0	13	9	22	98
% App. Total	0	0	0		17.8	82.2	0		38.7	0	61.3		0	59.1	40.9		
PHF	.000	.000	.000	.000	.667	.771	.000	.804	.600	.000	.792	.705	.000	.650	.750	.688	.875

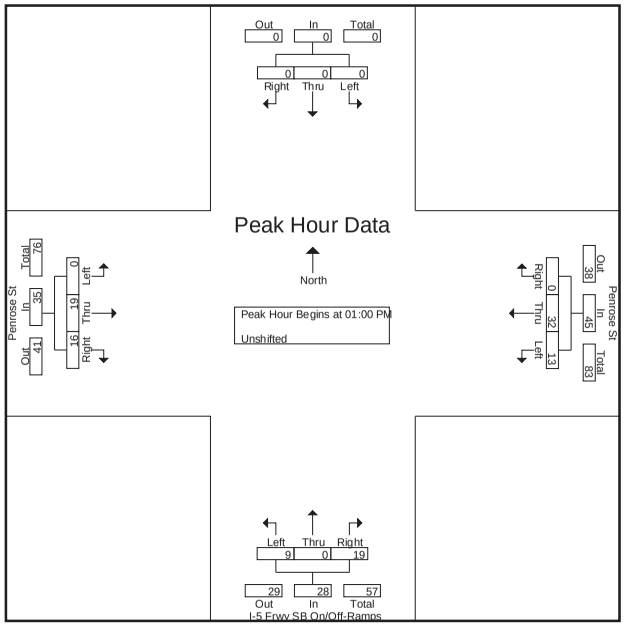


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	**4**	4	0	8	**4**	0	4	**8**	0	5	2	7	23
01:15 PM	0	0	0	0	2	5	0	7	3	0	2	5	0	4	4	8	20
01:30 PM	0	0	0	0	3	10	0	13	1	0	6	7	0	4	**8**	**12**	32
01:45 PM	0	0	0	0	4	**13**	0	**17**	1	0	**7**	8	0	**6**	2	8	**33**
Total Volume	0	0	0	0	13	32	0	45	9	0	19	28	0	19	16	35	108
% App. Total	0	0	0		28.9	71.1	0		32.1	0	67.9		0	54.3	45.7		
PHF	.000	.000	.000	.000	.813	.615	.000	.662	.563	.000	.679	.875	.000	.792	.500	.729	.818

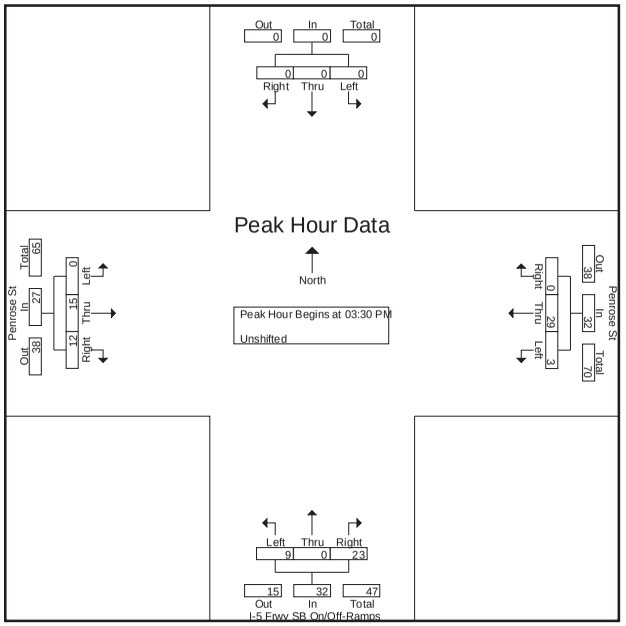


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_2-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	5	0	5	2	0	5	7	0	1	**4**	5	17
03:45 PM	0	0	0	0	**2**	**10**	0	**12**	2	0	**7**	9	0	**5**	1	6	27
04:00 PM	0	0	0	0	1	4	0	5	1	0	5	6	0	4	3	7	18
04:15 PM	0	0	0	0	0	10	0	10	**4**	0	6	**10**	0	5	4	**9**	**29**
Total Volume	0	0	0	0	3	29	0	32	9	0	23	32	0	15	12	27	91
% App. Total	0	0	0		9.4	90.6	0		28.1	0	71.9		0	55.6	44.4		
PHF	.000	.000	.000	.000	.375	.725	.000	.667	.563	.000	.821	.800	.000	.750	.750	.750	.784



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 1

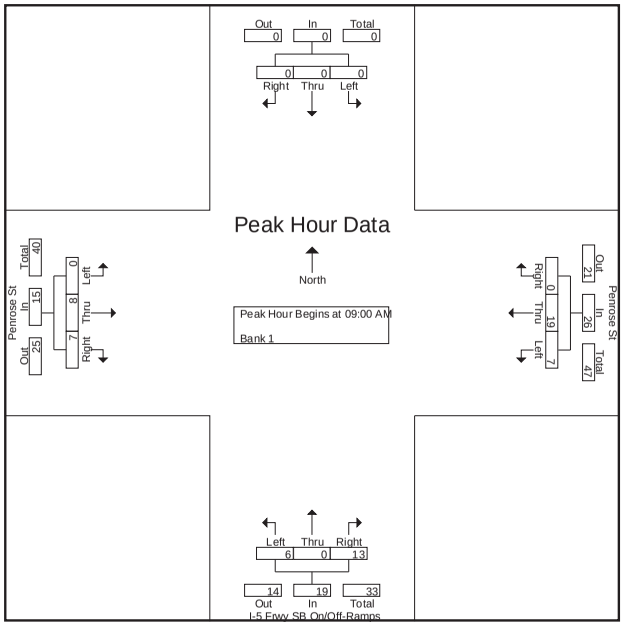
	Southbound			Penrose St Westbound			I-5 Frwy SB On/Off-Ramps Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	1	0	1	0	0	2	7
07:15 AM	0	0	0	0	5	0	1	0	1	0	0	4	11
07:30 AM	0	0	0	0	2	0	0	0	1	0	0	2	5
07:45 AM	0	0	0	2	4	0	0	0	0	0	4	4	14
Total	0	0	0	2	14	0	2	0	3	0	4	12	37
08:00 AM	0	0	0	0	4	0	0	0	1	0	2	2	9
08:15 AM	0	0	0	1	5	0	0	0	0	0	2	4	12
08:30 AM	0	0	0	0	3	0	1	0	1	0	1	0	6
08:45 AM	0	0	0	0	3	0	0	0	3	0	2	3	11
Total	0	0	0	1	15	0	1	0	5	0	7	9	38
09:00 AM	0	0	0	1	5	0	3	0	6	0	3	3	21
09:15 AM	0	0	0	1	5	0	1	0	1	0	2	1	11
09:30 AM	0	0	0	4	5	0	0	0	2	0	2	2	15
09:45 AM	0	0	0	1	4	0	2	0	4	0	1	1	13
Total	0	0	0	7	19	0	6	0	13	0	8	7	60
12:00 PM	0	0	0	0	3	0	1	0	3	0	1	2	10
12:15 PM	0	0	0	3	4	0	1	0	3	0	3	3	17
12:30 PM	0	0	0	0	2	0	0	0	8	0	0	4	14
12:45 PM	0	0	0	1	6	0	0	0	0	0	2	4	13
Total	0	0	0	4	15	0	2	0	14	0	6	13	54
01:00 PM	0	0	0	0	4	0	0	0	6	0	2	5	17
01:15 PM	0	0	0	4	2	0	2	0	7	0	1	2	18
01:30 PM	0	0	0	2	2	0	1	0	9	0	2	2	18
01:45 PM	0	0	0	0	2	0	0	0	12	0	2	2	18
Total	0	0	0	6	10	0	3	0	34	0	7	11	71
03:00 PM	0	0	0	1	2	0	1	0	4	0	2	1	11
03:15 PM	0	0	0	4	5	0	2	0	9	0	1	2	23
03:30 PM	0	0	0	2	2	0	0	0	8	0	1	1	14
03:45 PM	0	0	0	1	5	0	2	0	7	0	1	0	16
Total	0	0	0	8	14	0	5	0	28	0	5	4	64
04:00 PM	0	0	0	0	3	0	1	0	1	0	3	0	8
04:15 PM	0	0	0	1	2	0	0	0	5	0	2	0	10
04:30 PM	0	0	0	1	2	0	0	0	2	0	0	1	6
04:45 PM	0	0	0	0	2	0	2	0	3	0	1	1	9
Total	0	0	0	2	9	0	3	0	11	0	6	2	33
05:00 PM	0	0	0	0	4	0	0	0	4	0	1	0	9
05:15 PM	0	0	0	0	5	0	0	0	3	0	3	0	11
05:30 PM	0	0	0	0	6	0	0	0	3	0	1	2	12
05:45 PM	0	0	0	0	1	0	0	0	1	0	3	1	6
Total	0	0	0	0	16	0	0	0	11	0	8	3	38
Grand Total	0	0	0	30	112	0	22	0	119	0	51	61	395
Apprch %	0	0	0	21.1	78.9	0	15.6	0	84.4	0	45.5	54.5	
Total %	0	0	0	7.6	28.4	0	5.6	0	30.1	0	12.9	15.4	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	1	**5**	0	6	**3**	0	**6**	**9**	0	**3**	**3**	**6**	**21**
09:15 AM	0	0	0	0	1	5	0	6	1	0	1	2	0	2	1	3	11
09:30 AM	0	0	0	0	**4**	5	0	**9**	0	0	2	2	0	2	2	4	15
09:45 AM	0	0	0	0	1	4	0	5	2	0	4	6	0	1	1	2	13
Total Volume	0	0	0	0	7	19	0	26	6	0	13	19	0	8	7	15	60
% App. Total	0	0	0		26.9	73.1	0		31.6	0	68.4		0	53.3	46.7		
PHF	.000	.000	.000	.000	.438	.950	.000	.722	.500	.000	.542	.528	.000	.667	.583	.625	.714

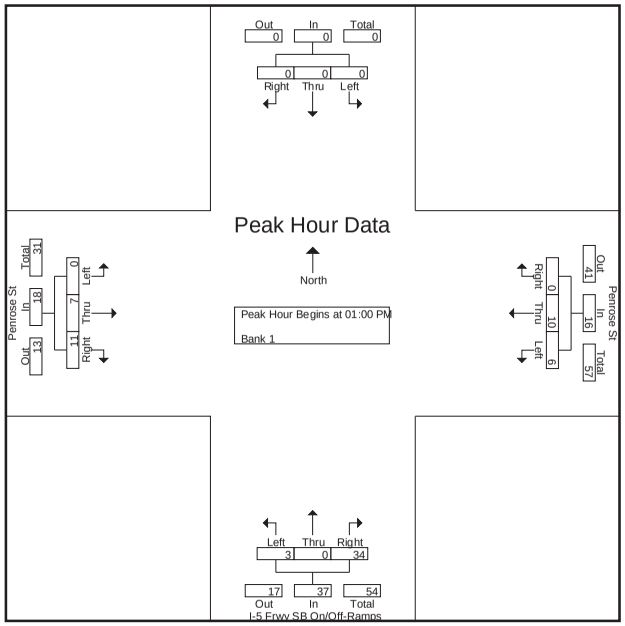


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	**4**	0	4	0	0	6	6	0	**2**	**5**	**7**	17
01:15 PM	0	0	0	0	**4**	2	0	**6**	**2**	0	7	9	0	1	2	3	**18**
01:30 PM	0	0	0	0	2	2	0	4	1	0	9	10	0	2	2	4	18
01:45 PM	0	0	0	0	0	2	0	2	0	0	**12**	**12**	0	2	2	4	18
Total Volume	0	0	0	0	6	10	0	16	3	0	34	37	0	7	11	18	71
% App. Total	0	0	0		37.5	62.5	0		8.1	0	91.9		0	38.9	61.1		
PHF	.000	.000	.000	.000	.375	.625	.000	.667	.375	.000	.708	.771	.000	.875	.550	.643	.986



CITY TRAFFIC COUNTERS

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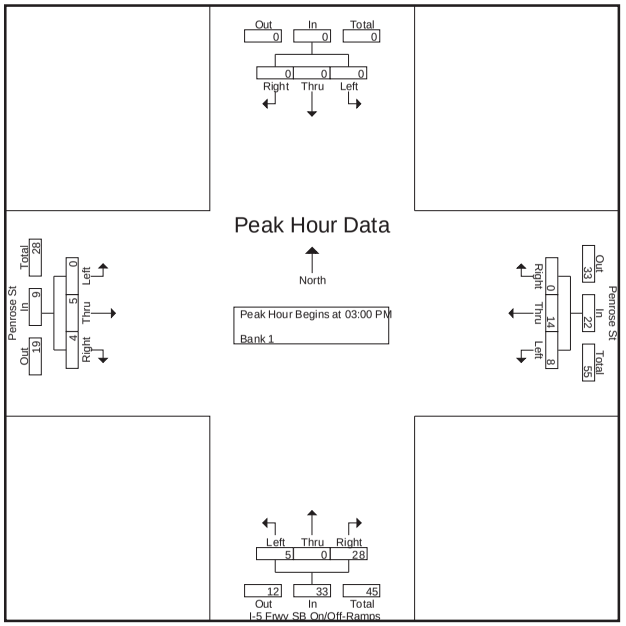
File Name : I-5FrwySBRamps_Penrose_3-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	1	2	0	3	1	0	4	5	0	**2**	1	**3**	11
03:15 PM	0	0	0	0	**4**	**5**	0	**9**	**2**	0	**9**	**11**	0	1	**2**	3	**23**
03:30 PM	0	0	0	0	2	2	0	4	0	0	8	8	0	1	1	2	14
03:45 PM	0	0	0	0	1	5	0	6	2	0	7	9	0	1	0	1	16
Total Volume	0	0	0	0	8	14	0	22	5	0	28	33	0	5	4	9	64
% App. Total	0	0	0		36.4	63.6	0		15.2	0	84.8		0	55.6	44.4		
PHF	.000	.000	.000	.000	.500	.700	.000	.611	.625	.000	.778	.750	.000	.625	.500	.750	.696



CITY TRAFFIC COUNTERS

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File Name : I-5FrwySBRamps_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
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Groups Printed- Unshifted

	Southbound			Penrose St Westbound			I-5 Frwy SB On/Off-Ramps Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	2	1	0	1	0	0	0	1	5	10
07:15 AM	0	0	0	2	4	0	0	0	0	0	4	1	11
07:30 AM	0	0	0	2	2	0	0	0	0	0	1	2	7
07:45 AM	0	0	0	1	0	0	0	0	0	0	1	1	3
Total	0	0	0	7	7	0	1	0	0	0	7	9	31
08:00 AM	0	0	0	2	2	0	1	0	0	0	1	3	9
08:15 AM	0	0	0	3	2	0	0	0	2	0	0	2	9
08:30 AM	0	0	0	3	2	0	0	0	1	0	0	1	7
08:45 AM	0	0	0	2	1	0	0	0	0	0	2	2	7
Total	0	0	0	10	7	0	1	0	3	0	3	8	32
09:00 AM	0	0	0	0	0	0	0	0	2	0	1	3	6
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	2	3
09:30 AM	0	0	0	0	1	0	1	0	0	0	1	4	7
09:45 AM	0	0	0	2	2	0	1	0	0	0	2	4	11
Total	0	0	0	2	4	0	2	0	2	0	4	13	27
12:00 PM	0	0	0	3	2	0	2	0	0	0	1	6	14
12:15 PM	0	0	0	0	2	0	1	0	0	0	0	1	4
12:30 PM	0	0	0	1	3	0	0	0	1	0	0	2	7
12:45 PM	0	0	0	1	5	0	1	0	0	0	2	4	13
Total	0	0	0	5	12	0	4	0	1	0	3	13	38
01:00 PM	0	0	0	2	3	0	2	0	2	0	1	2	12
01:15 PM	0	0	0	3	2	0	1	0	0	0	1	7	14
01:30 PM	0	0	0	1	1	0	1	0	0	0	2	0	5
01:45 PM	0	0	0	1	2	0	1	0	1	0	1	1	7
Total	0	0	0	7	8	0	5	0	3	0	5	10	38
03:00 PM	0	0	0	0	0	0	0	0	3	0	1	0	4
03:15 PM	0	0	0	1	2	0	0	0	0	0	0	1	4
03:30 PM	0	0	0	0	0	0	0	0	2	0	1	1	4
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
Total	0	0	0	1	3	0	0	0	5	0	2	3	14
04:30 PM	0	0	0	0	2	0	1	0	0	0	0	1	4
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
Total	0	0	0	0	3	0	1	0	1	0	0	1	6
05:00 PM	0	0	0	0	3	0	1	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	1	0	0	0	1	0	0	1	3
Total	0	0	0	0	4	0	1	0	1	0	1	2	9
Grand Total	0	0	0	32	48	0	15	0	16	0	25	59	195
Apprch %	0	0	0	40	60	0	48.4	0	51.6	0	29.8	70.2	
Total %	0	0	0	16.4	24.6	0	7.7	0	8.2	0	12.8	30.3	

CITY TRAFFIC COUNTERS

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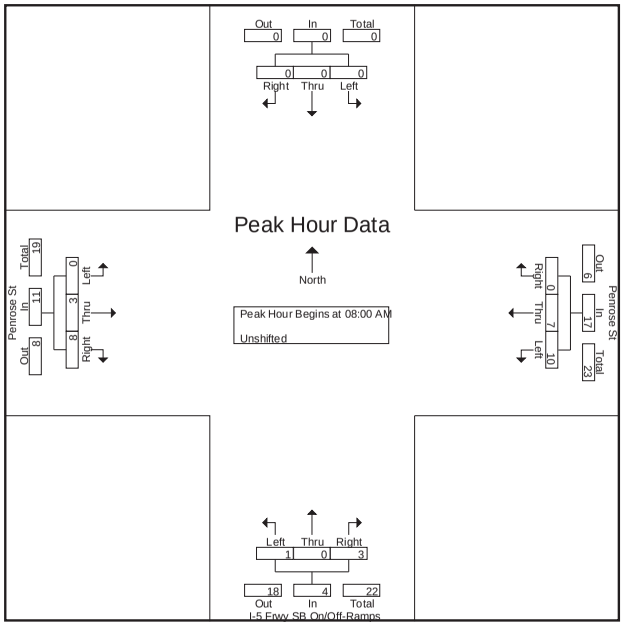
File Name : I-5FrwySBRamps_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	2	**2**	0	4	**1**	0	0	1	0	1	**3**	**4**	**9**
08:15 AM	0	0	0	0	**3**	2	0	**5**	0	0	**2**	**2**	0	0	2	2	9
08:30 AM	0	0	0	0	3	2	0	5	0	0	1	1	0	0	1	1	7
08:45 AM	0	0	0	0	2	1	0	3	0	0	0	0	0	**2**	2	4	7
Total Volume	0	0	0	0	10	7	0	17	1	0	3	4	0	3	8	11	32
% App. Total	0	0	0		58.8	41.2	0		25	0	75		0	27.3	72.7		
PHF	.000	.000	.000	.000	.833	.875	.000	.850	.250	.000	.375	.500	.000	.375	.667	.688	.889

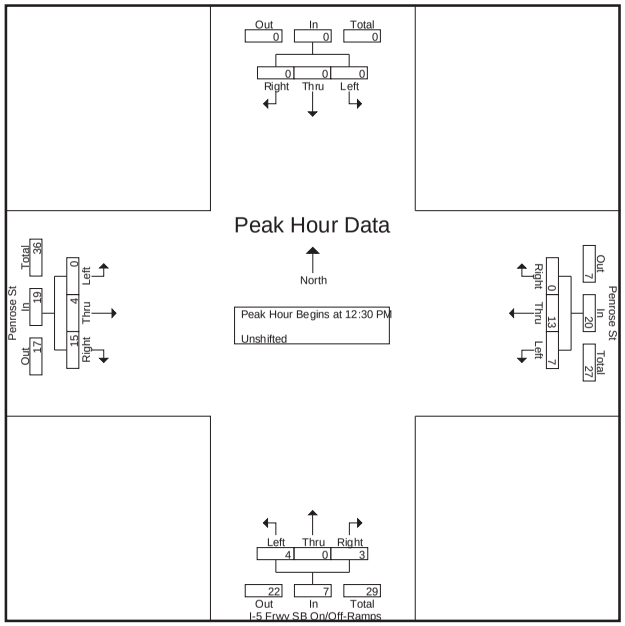


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	1	3	0	4	0	0	1	1	0	0	2	2	7
12:45 PM	0	0	0	0	1	**5**	0	**6**	1	0	0	1	0	**2**	4	6	13
01:00 PM	0	0	0	0	2	3	0	5	**2**	0	**2**	**4**	0	1	2	3	12
01:15 PM	0	0	0	0	**3**	2	0	5	1	0	0	1	0	1	**7**	**8**	**14**
Total Volume	0	0	0	0	7	13	0	20	4	0	3	7	0	4	15	19	46
% App. Total	0	0	0		35	65	0		57.1	0	42.9		0	21.1	78.9		
PHF	.000	.000	.000	.000	.583	.650	.000	.833	.500	.000	.375	.438	.000	.500	.536	.594	.821

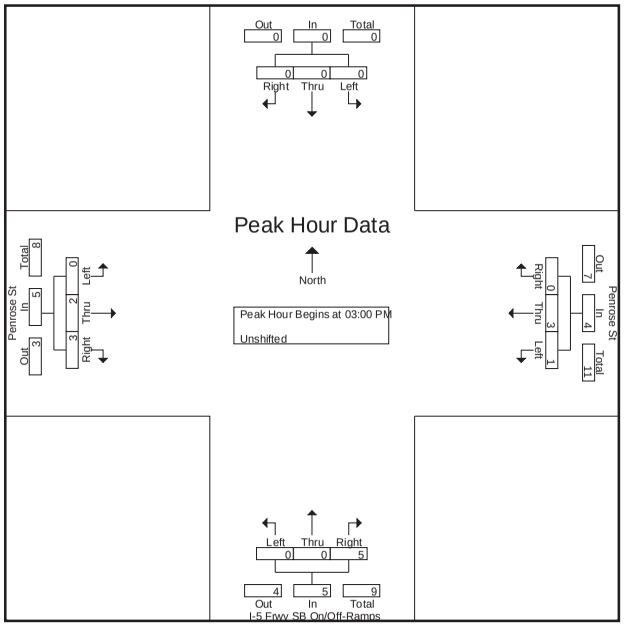


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_4-Axle
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	**3**	**3**	0	**1**	0	1	**4**
03:15 PM	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	0	0	**1**	1	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	1	1	**2**	4
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	1	3	0	4	0	0	5	5	0	2	3	5	14
% App. Total	0	0	0		25	75	0		0	0	100		0	40	60		
PHF	.000	.000	.000	.000	.250	.375	.000	.333	.000	.000	.417	.417	.000	.500	.750	.625	.875



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 1

Groups Printed- Bank 2

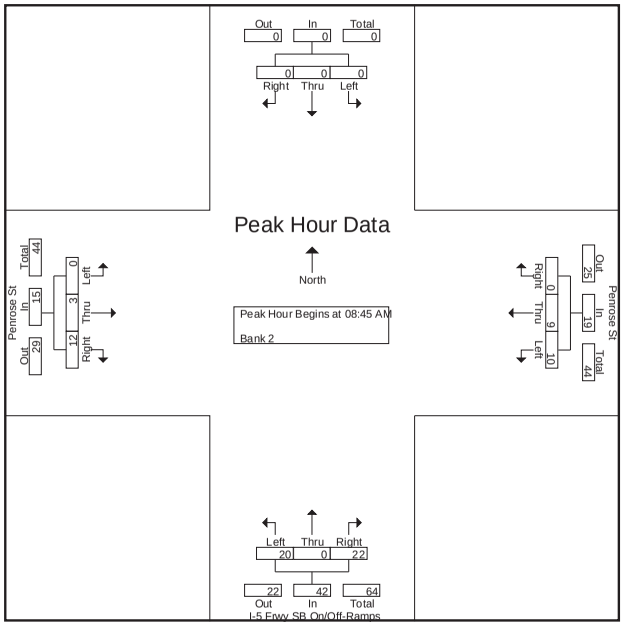
	Southbound			Penrose St Westbound			I-5 Frwy SB On/Off-Ramps Northbound			Penrose St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	2	2	0	2	0	1	0	0	2	9
07:15 AM	0	0	0	3	2	0	2	0	0	0	2	6	15
07:30 AM	0	0	0	4	2	0	3	0	1	0	0	3	13
07:45 AM	0	0	0	3	3	0	0	0	3	0	3	2	14
Total	0	0	0	12	9	0	7	0	5	0	5	13	51
08:00 AM	0	0	0	0	0	0	2	0	2	0	1	5	10
08:15 AM	0	0	0	2	2	0	2	0	3	0	1	2	12
08:30 AM	0	0	0	2	1	0	2	0	9	0	3	2	19
08:45 AM	0	0	0	1	4	0	2	0	8	0	0	1	16
Total	0	0	0	5	7	0	8	0	22	0	5	10	57
09:00 AM	0	0	0	4	1	0	6	0	3	0	2	5	21
09:15 AM	0	0	0	0	2	0	5	0	6	0	0	3	16
09:30 AM	0	0	0	5	2	0	7	0	5	0	1	3	23
09:45 AM	0	0	0	0	4	0	1	0	4	0	0	7	16
Total	0	0	0	9	9	0	19	0	18	0	3	18	76
12:00 PM	0	0	0	3	5	0	3	0	9	0	1	4	25
12:15 PM	0	0	0	3	7	0	0	0	4	0	0	3	17
12:30 PM	0	0	0	3	7	0	4	0	2	0	1	3	20
12:45 PM	0	0	0	7	0	0	4	0	6	0	1	3	21
Total	0	0	0	16	19	0	11	0	21	0	3	13	83
01:00 PM	0	0	0	1	6	0	3	0	6	0	1	2	19
01:15 PM	0	0	0	6	1	0	6	0	7	0	0	1	21
01:30 PM	0	0	0	1	3	0	2	0	4	0	1	2	13
01:45 PM	0	0	0	5	5	0	1	0	5	1	2	2	21
Total	0	0	0	13	15	0	12	0	22	1	4	7	74
03:00 PM	0	0	0	0	2	0	0	0	3	0	0	1	6
03:15 PM	0	0	0	1	3	0	3	0	6	0	0	0	13
03:30 PM	0	0	0	0	2	0	1	0	3	0	1	2	9
03:45 PM	0	0	0	2	4	0	2	0	2	0	1	0	11
Total	0	0	0	3	11	0	6	0	14	0	2	3	39
04:00 PM	0	0	0	1	2	0	2	0	0	0	0	1	6
04:15 PM	0	0	0	0	3	0	2	0	4	0	1	2	12
04:30 PM	0	0	0	0	2	0	6	0	3	0	1	0	12
04:45 PM	0	0	0	0	1	0	3	0	1	0	1	0	6
Total	0	0	0	1	8	0	13	0	8	0	3	3	36
05:00 PM	0	0	0	0	1	0	3	0	1	0	0	1	6
05:15 PM	0	0	0	0	2	0	0	0	2	0	0	1	5
05:30 PM	0	0	0	2	3	0	2	0	2	0	1	0	10
05:45 PM	0	0	0	0	2	0	1	0	5	0	0	1	9
Total	0	0	0	2	8	0	6	0	10	0	1	3	30
Grand Total	0	0	0	61	86	0	82	0	120	1	26	70	446
Apprch %	0	0	0	41.5	58.5	0	40.6	0	59.4	1	26.8	72.2	
Total %	0	0	0	13.7	19.3	0	18.4	0	26.9	0.2	5.8	15.7	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016

Page No : 2

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	1	**4**	0	5	2	0	**8**	10	0	0	1	1	16
09:00 AM	0	0	0	0	4	1	0	5	6	0	3	9	0	**2**	**5**	**7**	21
09:15 AM	0	0	0	0	0	2	0	2	5	0	6	11	0	0	3	3	16
09:30 AM	0	0	0	0	**5**	2	0	**7**	**7**	0	5	**12**	0	1	3	4	**23**
Total Volume	0	0	0	0	10	9	0	19	20	0	22	42	0	3	12	15	76
% App. Total	0	0	0		52.6	47.4	0		47.6	0	52.4		0	20	80		
PHF	.000	.000	.000	.000	.500	.563	.000	.679	.714	.000	.688	.875	.000	.375	.600	.536	.826

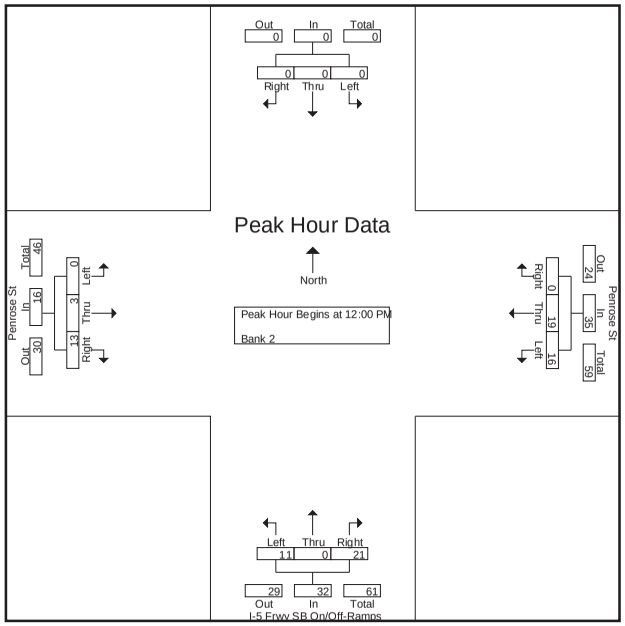


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 3

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	3	5	0	8	3	0	**9**	**12**	0	**1**	**4**	**5**	**25**
12:15 PM	0	0	0	0	3	**7**	0	**10**	0	0	4	4	0	0	3	3	17
12:30 PM	0	0	0	0	3	7	0	10	**4**	0	2	6	0	1	3	4	20
12:45 PM	0	0	0	0	**7**	0	0	7	4	0	6	10	0	1	3	4	21
Total Volume	0	0	0	0	16	19	0	35	11	0	21	32	0	3	13	16	83
% App. Total	0	0	0		45.7	54.3	0		34.4	0	65.6		0	18.8	81.2		
PHF	.000	.000	.000	.000	.571	.679	.000	.875	.688	.000	.583	.667	.000	.750	.813	.800	.830

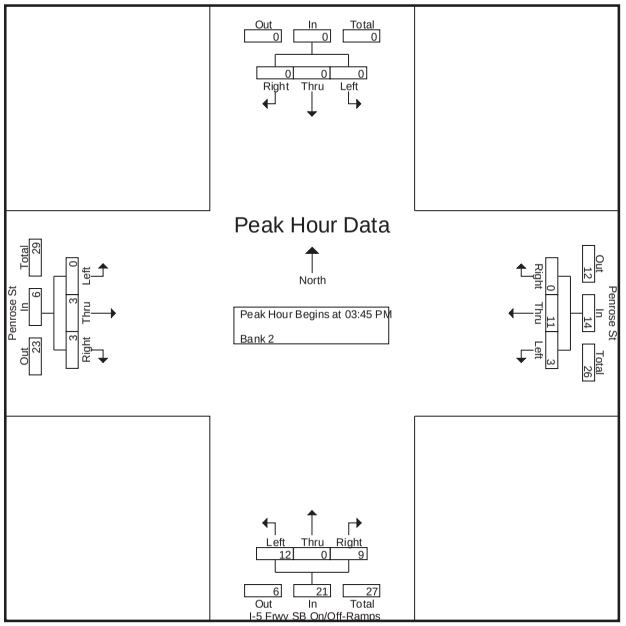


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : I-5FrwySBRamps_Penrose_5+-Axles
Site Code : 00000000
Start Date : 5/26/2016
Page No : 4

	Southbound				Penrose St Westbound				I-5 Frwy SB On/Off-Ramps Northbound				Penrose St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	**2**	**4**	0	**6**	2	0	2	4	0	**1**	0	1	11
04:00 PM	0	0	0	0	1	2	0	3	2	0	0	2	0	0	1	1	6
04:15 PM	0	0	0	0	0	3	0	3	2	0	**4**	6	0	1	**2**	**3**	**12**
04:30 PM	0	0	0	0	0	2	0	2	**6**	0	3	**9**	0	1	0	1	12
Total Volume	0	0	0	0	3	11	0	14	12	0	9	21	0	3	3	6	41
% App. Total	0	0	0		21.4	78.6	0		57.1	0	42.9		0	50	50		
PHF	.000	.000	.000	.000	.375	.688	.000	.583	.500	.000	.563	.583	.000	.750	.375	.500	.854



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

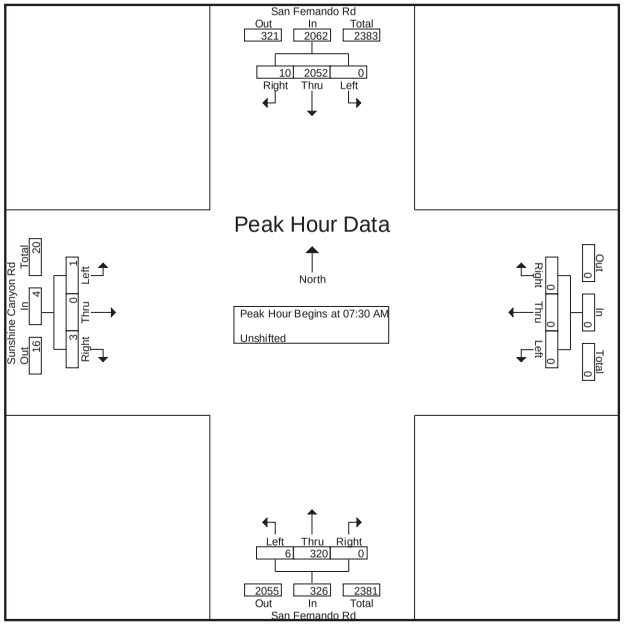
Groups Printed- Unshifted

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			Sunshine Canyon Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	535	4	0	0	0	5	52	0	0	0	0	596
07:15 AM	0	540	0	0	0	0	0	63	0	0	0	0	603
07:30 AM	0	489	2	0	0	0	2	74	0	0	0	1	568
07:45 AM	0	525	3	0	0	0	3	61	0	0	0	0	592
Total	0	2089	9	0	0	0	10	250	0	0	0	1	2359
08:00 AM	0	521	3	0	0	0	0	99	0	1	0	0	624
08:15 AM	0	517	2	0	0	0	1	86	0	0	0	2	608
08:30 AM	0	491	2	0	0	0	2	50	0	1	0	1	547
08:45 AM	0	387	5	0	0	0	2	64	0	0	0	1	459
Total	0	1916	12	0	0	0	5	299	0	2	0	4	2238
09:00 AM	0	209	2	0	0	0	2	64	0	0	0	0	277
09:15 AM	0	170	1	0	0	0	3	60	0	0	0	1	235
09:30 AM	0	139	1	0	0	0	1	64	0	0	0	0	205
09:45 AM	0	148	2	0	0	0	2	64	0	2	0	1	219
Total	0	666	6	0	0	0	8	252	0	2	0	2	936
12:00 PM	0	100	1	0	0	0	5	64	0	0	0	2	172
12:15 PM	0	97	1	0	0	0	1	67	0	1	0	2	169
12:30 PM	0	124	0	0	0	0	2	85	0	0	0	2	213
12:45 PM	0	124	0	0	0	0	2	67	0	3	0	4	200
Total	0	445	2	0	0	0	10	283	0	4	0	10	754
01:00 PM	0	100	0	0	0	0	1	60	0	1	0	1	163
01:15 PM	0	105	1	0	0	0	3	82	0	5	0	3	199
01:30 PM	0	107	0	0	0	0	1	104	0	0	0	4	216
01:45 PM	0	137	6	0	0	0	3	90	0	1	0	0	237
Total	0	449	7	0	0	0	8	336	0	7	0	8	815
03:00 PM	0	185	1	0	0	0	1	183	0	4	0	4	378
03:15 PM	0	155	2	0	0	0	0	180	0	3	0	4	344
03:30 PM	0	148	0	0	0	0	1	269	0	2	0	8	428
03:45 PM	0	163	1	0	0	0	1	341	0	2	0	3	511
Total	0	651	4	0	0	0	3	973	0	11	0	19	1661
04:00 PM	0	167	0	0	0	0	0	363	0	5	0	2	537
04:15 PM	0	182	0	0	0	0	0	420	0	3	0	5	610
04:30 PM	0	172	0	0	0	0	1	434	0	7	0	5	619
04:45 PM	0	199	0	0	0	0	0	407	0	2	0	3	611
Total	0	720	0	0	0	0	1	1624	0	17	0	15	2377
05:00 PM	0	226	0	0	0	0	0	414	0	9	0	7	656
05:15 PM	0	220	0	0	0	0	0	455	0	1	0	3	679
05:30 PM	0	246	1	0	0	0	0	436	0	3	0	0	686
05:45 PM	0	208	0	0	0	0	0	419	0	0	0	1	628
Total	0	900	1	0	0	0	0	1724	0	13	0	11	2649
Grand Total	0	7836	41	0	0	0	45	5741	0	56	0	70	13789
Apprch %	0	99.5	0.5	0	0	0	0.8	99.2	0	44.4	0	55.6	
Total %	0	56.8	0.3	0	0	0	0.3	41.6	0	0.4	0	0.5	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 2

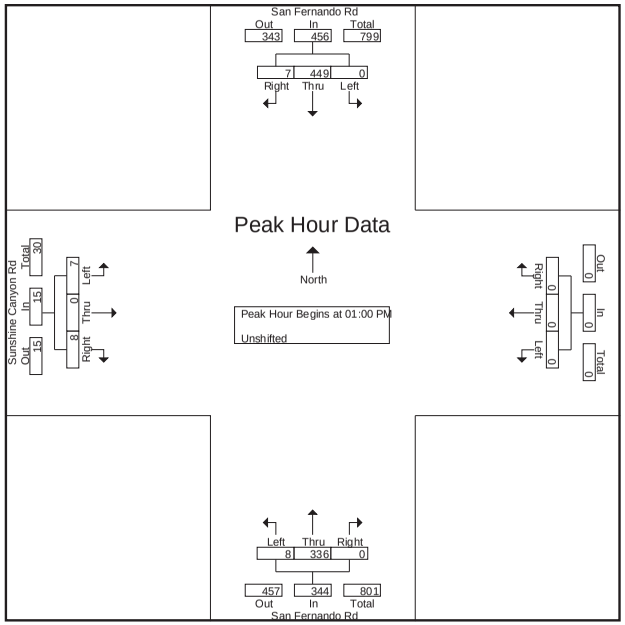
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	489	2	491	0	0	0	0	2	74	0	76	0	0	1	1	568
07:45 AM	0	**525**	**3**	**528**	0	0	0	0	**3**	61	0	64	0	0	0	0	592
08:00 AM	0	521	3	524	0	0	0	0	0	**99**	0	**99**	**1**	0	0	1	**624**
08:15 AM	0	517	2	519	0	0	0	0	1	86	0	87	0	0	**2**	**2**	608
Total Volume	0	2052	10	2062	0	0	0	0	6	320	0	326	1	0	3	4	2392
% App. Total	0	99.5	0.5		0	0	0		1.8	98.2	0		25	0	75		
PHF	.000	.977	.833	.976	.000	.000	.000	.000	.500	.808	.000	.823	.250	.000	.375	.500	.958



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

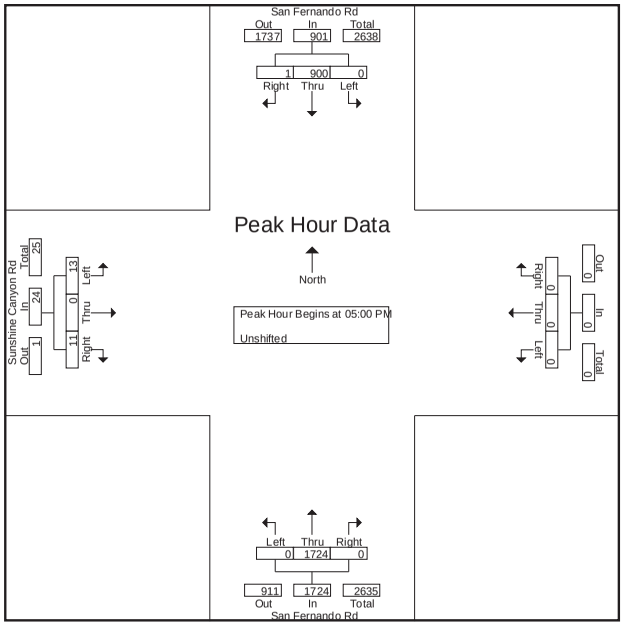
	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	100	0	100	0	0	0	0	1	60	0	61	1	0	1	2	163
01:15 PM	0	105	1	106	0	0	0	0	**3**	82	0	85	**5**	0	3	**8**	199
01:30 PM	0	107	0	107	0	0	0	0	1	**104**	0	**105**	0	0	**4**	4	216
01:45 PM	0	**137**	**6**	**143**	0	0	0	0	3	90	0	93	1	0	0	1	**237**
Total Volume	0	449	7	456	0	0	0	0	8	336	0	344	7	0	8	15	815
% App. Total	0	98.5	1.5		0	0	0		2.3	97.7	0		46.7	0	53.3		
PHF	.000	.819	.292	.797	.000	.000	.000	.000	.667	.808	.000	.819	.350	.000	.500	.469	.860



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	226	0	226	0	0	0	0	0	414	0	414	**9**	0	**7**	**16**	656
05:15 PM	0	220	0	220	0	0	0	0	0	**455**	0	**455**	1	0	3	4	679
05:30 PM	0	**246**	**1**	**247**	0	0	0	0	0	436	0	436	3	0	0	3	**686**
05:45 PM	0	208	0	208	0	0	0	0	0	419	0	419	0	0	1	1	628
Total Volume	0	900	1	901	0	0	0	0	0	1724	0	1724	13	0	11	24	2649
% App. Total	0	99.9	0.1		0	0	0		0	100	0		54.2	0	45.8		
PHF	.000	.915	.250	.912	.000	.000	.000	.000	.000	.947	.000	.947	.361	.000	.393	.375	.965



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 1

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			Sunshine Canyon Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	0	0	0	0	0	0	4
08:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	0	1	0	0	0	0	5
09:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	0	0	0	0	0	0	0	0	5
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	1	0	0	0	0	2
01:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
01:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	3	0	0	0	0	0	5	0	0	0	0	8
03:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	2	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	2	0	0	0	0	3
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	1	0	0	0	0	0	1	0	0	0	0	2
Grand Total	0	19	0	0	0	0	0	12	0	0	0	0	31
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	61.3	0	0	0	0	0	38.7	0	0	0	0	

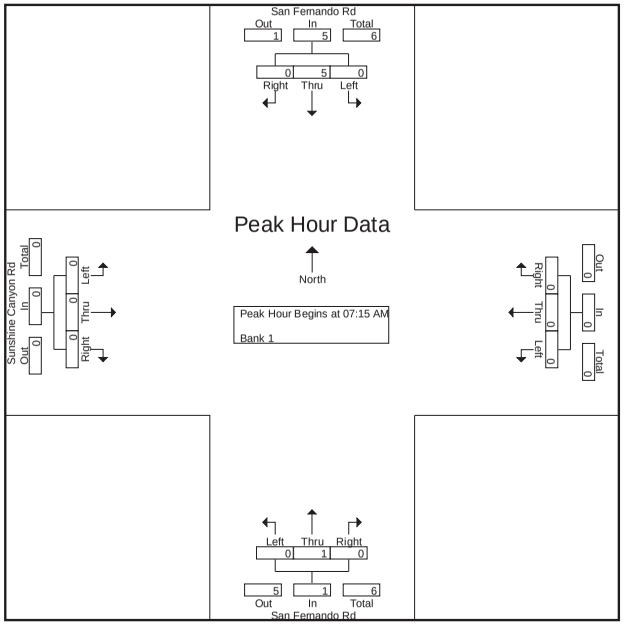
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
Total Volume	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

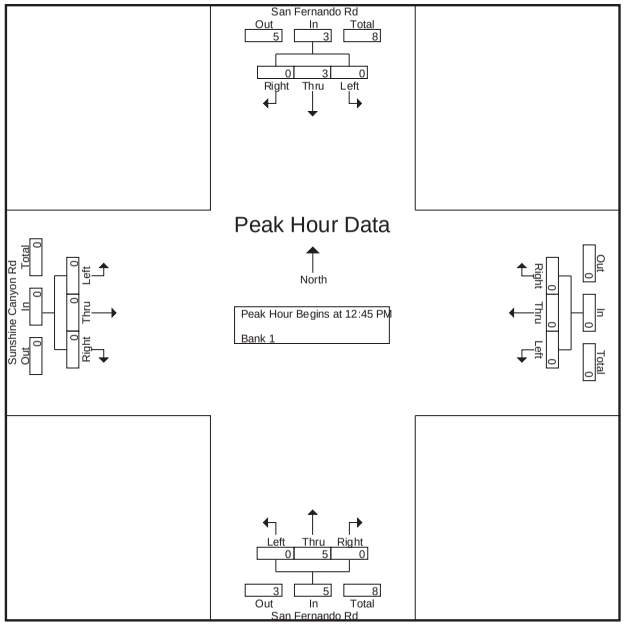


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**4**
01:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.500

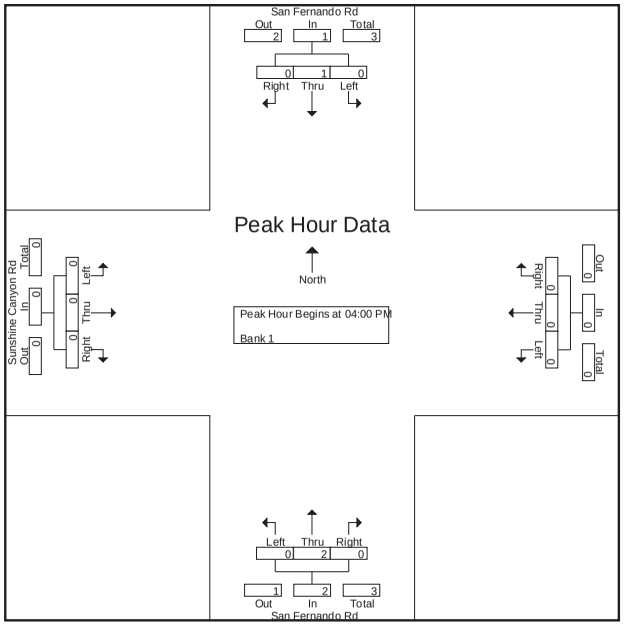


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 2

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			Sunshine Canyon Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	0	0	0	1	0	0	0	0	2
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	50	0	0	0	0	0	50	0	0	0	0	

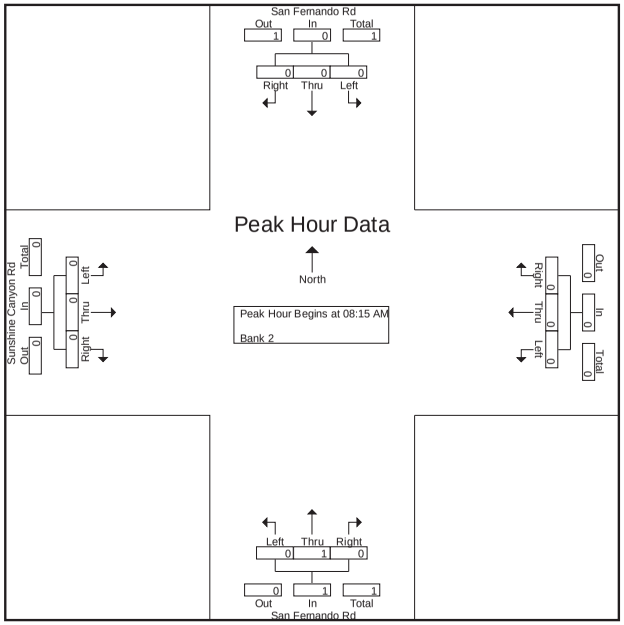
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Buses
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

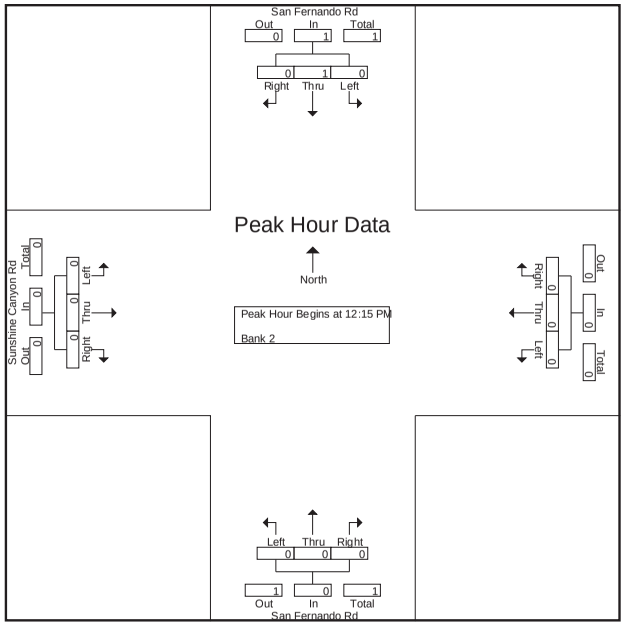


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

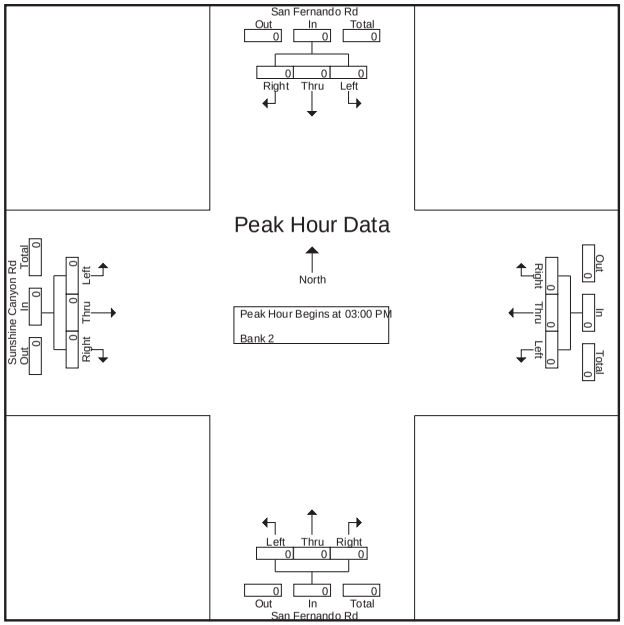


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

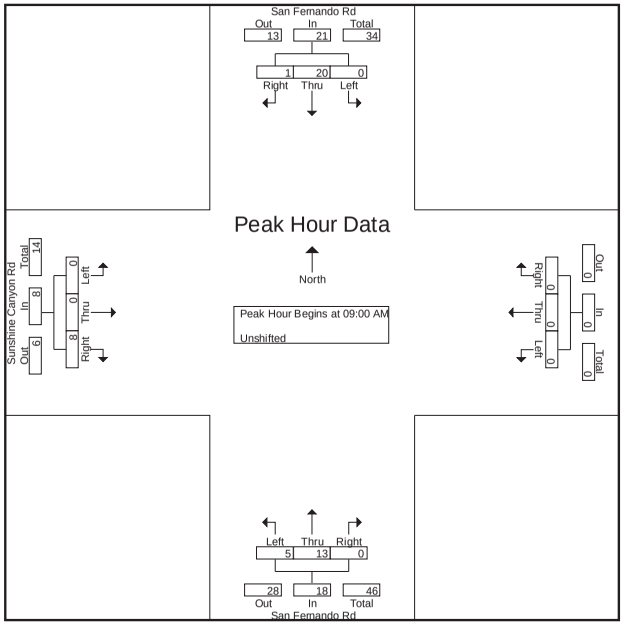
	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			Sunshine Canyon Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	5	0	0	0	0	0	3	0	0	0	2	10
07:15 AM	0	2	0	0	0	0	1	1	0	0	0	0	4
07:30 AM	0	2	0	0	0	0	2	0	0	0	0	1	5
07:45 AM	0	1	0	0	0	0	2	1	0	0	0	1	5
Total	0	10	0	0	0	0	5	5	0	0	0	4	24
08:00 AM	0	6	0	0	0	0	2	2	0	0	0	1	11
08:15 AM	0	3	0	0	0	0	0	2	0	1	0	1	7
08:30 AM	0	5	1	0	0	0	3	2	0	0	0	0	11
08:45 AM	0	3	0	0	0	0	3	2	0	0	0	2	10
Total	0	17	1	0	0	0	8	8	0	1	0	4	39
09:00 AM	0	2	0	0	0	0	3	2	0	0	0	2	9
09:15 AM	0	7	1	0	0	0	0	3	0	0	0	1	12
09:30 AM	0	4	0	0	0	0	1	3	0	0	0	2	10
09:45 AM	0	7	0	0	0	0	1	5	0	0	0	3	16
Total	0	20	1	0	0	0	5	13	0	0	0	8	47
12:00 PM	0	5	0	0	0	0	0	6	0	0	0	3	14
12:15 PM	0	9	0	0	0	0	0	3	0	0	0	2	14
12:30 PM	0	5	1	0	0	0	1	4	0	0	0	6	17
12:45 PM	0	6	2	0	0	0	3	4	0	1	0	4	20
Total	0	25	3	0	0	0	4	17	0	1	0	15	65
01:00 PM	0	3	0	0	0	0	1	4	0	1	0	4	13
01:15 PM	0	3	0	0	0	0	1	5	0	0	0	4	13
01:30 PM	0	1	0	0	0	0	2	4	0	0	0	3	10
01:45 PM	0	1	0	0	0	0	1	6	0	0	0	3	11
Total	0	8	0	0	0	0	5	19	0	1	0	14	47
03:00 PM	0	3	1	0	0	0	0	2	0	0	0	2	8
03:15 PM	0	4	0	0	0	0	0	2	0	0	0	1	7
03:30 PM	0	6	0	0	0	0	1	3	0	0	0	0	10
03:45 PM	0	1	0	0	0	0	0	2	0	0	0	2	5
Total	0	14	1	0	0	0	1	9	0	0	0	5	30
04:00 PM	0	7	0	0	0	0	1	4	0	0	0	1	13
04:15 PM	0	2	0	0	0	0	0	3	0	0	0	2	7
04:30 PM	0	0	0	0	0	0	0	3	0	0	0	2	5
04:45 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	0	11	0	0	0	0	1	12	0	0	0	5	29
05:00 PM	0	1	0	0	0	0	0	2	0	0	0	4	7
05:15 PM	0	1	0	0	0	0	0	3	0	0	0	1	5
05:30 PM	0	3	0	0	0	0	0	3	0	1	0	0	7
05:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	5	0	0	0	0	0	11	0	1	0	5	22
Grand Total	0	110	6	0	0	0	29	94	0	4	0	60	303
Apprch %	0	94.8	5.2	0	0	0	23.6	76.4	0	6.2	0	93.8	
Total %	0	36.3	2	0	0	0	9.6	31	0	1.3	0	19.8	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_2-Axle
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	2	0	2	0	0	0	0	**3**	2	0	5	0	0	2	2	9
09:15 AM	0	**7**	**1**	**8**	0	0	0	0	0	3	0	3	0	0	1	1	12
09:30 AM	0	4	0	4	0	0	0	0	1	3	0	**4**	0	0	2	2	10
09:45 AM	0	7	0	7	0	0	0	0	1	**5**	0	**6**	0	0	**3**	**3**	**16**
Total Volume	0	20	1	21	0	0	0	0	5	13	0	18	0	0	8	8	47
% App. Total	0	95.2	4.8		0	0	0		27.8	72.2	0		0	0	100		
PHF	.000	.714	.250	.656	.000	.000	.000	.000	.417	.650	.000	.750	.000	.000	.667	.667	.734

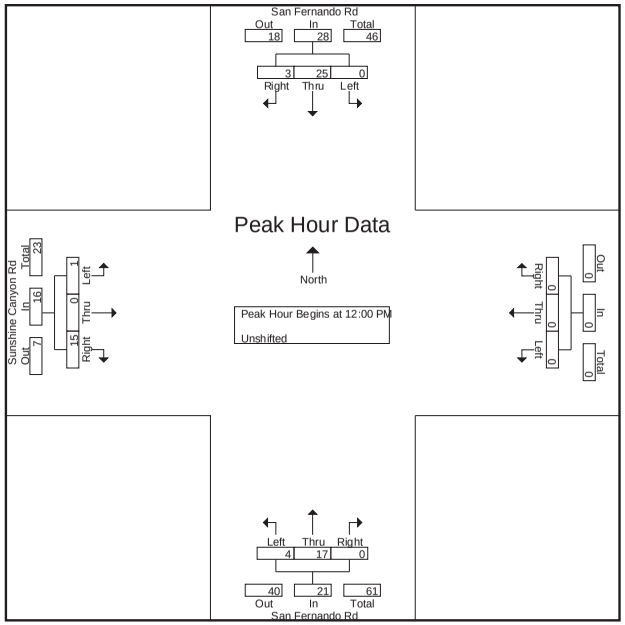


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	5	0	5	0	0	0	0	0	**6**	0	6	0	0	3	3	14
12:15 PM	0	**9**	0	**9**	0	0	0	0	0	3	0	3	0	0	2	2	14
12:30 PM	0	5	1	6	0	0	0	0	1	4	0	5	0	0	**6**	**6**	17
12:45 PM	0	6	**2**	8	0	0	0	0	**3**	4	0	**7**	**1**	0	4	5	**20**
Total Volume	0	25	3	28	0	0	0	0	4	17	0	21	1	0	15	16	65
% App. Total	0	89.3	10.7		0	0	0		19	81	0		6.2	0	93.8		
PHF	.000	.694	.375	.778	.000	.000	.000	.000	.333	.708	.000	.750	.250	.000	.625	.667	.813

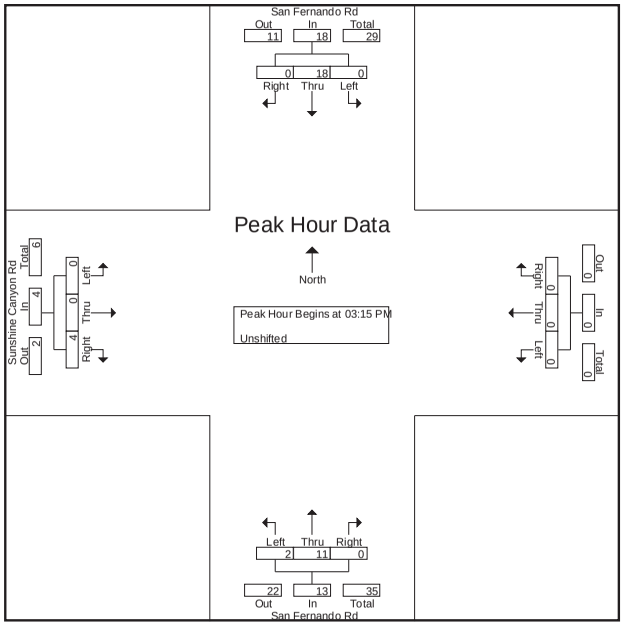


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7
03:30 PM	0	6	0	6	0	0	0	0	**1**	3	0	4	0	0	0	0	10
03:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	**2**	**2**	5
04:00 PM	0	**7**	0	**7**	0	0	0	0	1	**4**	0	**5**	0	0	1	1	**13**
Total Volume	0	18	0	18	0	0	0	0	2	11	0	13	0	0	4	4	35
% App. Total	0	100	0		0	0	0		15.4	84.6	0		0	0	100		
PHF	.000	.643	.000	.643	.000	.000	.000	.000	.500	.688	.000	.650	.000	.000	.500	.500	.673



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 1

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			Sunshine Canyon Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	1	0	0	0	5	0	0	2	0	3	12
07:15 AM	0	0	1	0	0	0	2	0	0	0	0	2	5
07:30 AM	0	1	0	0	0	0	2	1	0	0	0	1	5
07:45 AM	0	1	0	0	0	0	3	0	0	1	0	3	8
Total	0	3	2	0	0	0	12	1	0	3	0	9	30
08:00 AM	0	0	0	0	0	0	4	3	0	0	0	4	11
08:15 AM	0	1	1	0	0	0	5	1	0	0	0	2	10
08:30 AM	0	1	0	0	0	0	9	2	0	1	0	4	17
08:45 AM	0	0	0	0	0	0	6	0	0	0	0	8	14
Total	0	2	1	0	0	0	24	6	0	1	0	18	52
09:00 AM	0	1	1	0	0	0	5	1	0	0	0	7	15
09:15 AM	0	1	0	0	0	0	7	2	0	0	0	5	15
09:30 AM	0	1	0	0	0	0	10	1	0	1	0	5	18
09:45 AM	0	1	2	0	0	0	6	0	0	0	0	11	20
Total	0	4	3	0	0	0	28	4	0	1	0	28	68
12:00 PM	0	1	0	0	0	0	7	1	0	2	0	5	16
12:15 PM	0	2	0	0	0	0	6	0	0	1	0	9	18
12:30 PM	0	1	0	0	0	0	5	0	0	0	0	4	10
12:45 PM	0	1	1	0	0	0	3	1	0	0	0	6	12
Total	0	5	1	0	0	0	21	2	0	3	0	24	56
01:00 PM	0	0	0	0	0	0	1	1	0	0	0	7	9
01:15 PM	0	0	0	0	0	0	6	0	0	1	0	5	12
01:30 PM	0	0	0	0	0	0	4	2	0	0	0	3	9
01:45 PM	0	1	0	0	0	0	8	0	0	1	0	4	14
Total	0	1	0	0	0	0	19	3	0	2	0	19	44
03:00 PM	0	0	1	0	0	0	2	0	0	0	0	1	4
03:15 PM	0	1	0	0	0	0	0	1	0	0	0	6	8
03:30 PM	0	0	0	0	0	0	1	1	0	0	0	5	7
03:45 PM	0	1	0	0	0	0	1	1	0	0	0	4	7
Total	0	2	1	0	0	0	4	3	0	0	0	16	26
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	2	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	1	0	0	0	0	1	0	0	0	0	2	4
Total	0	1	0	0	0	0	3	0	0	1	0	5	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	2	3
Grand Total	0	18	8	0	0	0	111	20	0	11	0	121	289
Apprch %	0	69.2	30.8	0	0	0	84.7	15.3	0	8.3	0	91.7	
Total %	0	6.2	2.8	0	0	0	38.4	6.9	0	3.8	0	41.9	

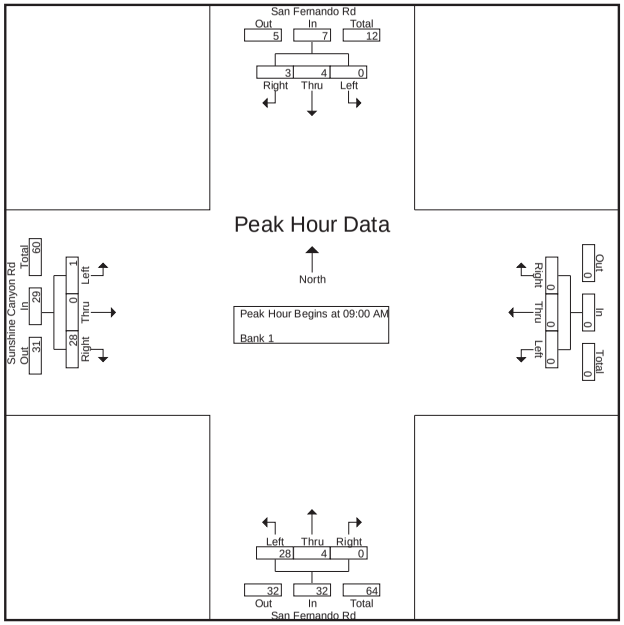
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_3-Axle
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	**1**	1	2	0	0	0	0	5	1	0	6	0	0	7	7	15
09:15 AM	0	1	0	1	0	0	0	0	7	**2**	0	9	0	0	5	5	15
09:30 AM	0	1	0	1	0	0	0	0	**10**	1	0	**11**	**1**	0	5	6	18
09:45 AM	0	1	**2**	**3**	0	0	0	0	6	0	0	6	0	0	**11**	**11**	**20**
Total Volume	0	4	3	7	0	0	0	0	28	4	0	32	1	0	28	29	68
% App. Total	0	57.1	42.9		0	0	0		87.5	12.5	0		3.4	0	96.6		
PHF	.000	1.00	.375	.583	.000	.000	.000	.000	.700	.500	.000	.727	.250	.000	.636	.659	.850

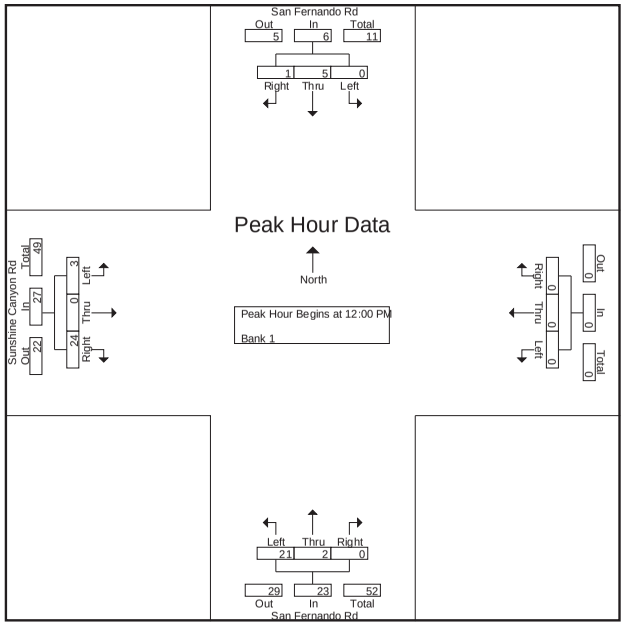


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	1	0	1	0	0	0	0	**7**	**1**	0	**8**	**2**	0	5	7	16
12:15 PM	0	**2**	0	**2**	0	0	0	0	6	0	0	6	1	0	**9**	**10**	**18**
12:30 PM	0	1	0	1	0	0	0	0	5	0	0	5	0	0	4	4	10
12:45 PM	0	1	**1**	2	0	0	0	0	3	1	0	4	0	0	6	6	12
Total Volume	0	5	1	6	0	0	0	0	21	2	0	23	3	0	24	27	56
% App. Total	0	83.3	16.7		0	0	0		91.3	8.7	0		11.1	0	88.9		
PHF	.000	.625	.250	.750	.000	.000	.000	.000	.750	.500	.000	.719	.375	.000	.667	.675	.778

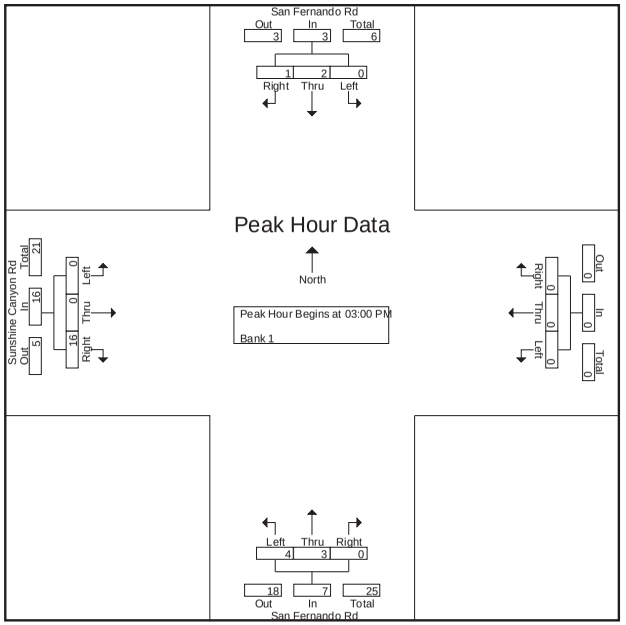


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**1**	**1**	0	0	0	0	**2**	0	0	**2**	0	0	1	1	4
03:15 PM	0	**1**	0	1	0	0	0	0	0	**1**	0	1	0	0	**6**	**6**	**8**
03:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	5	5	7
03:45 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	4	4	7
Total Volume	0	2	1	3	0	0	0	0	4	3	0	7	0	0	16	16	26
% App. Total	0	66.7	33.3		0	0	0		57.1	42.9	0		0	0	100		
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.500	.750	.000	.875	.000	.000	.667	.667	.813



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			Sunshine Canyon Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	5	0	0	0	0	6
07:15 AM	0	1	0	0	0	0	1	1	0	0	0	0	3
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	0	0	1	2	0	0	0	0	4
Total	0	4	0	0	0	0	2	8	0	0	0	0	14
08:00 AM	0	2	0	0	0	0	1	2	0	0	0	1	6
08:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	4
08:45 AM	0	1	0	0	0	0	2	1	0	0	0	1	5
Total	0	3	0	0	0	0	5	5	0	0	0	2	15
09:30 AM	0	1	0	0	0	0	2	1	0	0	0	0	4
09:45 AM	0	1	0	0	0	0	6	1	0	0	0	1	9
Total	0	2	0	0	0	0	8	2	0	0	0	1	13
12:00 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	1	2	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	5	0	0	0	0	5
12:45 PM	0	0	1	0	0	0	1	4	0	0	0	0	6
Total	0	2	1	0	0	0	2	13	0	0	0	0	18
01:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:15 PM	0	1	0	0	0	0	2	0	0	0	0	0	3
01:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	1	0	0	0	0	2	4	0	0	0	0	7
03:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45 PM	0	1	0	0	0	0	1	3	0	0	0	0	5
Total	0	2	0	0	0	0	1	5	0	0	0	1	9
04:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:15 PM	0	1	0	0	0	0	1	1	0	0	0	0	3
04:30 PM	0	0	0	1	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	1	0	1	0	0	2	5	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	15	1	1	0	0	22	42	0	0	0	5	86
Apprch %	0	93.8	6.2	100	0	0	34.4	65.6	0	0	0	100	
Total %	0	17.4	1.2	1.2	0	0	25.6	48.8	0	0	0	5.8	

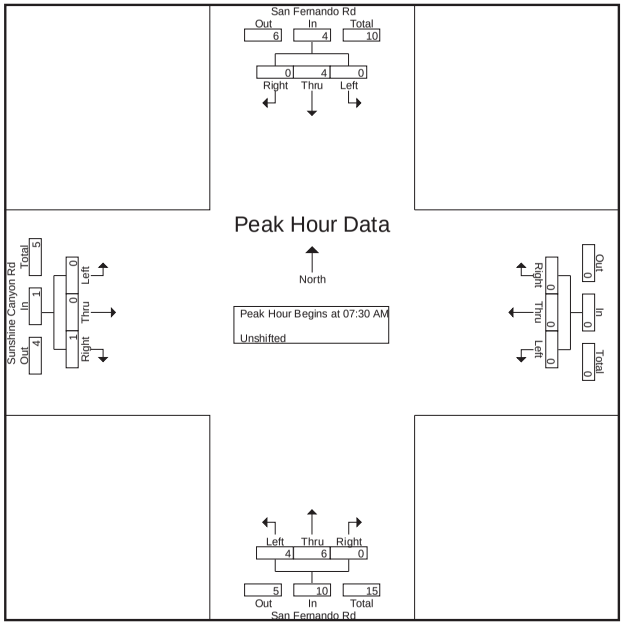
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_4-Axle
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	1	**2**	0	3	0	0	0	0	4
08:00 AM	0	**2**	0	**2**	0	0	0	0	1	2	0	3	0	0	**1**	**1**	**6**
08:15 AM	0	0	0	0	0	0	0	0	**2**	2	0	**4**	0	0	0	0	4
Total Volume	0	4	0	4	0	0	0	0	4	6	0	10	0	0	1	1	15
% App. Total	0	100	0		0	0	0		40	60	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.500	.750	.000	.625	.000	.000	.250	.250	.625

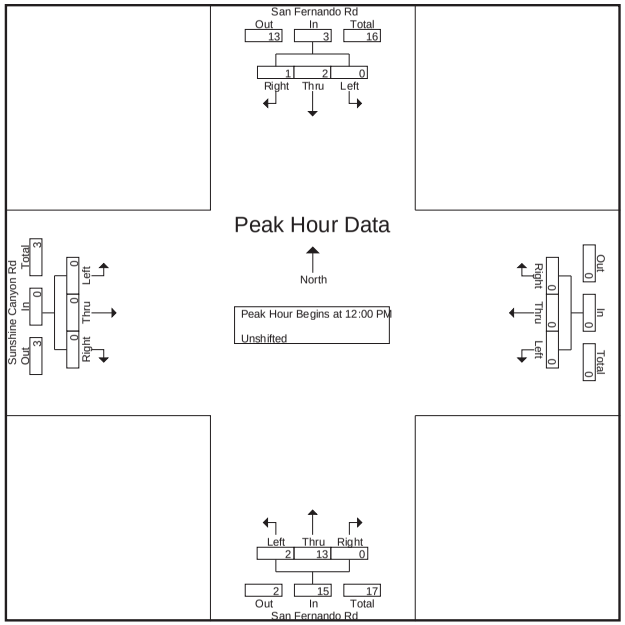


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	**1**	2	0	3	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	**5**	0	**5**	0	0	0	0	5
12:45 PM	0	0	**1**	1	0	0	0	0	1	4	0	5	0	0	0	0	**6**
Total Volume	0	2	1	3	0	0	0	0	2	13	0	15	0	0	0	0	18
% App. Total	0	66.7	33.3		0	0	0		13.3	86.7	0		0	0	0		
PHF	.000	.250	.250	.375	.000	.000	.000	.000	.500	.650	.000	.750	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS

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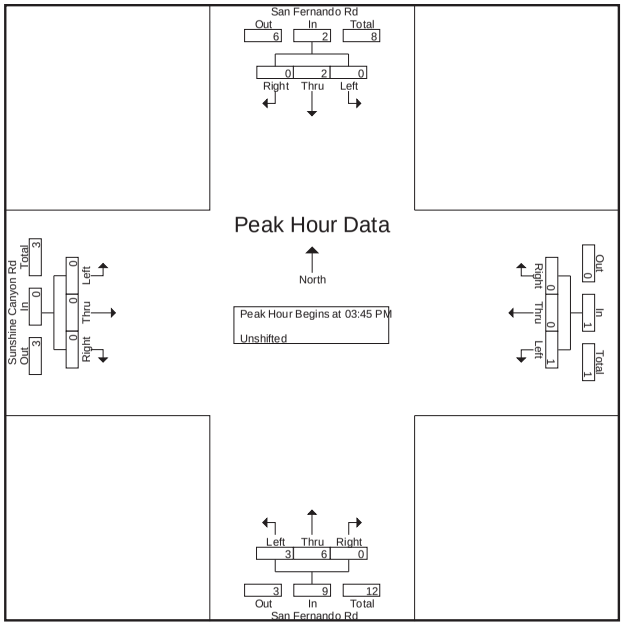
File Name : 46_SanFernando_SunshineCyn_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	**1**	0	**1**	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	**5**
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	**1**	0	0	**1**	1	0	0	1	0	0	0	0	2
Total Volume	0	2	0	2	1	0	0	1	3	6	0	9	0	0	0	0	12
% App. Total	0	100	0		100	0	0		33.3	66.7	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.750	.500	.000	.563	.000	.000	.000	.000	.600



CITY TRAFFIC COUNTERS

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File Name : 46_SanFernando_SunshineCyn_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 2

	San Fernando Rd Southbound			Westbound			San Fernando Rd Northbound			Sunshine Canyon Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	2	1	0	0	0	0	3
Total	0	2	0	0	0	0	2	1	0	0	0	0	5
08:00 AM	0	2	1	0	0	0	2	0	0	0	0	0	5
08:15 AM	0	1	2	0	0	0	6	0	0	0	0	3	12
08:30 AM	0	1	2	0	0	0	1	1	0	0	0	2	7
08:45 AM	0	0	0	0	0	0	4	0	0	0	0	4	8
Total	0	4	5	0	0	0	13	1	0	0	0	9	32
09:00 AM	0	0	2	0	0	0	12	0	0	0	0	3	17
09:15 AM	0	0	0	0	0	0	8	0	0	0	0	6	14
09:30 AM	0	0	0	0	0	0	5	0	0	0	0	5	10
09:45 AM	0	0	0	0	0	0	5	0	0	0	0	6	11
Total	0	0	2	0	0	0	30	0	0	0	0	20	52
12:00 PM	0	1	1	0	0	0	11	1	0	0	0	6	20
12:15 PM	0	1	0	0	0	0	9	1	0	0	0	7	18
12:30 PM	0	0	0	0	0	0	13	0	0	0	0	11	24
12:45 PM	0	1	0	0	0	0	13	4	0	0	0	11	29
Total	0	3	1	0	0	0	46	6	0	0	0	35	91
01:00 PM	0	1	0	0	0	0	13	3	0	0	0	10	27
01:15 PM	0	0	0	0	0	0	9	1	0	0	0	8	18
01:30 PM	0	0	0	0	0	0	10	1	0	0	0	11	22
01:45 PM	0	0	0	0	0	0	9	4	0	1	0	12	26
Total	0	1	0	0	0	0	41	9	0	1	0	41	93
03:00 PM	0	0	0	0	0	0	6	1	0	0	0	6	13
03:15 PM	0	0	0	0	0	0	5	1	0	0	0	4	10
03:30 PM	0	1	0	0	0	0	3	0	0	0	0	7	11
03:45 PM	0	0	0	0	0	0	3	1	0	0	0	8	12
Total	0	1	0	0	0	0	17	3	0	0	0	25	46
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	10	10
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	3	5
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	2	3
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	3	4
Total	0	0	0	0	0	0	2	2	0	0	0	18	22
Grand Total	0	11	8	0	0	0	151	22	0	1	0	148	341
Apprch %	0	57.9	42.1	0	0	0	87.3	12.7	0	0.7	0	99.3	
Total %	0	3.2	2.3	0	0	0	44.3	6.5	0	0.3	0	43.4	

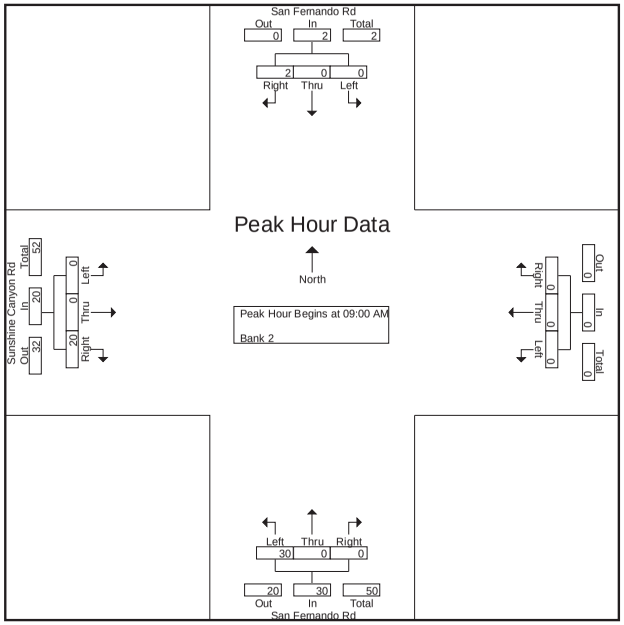
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	**2**	**2**	0	0	0	0	**12**	0	0	**12**	0	0	3	3	**17**
09:15 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	**6**	**6**	14
09:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	5	5	10
09:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	6	6	11
Total Volume	0	0	2	2	0	0	0	0	30	0	0	30	0	0	20	20	52
% App. Total	0	0	100		0	0	0		100	0	0		0	0	100		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.833	.833	.765

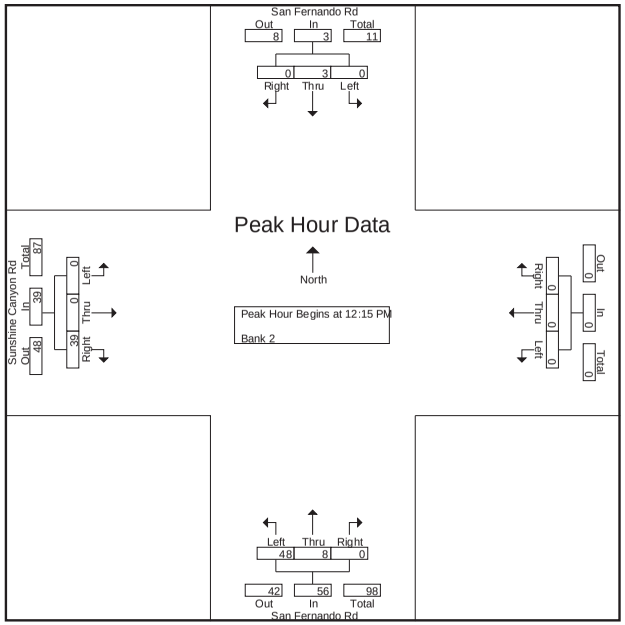


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	**1**	0	**1**	0	0	0	0	9	1	0	10	0	0	7	7	18
12:30 PM	0	0	0	0	0	0	0	0	**13**	0	0	13	0	0	**11**	**11**	24
12:45 PM	0	1	0	1	0	0	0	0	13	**4**	0	**17**	0	0	11	11	**29**
01:00 PM	0	1	0	1	0	0	0	0	13	3	0	16	0	0	10	10	27
Total Volume	0	3	0	3	0	0	0	0	48	8	0	56	0	0	39	39	98
% App. Total	0	100	0		0	0	0		85.7	14.3	0		0	0	100		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.923	.500	.000	.824	.000	.000	.886	.886	.845

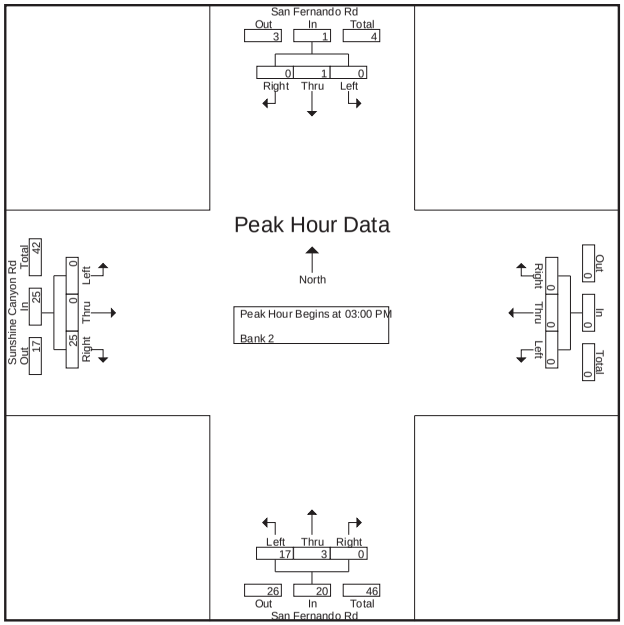


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 46_SanFernando_SunshineCyn_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	San Fernando Rd Southbound				Westbound				San Fernando Rd Northbound				Sunshine Canyon Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	**6**	**1**	0	**7**	0	0	6	6	**13**
03:15 PM	0	0	0	0	0	0	0	0	5	1	0	6	0	0	4	4	10
03:30 PM	0	**1**	0	**1**	0	0	0	0	3	0	0	3	0	0	7	7	11
03:45 PM	0	0	0	0	0	0	0	0	3	1	0	4	0	0	**8**	**8**	12
Total Volume	0	1	0	1	0	0	0	0	17	3	0	20	0	0	25	25	46
% App. Total	0	100	0		0	0	0		85	15	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.708	.750	.000	.714	.000	.000	.781	.781	.885



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 47_Balboa_SanFernando_Cars
Site Code : 00000000
Start Date : 11/15/2016
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Groups Printed- Unshifted

	Southbound			San Fernando Rd Westbound			Balboa Rd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	9	23	0	35	0	49	0	201	338	655
07:15 AM	0	0	0	45	17	0	48	0	44	0	174	344	672
07:30 AM	0	0	0	65	24	0	55	0	68	0	194	319	725
07:45 AM	0	0	0	62	13	0	53	0	73	0	212	320	733
Total	0	0	0	181	77	0	191	0	234	0	781	1321	2785
08:00 AM	0	0	0	12	21	0	77	0	84	0	193	338	725
08:15 AM	0	0	0	15	22	0	68	0	57	0	171	328	661
08:30 AM	0	0	0	20	17	0	38	0	48	0	165	315	603
08:45 AM	0	0	0	15	20	0	44	0	22	0	127	266	494
Total	0	0	0	62	80	0	227	0	211	0	656	1247	2483
09:00 AM	0	0	0	12	19	0	46	0	24	0	26	173	300
09:15 AM	0	0	0	10	28	0	35	0	22	0	41	122	258
09:30 AM	0	0	0	12	28	0	38	0	17	0	29	108	232
09:45 AM	0	0	0	10	21	0	47	0	22	0	32	136	268
Total	0	0	0	44	96	0	166	0	85	0	128	539	1058
12:00 PM	0	0	0	10	29	0	42	0	16	0	19	77	193
12:15 PM	0	0	0	26	25	0	44	0	13	0	24	70	202
12:30 PM	0	0	0	24	30	0	56	0	14	0	37	91	252
12:45 PM	0	0	0	21	32	0	39	0	20	0	36	93	241
Total	0	0	0	81	116	0	181	0	63	0	116	331	888
01:00 PM	0	0	0	26	29	0	32	0	21	0	23	76	207
01:15 PM	0	0	0	38	26	0	62	0	25	0	23	76	250
01:30 PM	0	0	0	40	37	0	69	0	31	0	21	81	279
01:45 PM	0	0	0	24	40	0	55	0	40	0	21	111	291
Total	0	0	0	128	132	0	218	0	117	0	88	344	1027
03:00 PM	0	0	0	9	55	0	136	0	24	0	35	140	399
03:15 PM	0	0	0	14	42	0	132	0	25	0	39	122	374
03:30 PM	0	0	0	14	55	0	221	0	25	0	27	117	459
03:45 PM	0	0	0	10	70	0	277	0	19	0	35	150	561
Total	0	0	0	47	222	0	766	0	93	0	136	529	1793
04:00 PM	0	0	0	16	68	0	299	0	25	0	38	134	580
04:15 PM	0	0	0	7	77	0	349	0	25	0	56	139	653
04:30 PM	0	0	0	14	75	0	354	0	24	0	51	122	640
04:45 PM	0	0	0	14	88	0	321	0	22	0	44	145	634
Total	0	0	0	51	308	0	1323	0	96	0	189	540	2507
05:00 PM	0	0	0	19	107	0	310	0	20	0	48	182	686
05:15 PM	0	0	0	15	132	0	330	0	24	0	30	203	734
05:30 PM	0	0	0	22	88	0	336	0	27	0	43	196	712
05:45 PM	0	0	0	20	79	0	338	0	25	0	32	176	670
Total	0	0	0	76	406	0	1314	0	96	0	153	757	2802
Grand Total	0	0	0	670	1437	0	4386	0	995	0	2247	5608	15343
Apprch %	0	0	0	31.8	68.2	0	81.5	0	18.5	0	28.6	71.4	
Total %	0	0	0	4.4	9.4	0	28.6	0	6.5	0	14.6	36.6	

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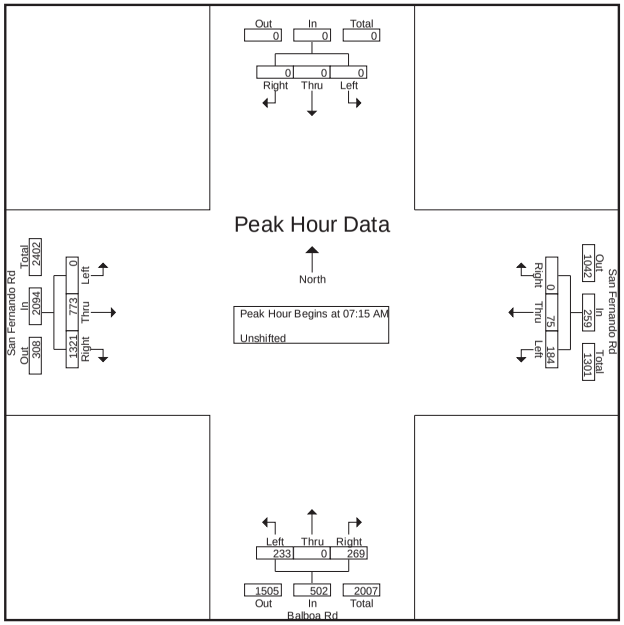
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	45	17	0	62	48	0	44	92	0	174	**344**	518	672
07:30 AM	0	0	0	0	**65**	**24**	0	**89**	55	0	68	123	0	194	319	513	725
07:45 AM	0	0	0	0	62	13	0	75	53	0	73	126	0	**212**	320	**532**	**733**
08:00 AM	0	0	0	0	12	21	0	33	**77**	0	**84**	**161**	0	193	338	531	725
Total Volume	0	0	0	0	184	75	0	259	233	0	269	502	0	773	1321	2094	2855
% App. Total	0	0	0		71	29	0		46.4	0	53.6		0	36.9	63.1		
PHF	.000	.000	.000	.000	.708	.781	.000	.728	.756	.000	.801	.780	.000	.912	.960	.984	.974



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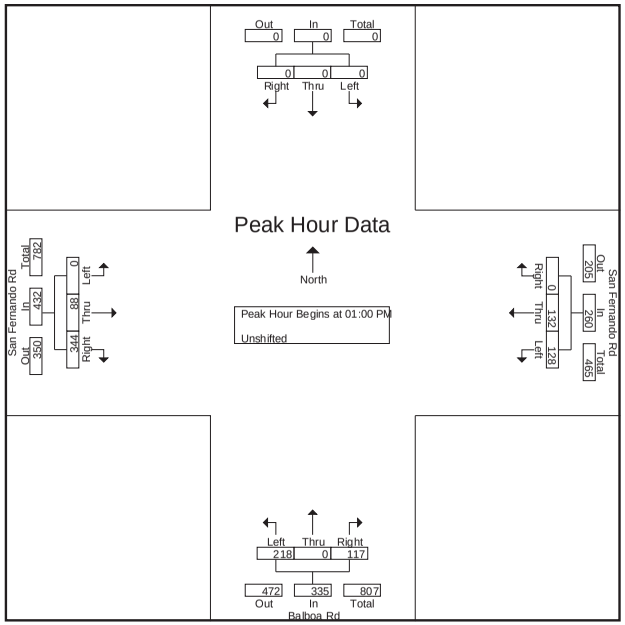
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	26	29	0	55	32	0	21	53	0	**23**	76	99	207
01:15 PM	0	0	0	0	38	26	0	64	62	0	25	87	0	23	76	99	250
01:30 PM	0	0	0	0	**40**	37	0	**77**	**69**	0	31	**100**	0	21	81	102	279
01:45 PM	0	0	0	0	24	**40**	0	64	55	0	**40**	95	0	21	**111**	**132**	**291**
Total Volume	0	0	0	0	128	132	0	260	218	0	117	335	0	88	344	432	1027
% App. Total	0	0	0		49.2	50.8	0		65.1	0	34.9		0	20.4	79.6		
PHF	.000	.000	.000	.000	.800	.825	.000	.844	.790	.000	.731	.838	.000	.957	.775	.818	.882



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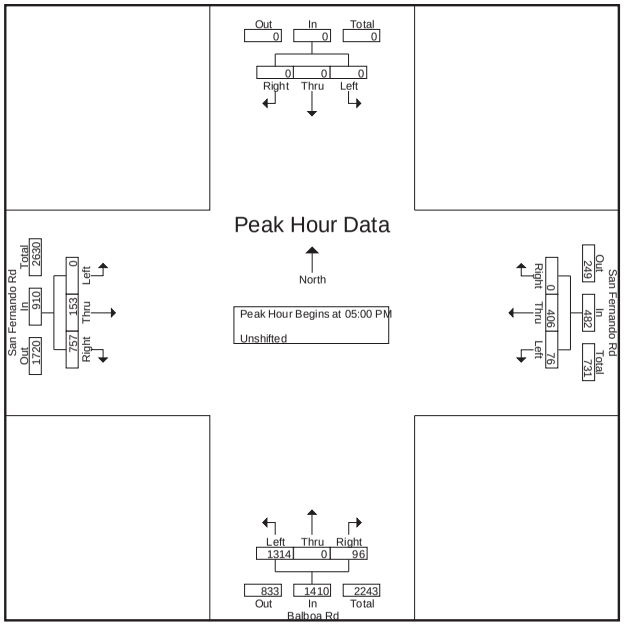
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	19	107	0	126	310	0	20	330	0	**48**	182	230	686
05:15 PM	0	0	0	0	15	**132**	0	**147**	330	0	24	354	0	30	**203**	233	**734**
05:30 PM	0	0	0	0	**22**	88	0	110	336	0	**27**	**363**	0	43	196	**239**	712
05:45 PM	0	0	0	0	20	79	0	99	**338**	0	25	363	0	32	176	208	670
Total Volume	0	0	0	0	76	406	0	482	1314	0	96	1410	0	153	757	910	2802
% App. Total	0	0	0		15.8	84.2	0		93.2	0	6.8		0	16.8	83.2		
PHF	.000	.000	.000	.000	.864	.769	.000	.820	.972	.000	.889	.971	.000	.797	.932	.952	.954



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Groups Printed- Unshifted

	Southbound			San Fernando Rd Westbound			Balboa Rd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	1	0	0	0	0	3	1	5
08:00 AM	0	0	0	0	0	0	1	0	0	0	1	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	1	0	0	0	2	2	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	3	2	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	1	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
01:15 PM	0	0	0	0	0	0	3	0	0	0	0	1	4
01:30 PM	0	0	0	0	0	0	2	0	0	0	1	0	3
Total	0	0	0	0	0	0	5	0	0	0	1	2	8
03:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	0	0	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
Grand Total	0	0	0	0	4	1	8	0	0	0	10	9	32
Apprch %	0	0	0	0	80	20	100	0	0	0	52.6	47.4	
Total %	0	0	0	0	12.5	3.1	25	0	0	0	31.2	28.1	

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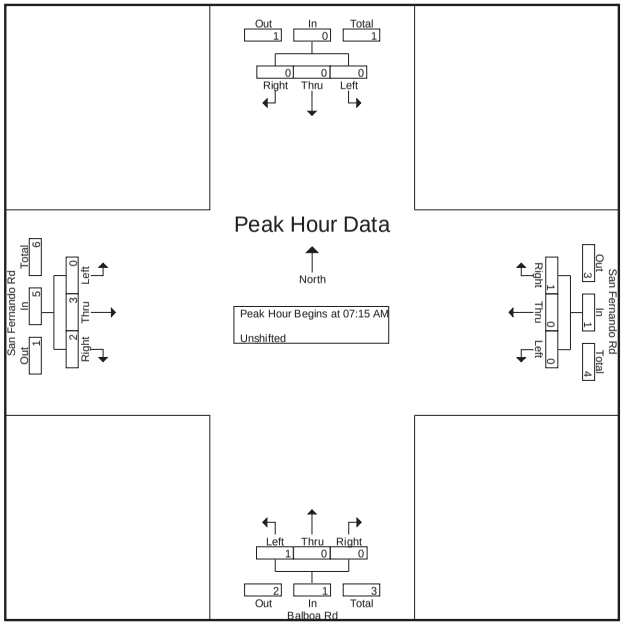
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**1**	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	1	1	**2**	**3**
Total Volume	0	0	0	0	0	0	1	1	1	0	0	1	0	3	2	5	7
% App. Total	0	0	0		0	0	100		100	0	0		0	60	40		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.000	.750	.500	.625	.583



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Site Code : 00000000
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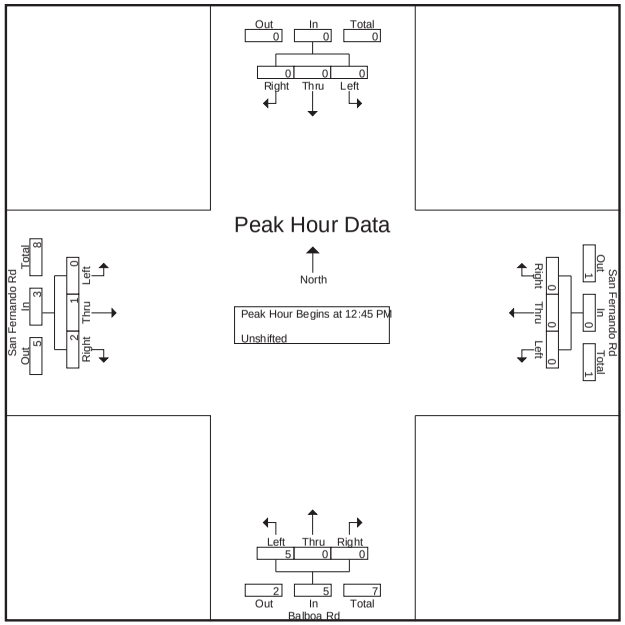
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
01:15 PM	0	0	0	0	0	0	0	0	**3**	0	0	**3**	0	0	1	1	**4**
01:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	**1**	0	1	3
Total Volume	0	0	0	0	0	0	0	0	5	0	0	5	0	1	2	3	8
% App. Total	0	0	0		0	0	0		100	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.250	.500	.750	.500



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File Name : 47_Balboa_SanFernando_Motorcycles
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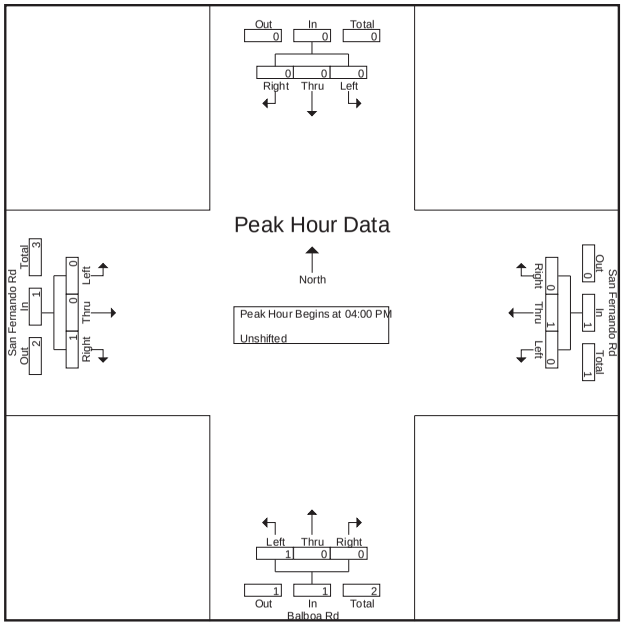
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	1	3
% App. Total	0	0	0		0	100	0		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.250	.250	.750



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Groups Printed- Unshifted

	Southbound			San Fernando Rd Westbound			Balboa Rd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
09:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	0	0	0	0	0	1	0	0	0	0	1	2
Apprch %	0	0	0	0	0	0	100	0	0	0	0	100	
Total %	0	0	0	0	0	0	50	0	0	0	0	50	

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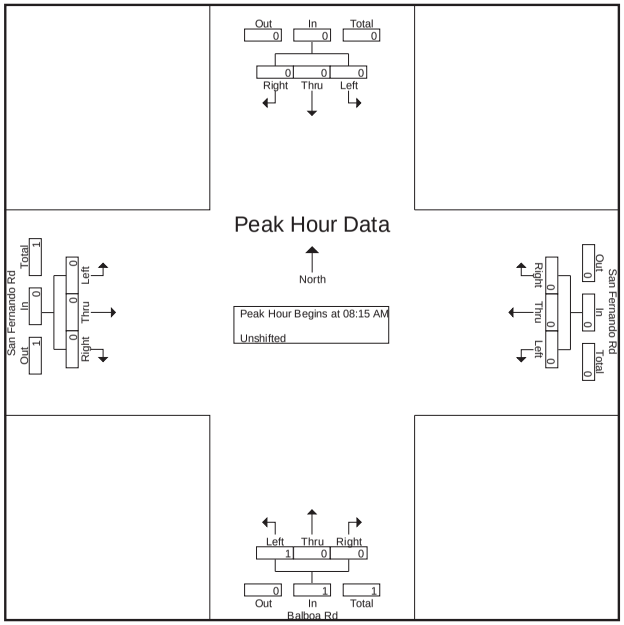
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250



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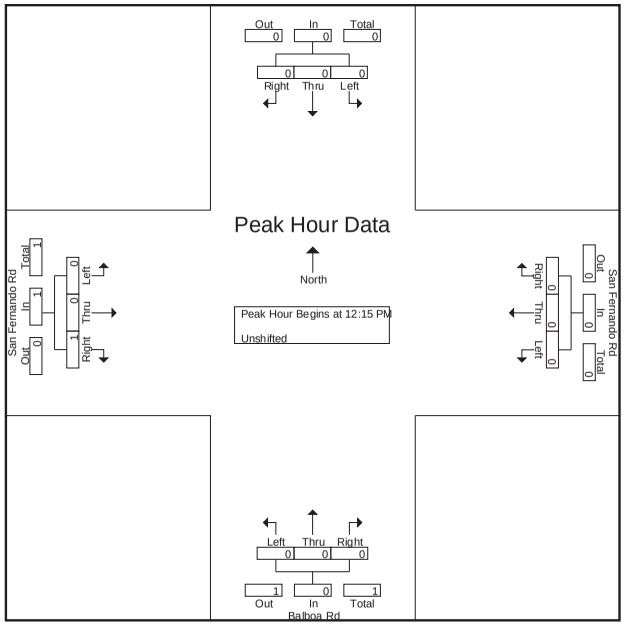
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250



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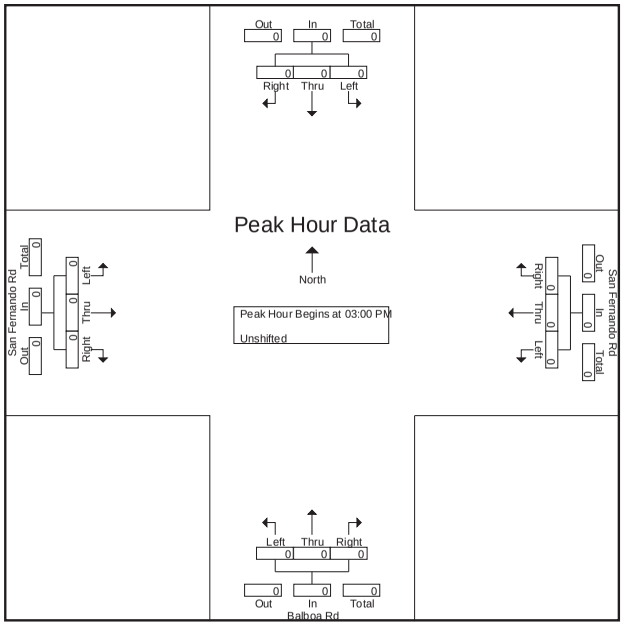
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	Southbound			San Fernando Rd Westbound			Balboa Rd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	3	0	0	0	0	0	5	2	11
07:15 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
07:30 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
07:45 AM	0	0	0	0	3	0	0	0	1	0	0	1	5
Total	0	0	0	1	10	0	0	0	1	0	10	3	25
08:00 AM	0	0	0	1	4	0	0	0	2	0	5	2	14
08:15 AM	0	0	0	2	1	0	1	0	1	0	3	1	9
08:30 AM	0	0	0	1	5	0	0	0	0	0	5	0	11
08:45 AM	0	0	0	1	6	0	0	0	0	0	5	0	12
Total	0	0	0	5	16	0	1	0	3	0	18	3	46
09:00 AM	0	0	0	2	5	0	0	0	1	0	4	0	12
09:15 AM	0	0	0	0	3	0	0	0	0	0	9	0	12
09:30 AM	0	0	0	0	4	0	0	0	0	0	6	1	11
09:45 AM	0	0	0	1	6	0	0	0	0	0	11	1	19
Total	0	0	0	3	18	0	0	0	1	0	30	2	54
12:00 PM	0	0	0	0	7	0	0	0	0	0	6	2	15
12:15 PM	0	0	0	0	3	0	0	0	0	0	11	1	15
12:30 PM	0	0	0	1	4	0	1	0	0	0	11	1	18
12:45 PM	0	0	0	0	7	0	0	0	0	0	10	0	17
Total	0	0	0	1	21	0	1	0	0	0	38	4	65
01:00 PM	0	0	0	0	5	0	0	0	1	0	6	1	13
01:15 PM	0	0	0	0	4	0	2	0	1	0	7	0	14
01:30 PM	0	0	0	0	6	0	0	0	0	0	4	0	10
01:45 PM	0	0	0	1	7	0	0	0	0	0	4	0	12
Total	0	0	0	1	22	0	2	0	2	0	21	1	49
03:00 PM	0	0	0	1	2	0	0	0	1	0	5	0	9
03:15 PM	0	0	0	0	2	0	0	0	0	0	5	0	7
03:30 PM	0	0	0	1	4	0	0	0	1	0	5	1	12
03:45 PM	0	0	0	0	1	0	1	0	3	0	3	0	8
Total	0	0	0	2	9	0	1	0	5	0	18	1	36
04:00 PM	0	0	0	0	1	0	4	0	1	0	8	0	14
04:15 PM	0	0	0	0	2	0	1	0	0	0	4	1	8
04:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	3
04:45 PM	0	0	0	0	1	0	1	0	0	0	3	1	6
Total	0	0	0	0	4	0	9	0	1	0	15	2	31
05:00 PM	0	0	0	0	2	0	0	0	2	0	5	0	9
05:15 PM	0	0	0	0	1	0	2	0	0	0	2	0	5
05:30 PM	0	0	0	0	1	0	2	0	0	0	3	0	6
05:45 PM	0	0	0	0	1	0	2	0	0	0	0	0	3
Total	0	0	0	0	5	0	6	0	2	0	10	0	23
Grand Total	0	0	0	13	105	0	20	0	15	0	160	16	329
Apprch %	0	0	0	11	89	0	57.1	0	42.9	0	90.9	9.1	
Total %	0	0	0	4	31.9	0	6.1	0	4.6	0	48.6	4.9	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_2-Axle
Site Code : 00000000
Start Date : 11/15/2016

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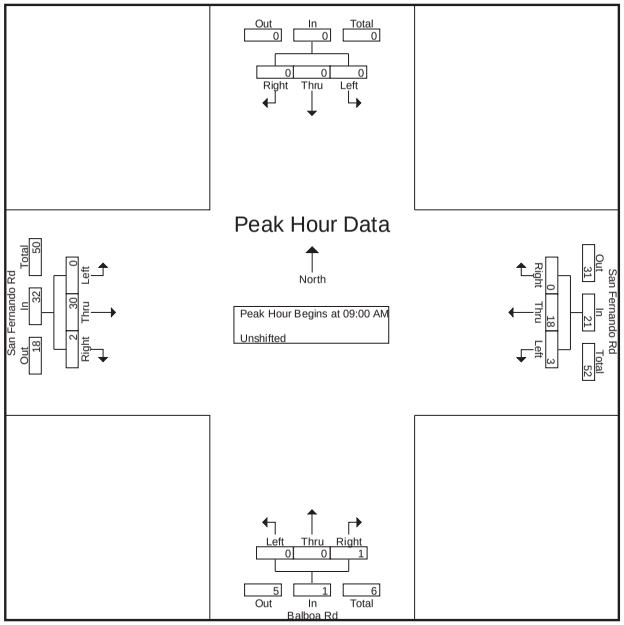
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	**2**	5	0	**7**	0	0	**1**	**1**	0	4	0	4	12
09:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
09:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	**1**	7	11
09:45 AM	0	0	0	0	1	**6**	0	7	0	0	0	0	0	**11**	1	**12**	**19**
Total Volume	0	0	0	0	3	18	0	21	0	0	1	1	0	30	2	32	54
% App. Total	0	0	0		14.3	85.7	0		0	0	100		0	93.8	6.2		
PHF	.000	.000	.000	.000	.375	.750	.000	.750	.000	.000	.250	.250	.000	.682	.500	.667	.711

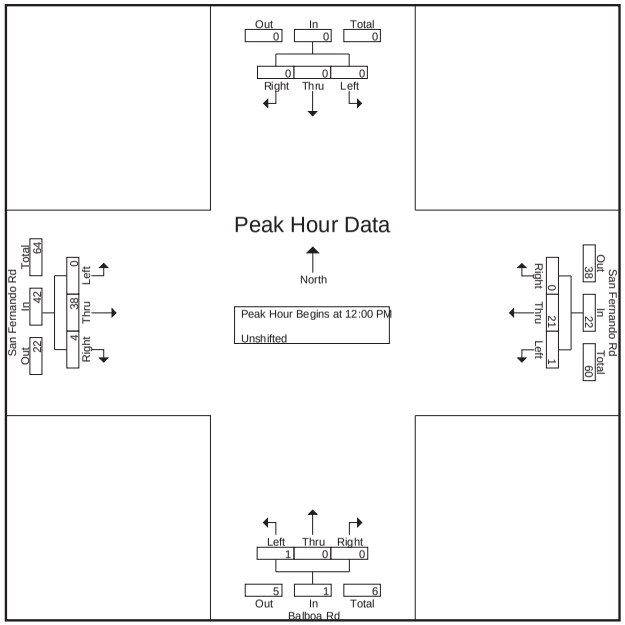


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	6	**2**	8	15
12:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**11**	1	**12**	15
12:30 PM	0	0	0	0	**1**	4	0	5	**1**	0	0	**1**	0	11	1	12	**18**
12:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	10	0	10	17
Total Volume	0	0	0	0	1	21	0	22	1	0	0	1	0	38	4	42	65
% App. Total	0	0	0		4.5	95.5	0		100	0	0		0	90.5	9.5		
PHF	.000	.000	.000	.000	.250	.750	.000	.786	.250	.000	.000	.250	.000	.864	.500	.875	.903



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
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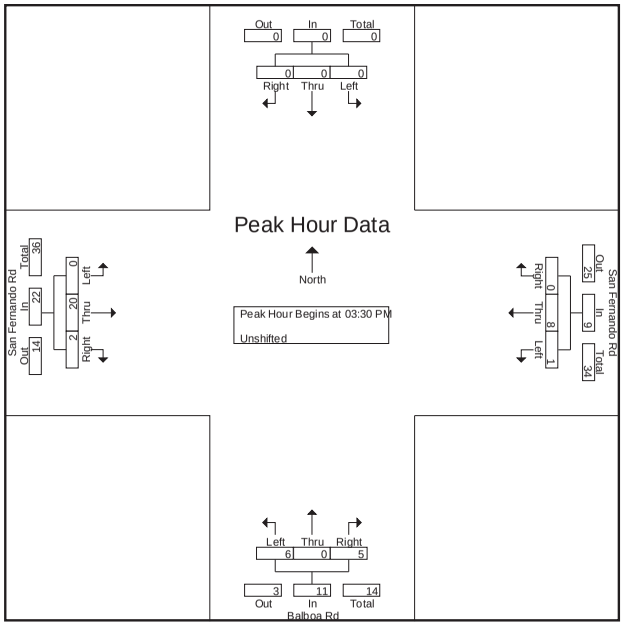
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	**1**	**4**	0	**5**	0	0	1	1	0	5	**1**	6	12
03:45 PM	0	0	0	0	0	1	0	1	1	0	**3**	4	0	3	0	3	8
04:00 PM	0	0	0	0	0	1	0	1	**4**	0	1	**5**	0	**8**	0	**8**	**14**
04:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	4	1	5	8
Total Volume	0	0	0	0	1	8	0	9	6	0	5	11	0	20	2	22	42
% App. Total	0	0	0		11.1	88.9	0		54.5	0	45.5		0	90.9	9.1		
PHF	.000	.000	.000	.000	.250	.500	.000	.450	.375	.000	.417	.550	.000	.625	.500	.688	.750



CITY TRAFFIC COUNTERS

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File Name : 47_Balboa_SanFernando_3-Axle
Site Code : 00000000
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Groups Printed- Bank 1

	Southbound			San Fernando Rd Westbound			Balboa Rd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	4	0	1	0	0	0	3	1	9
07:15 AM	0	0	0	0	1	0	1	0	0	0	2	0	4
07:30 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
07:45 AM	0	0	0	0	3	0	0	0	0	0	4	0	7
Total	0	0	0	0	11	0	2	0	0	0	11	1	25
08:00 AM	0	0	0	0	7	0	0	0	0	0	4	0	11
08:15 AM	0	0	0	0	6	0	0	0	0	0	3	0	9
08:30 AM	0	0	0	0	12	0	0	0	0	0	5	0	17
08:45 AM	0	0	0	0	6	0	0	0	1	0	7	0	14
Total	0	0	0	0	31	0	0	0	1	0	19	0	51
09:00 AM	0	0	0	0	6	0	0	0	0	0	8	0	14
09:15 AM	0	0	0	0	8	0	1	0	0	0	6	0	15
09:30 AM	0	0	0	0	11	0	0	0	0	0	5	1	17
09:45 AM	0	0	0	0	6	0	0	0	0	0	9	2	17
Total	0	0	0	0	31	0	1	0	0	0	28	3	63
12:00 PM	0	0	0	1	7	0	0	0	0	0	5	1	14
12:15 PM	0	0	0	0	7	0	0	0	0	0	10	1	18
12:30 PM	0	0	0	0	3	0	2	0	0	0	5	0	10
12:45 PM	0	0	0	1	2	0	2	0	0	0	6	0	11
Total	0	0	0	2	19	0	4	0	0	0	26	2	53
01:00 PM	0	0	0	0	1	0	1	0	1	0	7	1	11
01:15 PM	0	0	0	0	6	0	0	0	0	0	5	0	11
01:30 PM	0	0	0	0	6	0	0	0	2	0	3	0	11
01:45 PM	0	0	0	0	9	0	0	0	0	0	5	0	14
Total	0	0	0	0	22	0	1	0	3	0	20	1	47
03:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:15 PM	0	0	0	0	1	0	0	0	0	0	7	0	8
03:30 PM	0	0	0	0	1	0	1	0	0	0	5	0	7
03:45 PM	0	0	0	0	1	0	1	0	0	0	5	0	7
Total	0	0	0	0	5	0	2	0	0	0	18	0	25
04:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
Total	0	0	0	0	1	0	0	0	0	0	5	1	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	3	0	4
05:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	1	0	4	0	7
Grand Total	0	0	0	2	122	0	10	0	5	0	131	8	278
Apprch %	0	0	0	1.6	98.4	0	66.7	0	33.3	0	94.2	5.8	
Total %	0	0	0	0.7	43.9	0	3.6	0	1.8	0	47.1	2.9	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_3-Axle
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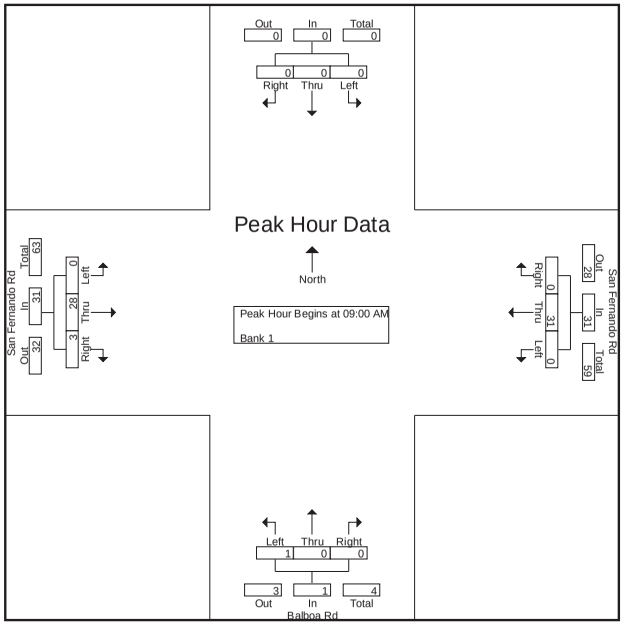
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
09:15 AM	0	0	0	0	0	8	0	8	**1**	0	0	**1**	0	6	0	6	15
09:30 AM	0	0	0	0	0	**11**	0	**11**	0	0	0	0	0	5	1	6	**17**
09:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	**9**	**2**	**11**	17
Total Volume	0	0	0	0	0	31	0	31	1	0	0	1	0	28	3	31	63
% App. Total	0	0	0		0	100	0		100	0	0		0	90.3	9.7		
PHF	.000	.000	.000	.000	.000	.705	.000	.705	.250	.000	.000	.250	.000	.778	.375	.705	.926

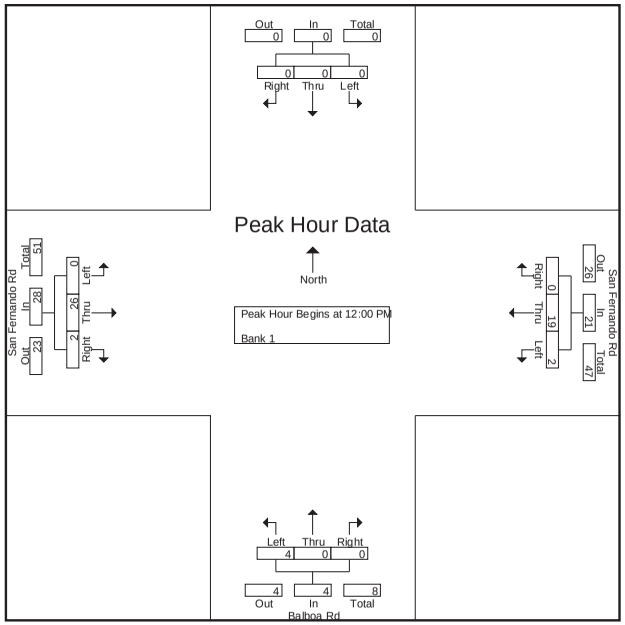


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	**1**	**7**	0	**8**	0	0	0	0	0	5	**1**	6	14
12:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	**10**	1	**11**	**18**
12:30 PM	0	0	0	0	0	3	0	3	**2**	0	0	**2**	0	5	0	5	10
12:45 PM	0	0	0	0	1	2	0	3	2	0	0	2	0	6	0	6	11
Total Volume	0	0	0	0	2	19	0	21	4	0	0	4	0	26	2	28	53
% App. Total	0	0	0		9.5	90.5	0		100	0	0		0	92.9	7.1		
PHF	.000	.000	.000	.000	.500	.679	.000	.656	.500	.000	.000	.500	.000	.650	.500	.636	.736



CITY TRAFFIC COUNTERS

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File Name : 47_Balboa_SanFernando_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
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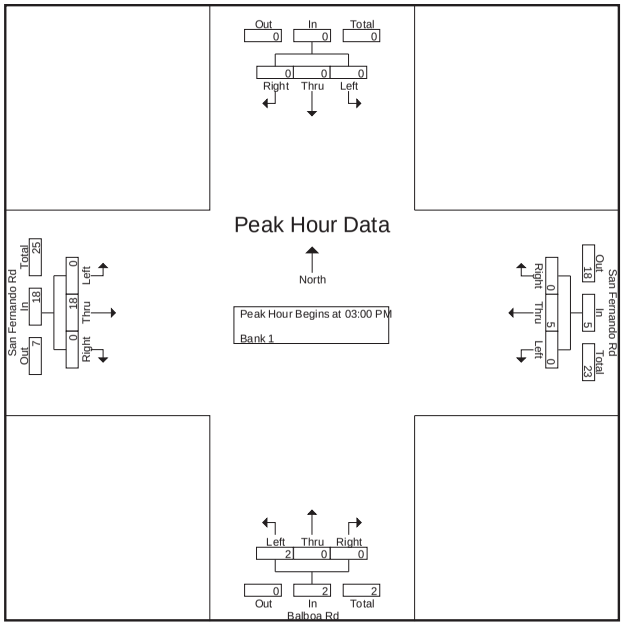
	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**7**	0	**7**	**8**
03:30 PM	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	5	0	5	7
03:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	5	0	5	7
Total Volume	0	0	0	0	0	5	0	5	2	0	0	2	0	18	0	18	25
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.500	.000	.000	.500	.000	.643	.000	.643	.781



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 47_Balboa_SanFernando_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
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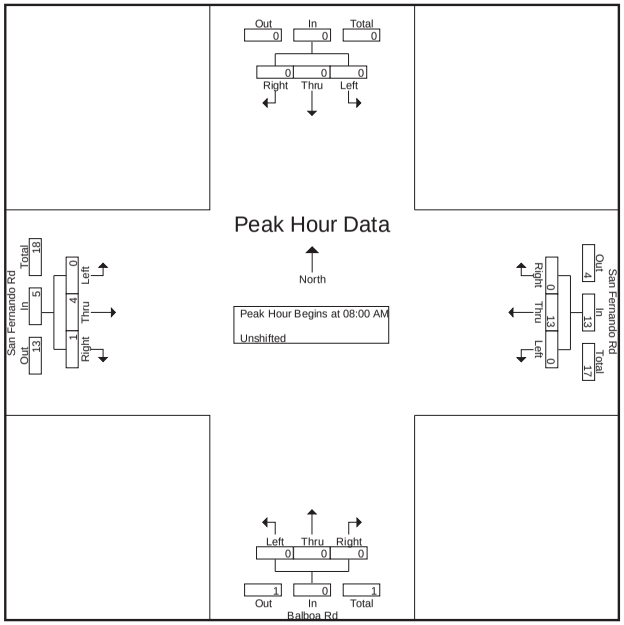
Groups Printed- Unshifted

	Southbound			San Fernando Rd Westbound			Balboa Rd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	5	0	0	0	0	0	1	0	6
07:15 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	0	10	0	0	0	0	0	4	0	14
08:00 AM	0	0	0	0	3	0	0	0	0	0	2	1	6
08:15 AM	0	0	0	0	4	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
Total	0	0	0	0	13	0	0	0	0	0	4	1	18
09:30 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
09:45 AM	0	0	0	0	7	0	0	0	0	0	2	0	9
Total	0	0	0	0	10	0	0	0	0	0	3	0	13
12:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
12:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	5	0	0	0	0	0	0	0	5
12:45 PM	0	0	0	0	4	0	1	0	1	0	0	0	6
Total	0	0	0	0	13	0	1	0	1	0	2	0	17
01:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	2	0	0	0	0	0	0	1	3
01:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	6	0	0	0	0	0	0	1	7
03:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	4	0	0	0	0	0	1	0	5
Total	0	0	0	0	6	0	0	0	0	0	3	0	9
04:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
04:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	6	0	1	0	0	0	2	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
Grand Total	0	0	0	0	64	0	2	0	1	0	20	2	89
Apprch %	0	0	0	0	100	0	66.7	0	33.3	0	90.9	9.1	
Total %	0	0	0	0	71.9	0	2.2	0	1.1	0	22.5	2.2	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 47_Balboa_SanFernando_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 2

	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	**2**	**1**	**3**	**6**
08:15 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	0	4	1	5	18
% App. Total	0	0	0		0	100	0		0	0	0		0	80	20		
PHF	.000	.000	.000	.000	.000	.813	.000	.813	.000	.000	.000	.000	.000	.500	.250	.417	.750

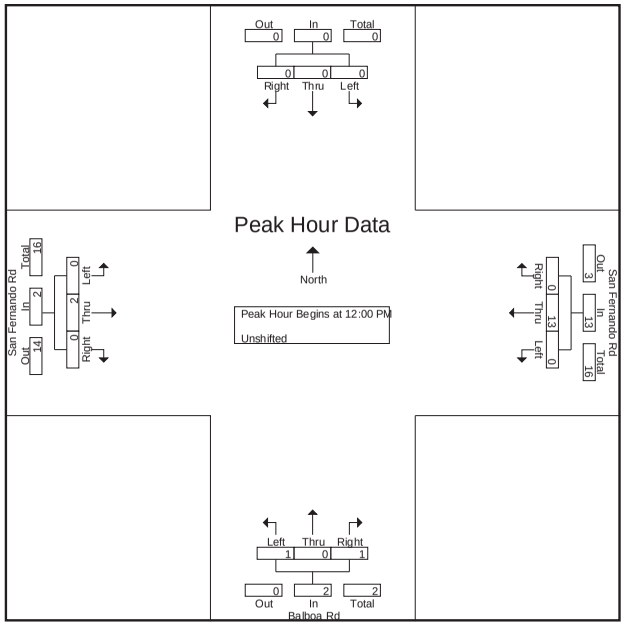


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	4
12:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	4	0	4	**1**	0	**1**	**2**	0	0	0	0	**6**
Total Volume	0	0	0	0	0	13	0	13	1	0	1	2	0	2	0	2	17
% App. Total	0	0	0		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.650	.000	.650	.250	.000	.250	.250	.000	.250	.000	.250	.708

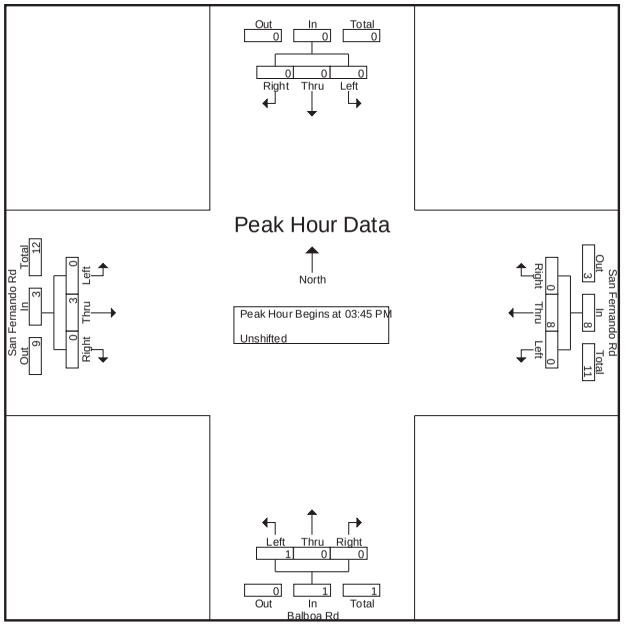


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**1**	0	**1**	**5**
04:00 PM	0	0	0	0	0	1	0	1	**1**	0	0	**1**	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	8	0	8	1	0	0	1	0	3	0	3	12
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	.750	.000	.750	.600



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 2

	Southbound			San Fernando Rd Westbound			Balboa Rd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	1	3	0	0	0	0	0	4	0	8
08:00 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
08:15 AM	0	0	0	0	6	0	0	0	0	0	4	1	11
08:30 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
08:45 AM	0	0	0	0	4	0	0	0	0	0	4	0	8
Total	0	0	0	0	14	0	0	0	0	0	13	1	28
09:00 AM	0	0	0	0	12	0	0	0	0	0	3	0	15
09:15 AM	0	0	0	1	8	0	0	0	0	0	6	0	15
09:30 AM	0	0	0	0	5	0	0	0	0	0	5	0	10
09:45 AM	0	0	0	0	5	0	0	0	0	0	6	0	11
Total	0	0	0	1	30	0	0	0	0	0	20	0	51
12:00 PM	0	0	0	2	10	0	0	0	0	0	6	0	18
12:15 PM	0	0	0	0	10	0	0	0	0	0	7	0	17
12:30 PM	0	0	0	2	11	0	0	0	0	0	11	0	24
12:45 PM	0	0	0	3	14	0	0	0	0	0	11	0	28
Total	0	0	0	7	45	0	0	0	0	0	35	0	87
01:00 PM	0	0	0	0	16	0	0	0	1	0	8	1	26
01:15 PM	0	0	0	0	10	0	1	0	0	0	12	0	23
01:30 PM	0	0	0	0	11	0	0	0	0	0	10	0	21
01:45 PM	0	0	0	1	11	0	0	0	0	0	11	0	23
Total	0	0	0	1	48	0	1	0	1	0	41	1	93
03:00 PM	0	0	0	0	6	0	1	0	0	0	6	0	13
03:15 PM	0	0	0	0	6	0	0	0	2	0	3	0	11
03:30 PM	0	0	0	0	3	0	0	0	0	0	8	0	11
03:45 PM	0	0	0	0	4	0	0	0	0	0	8	0	12
Total	0	0	0	0	19	0	1	0	2	0	25	0	47
04:00 PM	0	0	0	0	1	0	0	0	0	0	10	0	11
04:15 PM	0	0	0	0	1	0	0	0	0	0	7	0	8
04:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
04:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	4	0	0	0	0	0	23	0	27
05:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	4	0	4
Grand Total	0	0	0	10	163	0	2	0	3	0	165	2	345
Apprch %	0	0	0	5.8	94.2	0	40	0	60	0	98.8	1.2	
Total %	0	0	0	2.9	47.2	0	0.6	0	0.9	0	47.8	0.6	

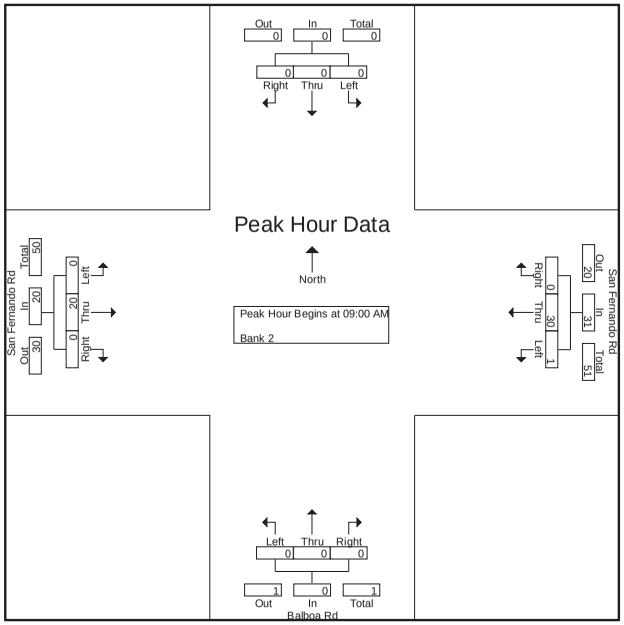
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	**12**	0	**12**	0	0	0	0	0	3	0	3	**15**
09:15 AM	0	0	0	0	**1**	8	0	9	0	0	0	0	0	**6**	0	**6**	15
09:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
09:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
Total Volume	0	0	0	0	1	30	0	31	0	0	0	0	0	20	0	20	51
% App. Total	0	0	0		3.2	96.8	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.625	.000	.646	.000	.000	.000	.000	.000	.833	.000	.833	.850

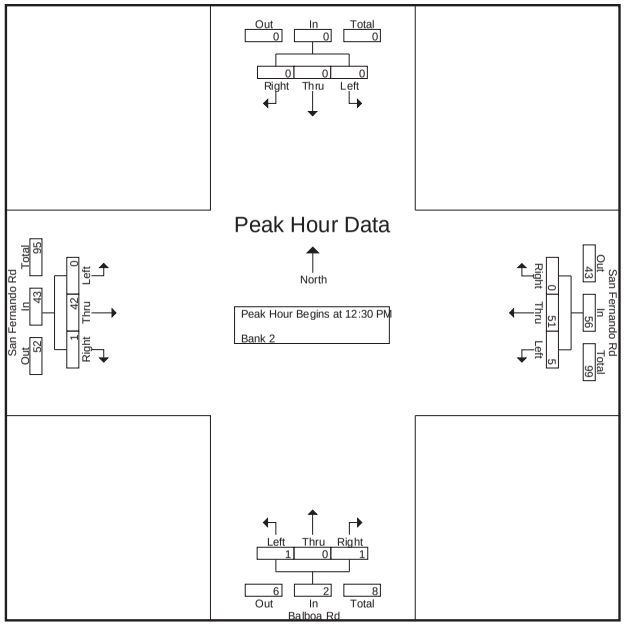


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	2	11	0	13	0	0	0	0	0	11	0	11	24
12:45 PM	0	0	0	0	**3**	14	0	**17**	0	0	0	0	0	11	0	11	**28**
01:00 PM	0	0	0	0	0	**16**	0	16	0	0	**1**	**1**	0	8	**1**	9	26
01:15 PM	0	0	0	0	0	10	0	10	**1**	0	0	1	0	**12**	0	**12**	23
Total Volume	0	0	0	0	5	51	0	56	1	0	1	2	0	42	1	43	101
% App. Total	0	0	0		8.9	91.1	0		50	0	50		0	97.7	2.3		
PHF	.000	.000	.000	.000	.417	.797	.000	.824	.250	.000	.250	.500	.000	.875	.250	.896	.902

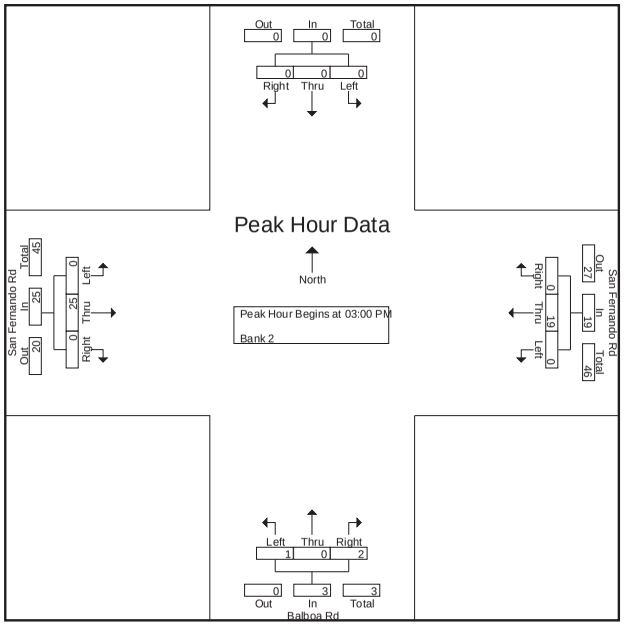


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 47_Balboa_SanFernando_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				San Fernando Rd Westbound				Balboa Rd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**6**	0	**6**	**1**	0	0	1	0	6	0	6	**13**
03:15 PM	0	0	0	0	0	6	0	6	0	0	**2**	**2**	0	3	0	3	11
03:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**8**	0	**8**	11
03:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
Total Volume	0	0	0	0	0	19	0	19	1	0	2	3	0	25	0	25	47
% App. Total	0	0	0		0	100	0		33.3	0	66.7		0	100	0		
PHF	.000	.000	.000	.000	.000	.792	.000	.792	.250	.000	.250	.375	.000	.781	.000	.781	.904



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

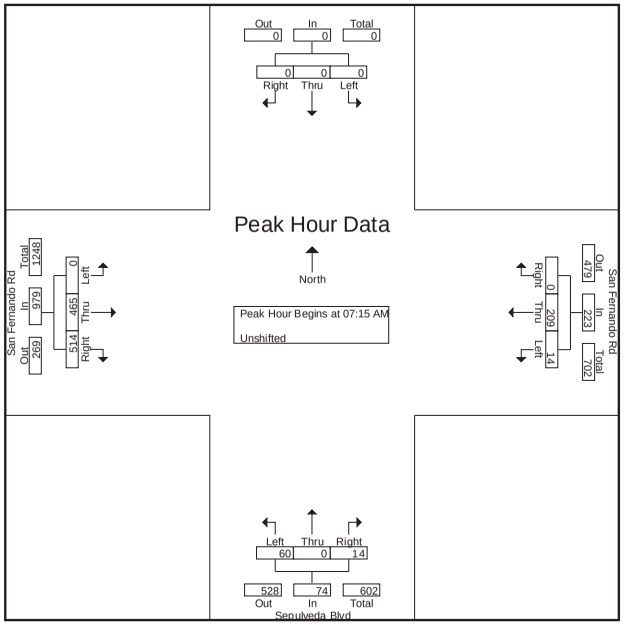
	Southbound			San Fernando Rd Westbound			Sepulveda Blvd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	2	29	0	4	0	0	0	87	162	284
07:15 AM	0	0	0	3	55	0	10	0	2	0	76	140	286
07:30 AM	0	0	0	4	74	0	16	0	3	0	97	131	325
07:45 AM	0	0	0	4	61	0	18	0	4	0	137	124	348
Total	0	0	0	13	219	0	48	0	9	0	397	557	1243
08:00 AM	0	0	0	3	19	0	16	0	5	0	155	119	317
08:15 AM	0	0	0	2	18	0	20	0	3	0	109	117	269
08:30 AM	0	0	0	4	14	0	22	0	4	0	81	127	252
08:45 AM	0	0	0	6	17	0	17	0	2	0	56	89	187
Total	0	0	0	15	68	0	75	0	14	0	401	452	1025
09:00 AM	0	0	0	5	17	0	15	0	1	0	28	26	92
09:15 AM	0	0	0	7	19	0	21	0	2	0	25	27	101
09:30 AM	0	0	0	4	20	0	18	0	3	0	24	26	95
09:45 AM	0	0	0	4	15	0	18	0	3	0	25	29	94
Total	0	0	0	20	71	0	72	0	9	0	102	108	382
12:00 PM	0	0	0	3	15	0	26	0	6	0	17	20	87
12:15 PM	0	0	0	6	22	0	27	0	3	0	11	21	90
12:30 PM	0	0	0	5	26	0	29	0	5	0	27	26	118
12:45 PM	0	0	0	4	17	0	36	0	3	0	27	27	114
Total	0	0	0	18	80	0	118	0	17	0	82	94	409
01:00 PM	0	0	0	6	33	0	23	0	1	0	20	26	109
01:15 PM	0	0	0	6	41	0	24	0	2	0	19	27	119
01:30 PM	0	0	0	5	43	0	29	0	4	0	32	27	140
01:45 PM	0	0	0	7	31	0	31	0	1	0	32	30	132
Total	0	0	0	24	148	0	107	0	8	0	103	110	500
03:00 PM	0	0	0	3	40	0	28	0	2	0	34	29	136
03:15 PM	0	0	0	3	35	0	20	0	2	0	32	31	123
03:30 PM	0	0	0	4	48	0	20	0	1	0	23	25	121
03:45 PM	0	0	0	2	60	0	16	0	2	0	36	21	137
Total	0	0	0	12	183	0	84	0	7	0	125	106	517
04:00 PM	0	0	0	5	69	0	17	0	2	0	43	23	159
04:15 PM	0	0	0	3	67	0	18	0	2	0	47	34	171
04:30 PM	0	0	0	6	74	0	13	0	1	0	36	38	168
04:45 PM	0	0	0	2	79	0	19	0	1	0	39	30	170
Total	0	0	0	16	289	0	67	0	6	0	165	125	668
05:00 PM	0	0	0	5	96	0	30	0	2	0	34	28	195
05:15 PM	0	0	0	4	119	0	31	0	2	0	32	28	216
05:30 PM	0	0	0	3	84	0	25	0	2	0	40	33	187
05:45 PM	0	0	0	3	70	0	30	0	3	0	37	26	169
Total	0	0	0	15	369	0	116	0	9	0	143	115	767
Grand Total	0	0	0	133	1427	0	687	0	79	0	1518	1667	5511
Apprch %	0	0	0	8.5	91.5	0	89.7	0	10.3	0	47.7	52.3	
Total %	0	0	0	2.4	25.9	0	12.5	0	1.4	0	27.5	30.2	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 2

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	3	55	0	58	10	0	2	12	0	76	**140**	216	286
07:30 AM	0	0	0	0	**4**	**74**	0	**78**	16	0	3	19	0	97	131	228	325
07:45 AM	0	0	0	0	4	61	0	65	**18**	0	4	**22**	0	137	124	261	**348**
08:00 AM	0	0	0	0	3	19	0	22	16	0	**5**	21	0	**155**	119	**274**	317
Total Volume	0	0	0	0	14	209	0	223	60	0	14	74	0	465	514	979	1276
% App. Total	0	0	0		6.3	93.7	0		81.1	0	18.9		0	47.5	52.5		
PHF	.000	.000	.000	.000	.875	.706	.000	.715	.833	.000	.700	.841	.000	.750	.918	.893	.917

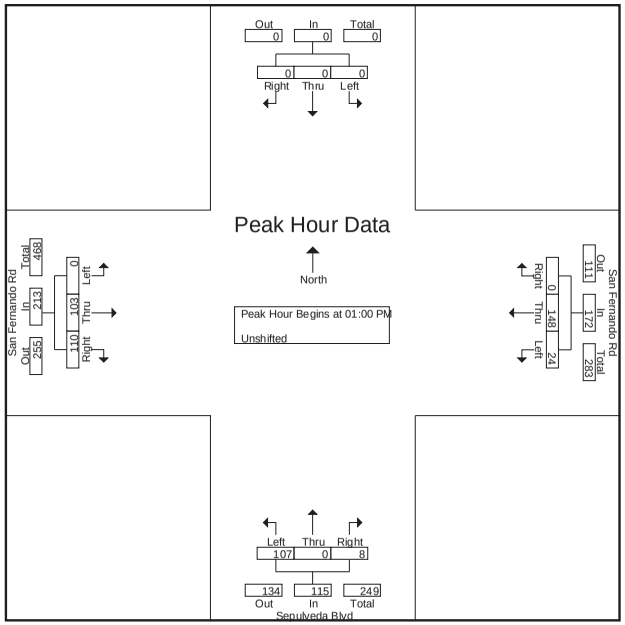


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	6	33	0	39	23	0	1	24	0	20	26	46	109
01:15 PM	0	0	0	0	6	41	0	47	24	0	2	26	0	19	27	46	119
01:30 PM	0	0	0	0	5	**43**	0	**48**	29	0	**4**	**33**	0	**32**	27	59	**140**
01:45 PM	0	0	0	0	**7**	31	0	38	**31**	0	1	32	0	32	**30**	**62**	132
Total Volume	0	0	0	0	24	148	0	172	107	0	8	115	0	103	110	213	500
% App. Total	0	0	0		14	86	0		93	0	7		0	48.4	51.6		
PHF	.000	.000	.000	.000	.857	.860	.000	.896	.863	.000	.500	.871	.000	.805	.917	.859	.893

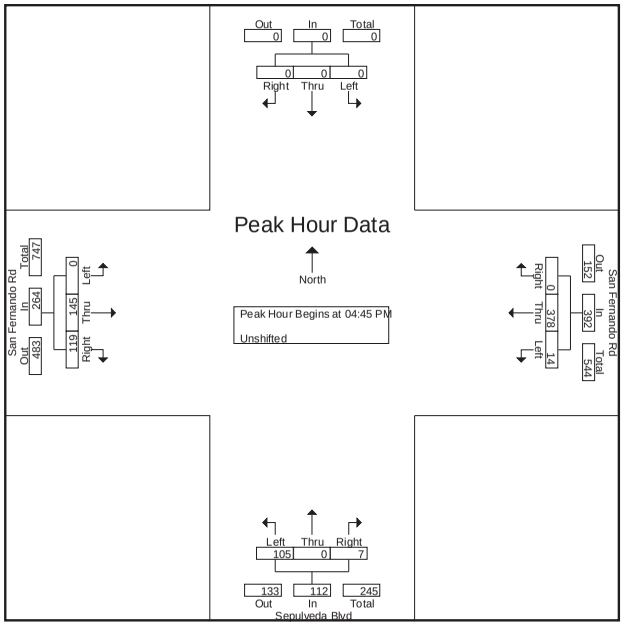


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	2	79	0	81	19	0	1	20	0	39	30	69	170
05:00 PM	0	0	0	0	**5**	96	0	101	30	0	**2**	32	0	34	28	62	195
05:15 PM	0	0	0	0	4	**119**	0	**123**	**31**	0	2	**33**	0	32	28	60	**216**
05:30 PM	0	0	0	0	3	84	0	87	25	0	2	27	0	**40**	**33**	**73**	187
Total Volume	0	0	0	0	14	378	0	392	105	0	7	112	0	145	119	264	768
% App. Total	0	0	0		3.6	96.4	0		93.8	0	6.2		0	54.9	45.1		
PHF	.000	.000	.000	.000	.700	.794	.000	.797	.847	.000	.875	.848	.000	.906	.902	.904	.889



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 1

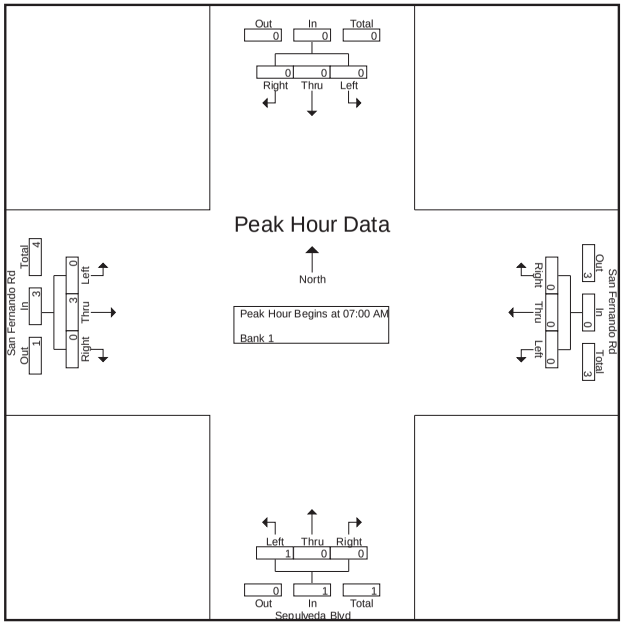
	Southbound			San Fernando Rd Westbound			Sepulveda Blvd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	1	0	0	0	3	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	0	3
12:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	1	0	2
Grand Total	0	0	0	0	5	0	2	0	0	0	10	0	17
Apprch %	0	0	0	0	100	0	100	0	0	0	100	0	
Total %	0	0	0	0	29.4	0	11.8	0	0	0	58.8	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 2

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	3	4
% App. Total	0	0	0		0	0	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.750	.000	.750	.500

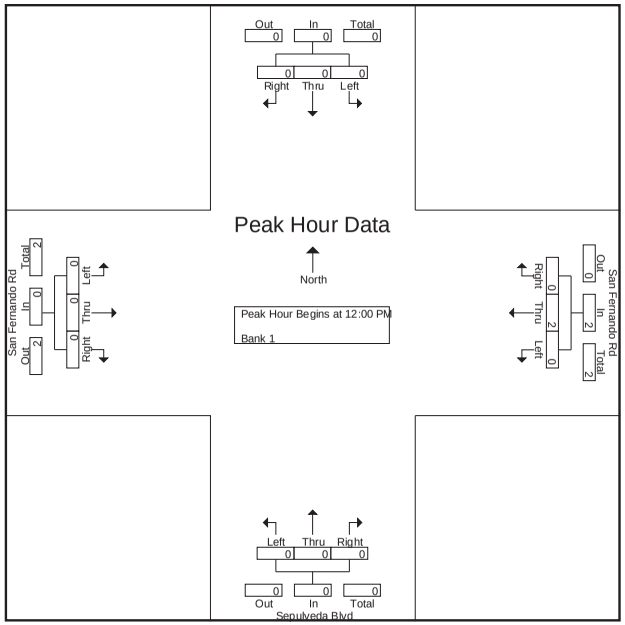


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

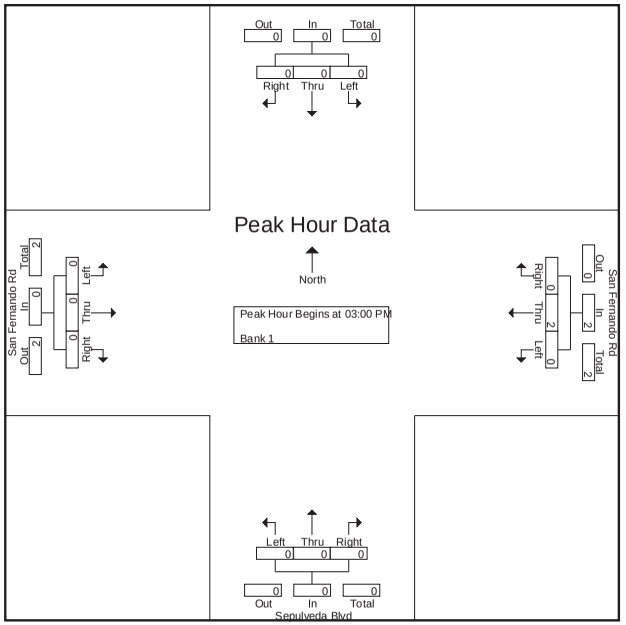


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 2

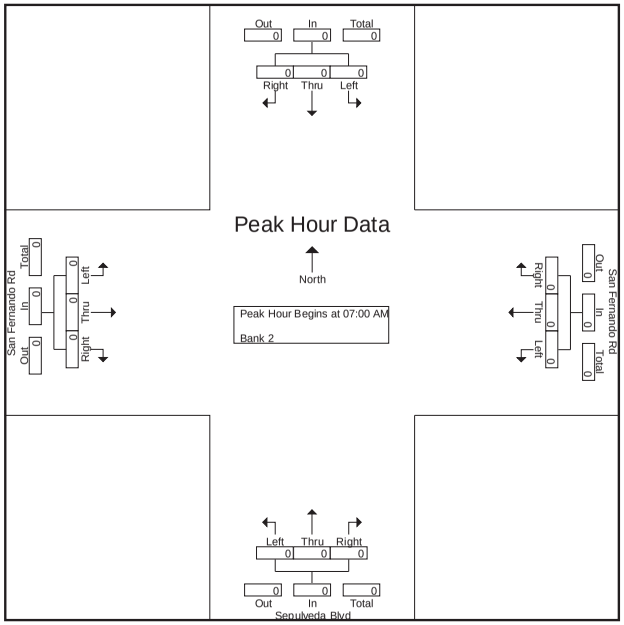
	Southbound			San Fernando Rd Westbound			Sepulveda Blvd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	
Total %	0	0	0	0	0	0	0	0	0	0	0	100	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 2

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

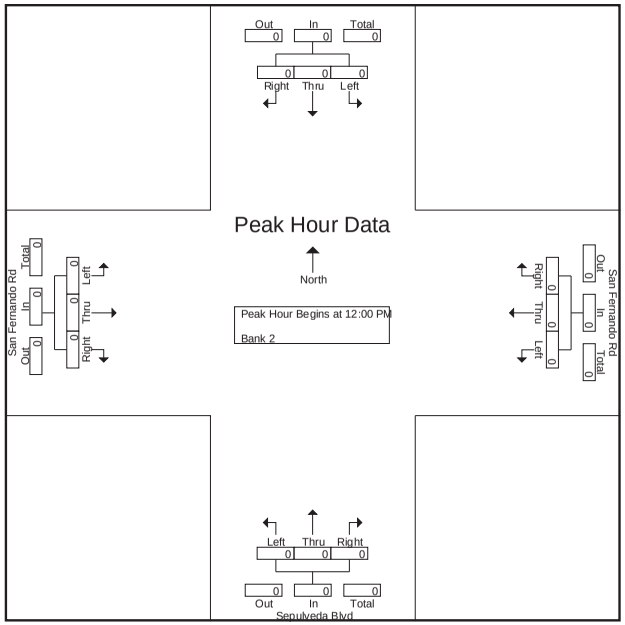


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

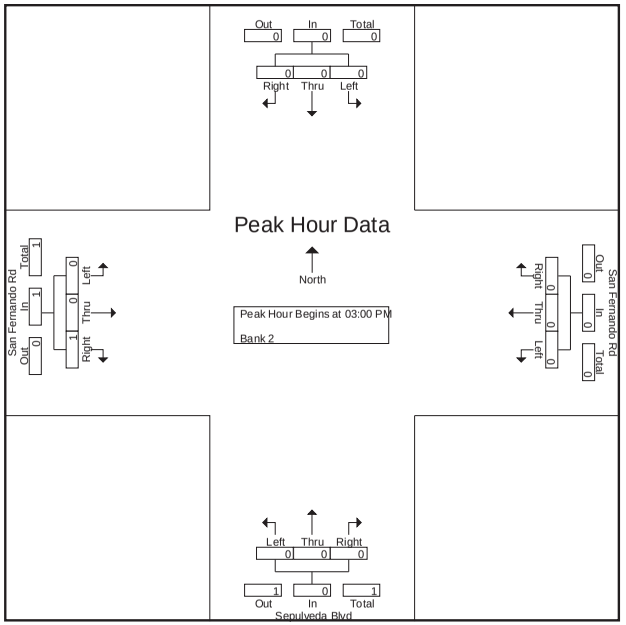


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	Southbound			San Fernando Rd Westbound			Sepulveda Blvd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	2	0	0	0	5	1	10
07:15 AM	0	0	0	0	1	0	1	0	0	0	0	2	4
07:30 AM	0	0	0	0	2	0	0	0	0	0	1	3	6
07:45 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	0	8	0	3	0	0	0	7	6	24
08:00 AM	0	0	0	0	3	0	2	0	0	0	6	0	11
08:15 AM	0	0	0	0	3	0	0	0	0	0	3	1	7
08:30 AM	0	0	0	0	4	0	3	0	0	0	5	0	12
08:45 AM	0	0	0	0	5	0	2	0	0	0	3	1	11
Total	0	0	0	0	15	0	7	0	0	0	17	2	41
09:00 AM	0	0	0	0	4	0	3	0	0	0	5	0	12
09:15 AM	0	0	0	0	2	0	1	0	0	0	6	2	11
09:30 AM	0	0	0	0	3	0	1	0	0	0	4	2	10
09:45 AM	0	0	0	0	5	0	2	0	0	0	8	3	18
Total	0	0	0	0	14	0	7	0	0	0	23	7	51
12:00 PM	0	0	0	0	5	0	1	0	0	0	3	3	12
12:15 PM	0	0	0	0	0	0	3	0	0	0	7	4	14
12:30 PM	0	0	0	0	4	0	1	0	1	0	6	5	17
12:45 PM	0	0	0	0	5	0	2	0	0	0	6	4	17
Total	0	0	0	0	14	0	7	0	1	0	22	16	60
01:00 PM	0	0	0	0	3	0	2	0	0	0	6	2	13
01:15 PM	0	0	0	0	3	0	1	0	0	0	5	3	12
01:30 PM	0	0	0	0	4	0	2	0	0	0	3	1	10
01:45 PM	0	0	0	0	6	0	2	0	0	0	2	3	13
Total	0	0	0	0	16	0	7	0	0	0	16	9	48
03:00 PM	0	0	0	0	2	1	1	0	1	0	4	1	10
03:15 PM	0	0	0	0	2	0	0	0	0	0	3	1	6
03:30 PM	0	0	0	0	4	0	1	0	0	0	4	2	11
03:45 PM	0	0	0	0	0	0	0	0	0	0	4	2	6
Total	0	0	0	0	8	1	2	0	1	0	15	6	33
04:00 PM	0	0	0	0	2	0	0	0	0	0	5	3	10
04:15 PM	0	0	0	1	1	0	0	0	0	0	3	1	6
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	1	0	0	0	0	0	0	0	3	4
Total	0	0	0	2	4	0	0	0	0	0	8	7	21
05:00 PM	0	0	0	0	1	1	0	0	0	0	6	1	9
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	1	3
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	1	0	0	0	0	7	3	15
Grand Total	0	0	0	2	83	2	33	0	2	0	115	56	293
Apprch %	0	0	0	2.3	95.4	2.3	94.3	0	5.7	0	67.3	32.7	
Total %	0	0	0	0.7	28.3	0.7	11.3	0	0.7	0	39.2	19.1	

CITY TRAFFIC COUNTERS

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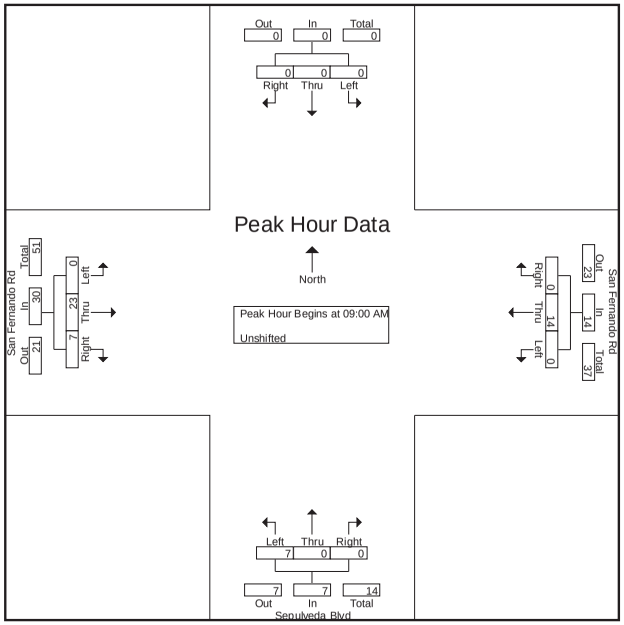
File Name : 48_Sepulveda_SanFernando_2-Axle
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	4	0	4	**3**	0	0	**3**	0	5	0	5	12
09:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	6	2	8	11
09:30 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	4	2	6	10
09:45 AM	0	0	0	0	0	**5**	0	**5**	2	0	0	2	0	**8**	**3**	**11**	**18**
Total Volume	0	0	0	0	0	14	0	14	7	0	0	7	0	23	7	30	51
% App. Total	0	0	0		0	100	0		100	0	0		0	76.7	23.3		
PHF	.000	.000	.000	.000	.000	.700	.000	.700	.583	.000	.000	.583	.000	.719	.583	.682	.708

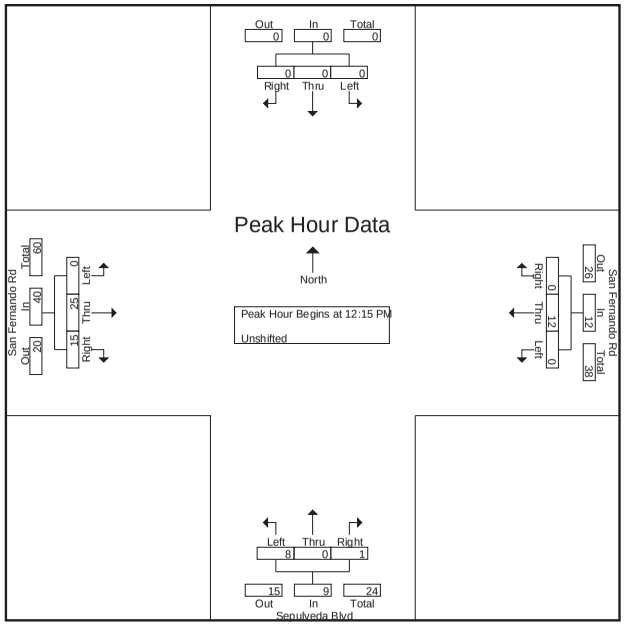


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	**3**	0	0	**3**	0	**7**	4	**11**	14
12:30 PM	0	0	0	0	0	4	0	4	1	0	**1**	2	0	6	**5**	11	**17**
12:45 PM	0	0	0	0	0	**5**	0	**5**	2	0	0	2	0	6	4	10	17
01:00 PM	0	0	0	0	0	3	0	3	2	0	0	2	0	6	2	8	13
Total Volume	0	0	0	0	0	12	0	12	8	0	1	9	0	25	15	40	61
% App. Total	0	0	0		0	100	0		88.9	0	11.1		0	62.5	37.5		
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.667	.000	.250	.750	.000	.893	.750	.909	.897

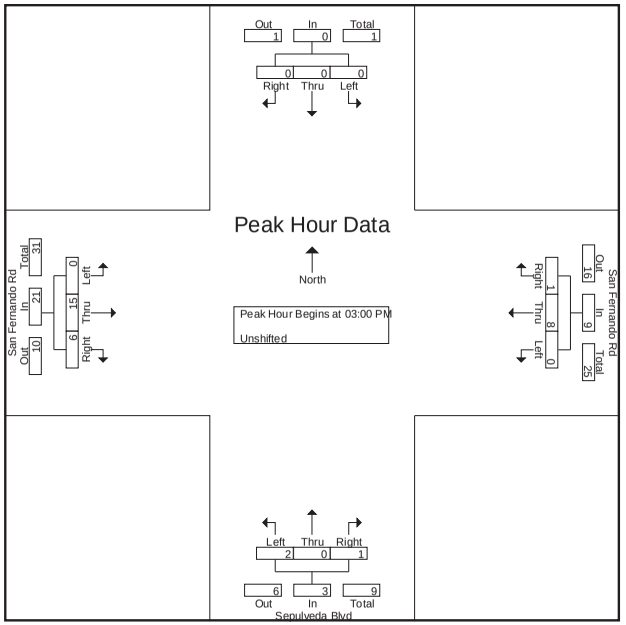


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	2	**1**	3	**1**	0	**1**	**2**	0	**4**	1	5	10
03:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	6
03:30 PM	0	0	0	0	0	**4**	0	**4**	1	0	0	1	0	4	**2**	**6**	**11**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	6
Total Volume	0	0	0	0	0	8	1	9	2	0	1	3	0	15	6	21	33
% App. Total	0	0	0		0	88.9	11.1		66.7	0	33.3		0	71.4	28.6		
PHF	.000	.000	.000	.000	.000	.500	.250	.563	.500	.000	.250	.375	.000	.938	.750	.875	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 1

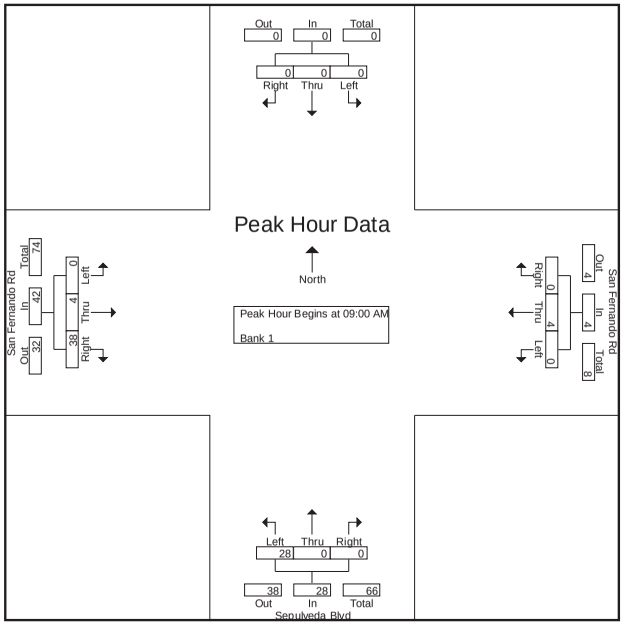
	Southbound			San Fernando Rd Westbound			Sepulveda Blvd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	4	0	0	0	0	3	7
07:15 AM	0	0	0	0	0	0	1	0	0	0	0	13	14
07:30 AM	0	0	0	0	1	0	2	0	0	0	0	5	8
07:45 AM	0	0	0	0	1	0	2	0	0	0	1	2	6
Total	0	0	0	0	2	0	9	0	0	0	1	23	35
08:00 AM	0	0	0	0	2	0	5	0	0	0	0	4	11
08:15 AM	0	0	0	0	0	0	7	0	0	0	0	4	11
08:30 AM	0	0	0	0	0	0	11	0	0	0	1	3	15
08:45 AM	0	0	0	0	1	0	5	0	0	0	0	9	15
Total	0	0	0	0	3	0	28	0	0	0	1	20	52
09:00 AM	0	0	0	0	1	0	5	0	0	0	1	18	25
09:15 AM	0	0	0	0	0	0	9	0	0	0	2	6	17
09:30 AM	0	0	0	0	2	0	8	0	0	0	1	4	15
09:45 AM	0	0	0	0	1	0	6	0	0	0	0	10	17
Total	0	0	0	0	4	0	28	0	0	0	4	38	74
12:00 PM	0	0	0	0	1	0	7	0	0	0	2	8	18
12:15 PM	0	0	0	0	0	0	7	0	0	0	0	10	17
12:30 PM	0	0	0	0	0	0	3	0	0	0	1	7	11
12:45 PM	0	0	0	0	0	0	3	0	0	0	2	8	13
Total	0	0	0	0	1	0	20	0	0	0	5	33	59
01:00 PM	0	0	0	0	0	0	1	0	0	0	1	12	14
01:15 PM	0	0	0	0	0	0	6	0	0	0	0	5	11
01:30 PM	0	0	0	0	1	0	6	0	0	0	2	2	11
01:45 PM	0	0	0	0	1	0	7	0	0	0	0	4	12
Total	0	0	0	0	2	0	20	0	0	0	3	23	48
03:00 PM	0	0	0	0	0	0	2	0	0	0	1	0	3
03:15 PM	0	0	0	0	0	0	1	0	0	0	0	10	11
03:30 PM	0	0	0	0	0	0	1	0	0	0	2	3	6
03:45 PM	0	0	0	0	0	0	1	0	0	0	0	5	6
Total	0	0	0	0	0	0	5	0	0	0	3	18	26
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	3	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	0	0	8	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	4
05:45 PM	0	0	0	0	1	0	2	0	0	0	0	0	3
Total	0	0	0	0	1	0	2	0	0	0	1	4	8
Grand Total	0	0	0	0	13	0	113	0	0	0	18	167	311
Apprch %	0	0	0	0	100	0	100	0	0	0	9.7	90.3	
Total %	0	0	0	0	4.2	0	36.3	0	0	0	5.8	53.7	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 2

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	1	0	1	5	0	0	5	0	1	**18**	**19**	**25**
09:15 AM	0	0	0	0	0	0	0	0	**9**	0	0	**9**	0	**2**	6	8	17
09:30 AM	0	0	0	0	0	**2**	0	**2**	8	0	0	8	0	1	4	5	15
09:45 AM	0	0	0	0	0	1	0	1	6	0	0	6	0	0	10	10	17
Total Volume	0	0	0	0	0	4	0	4	28	0	0	28	0	4	38	42	74
% App. Total	0	0	0		0	100	0		100	0	0		0	9.5	90.5		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.778	.000	.000	.778	.000	.500	.528	.553	.740

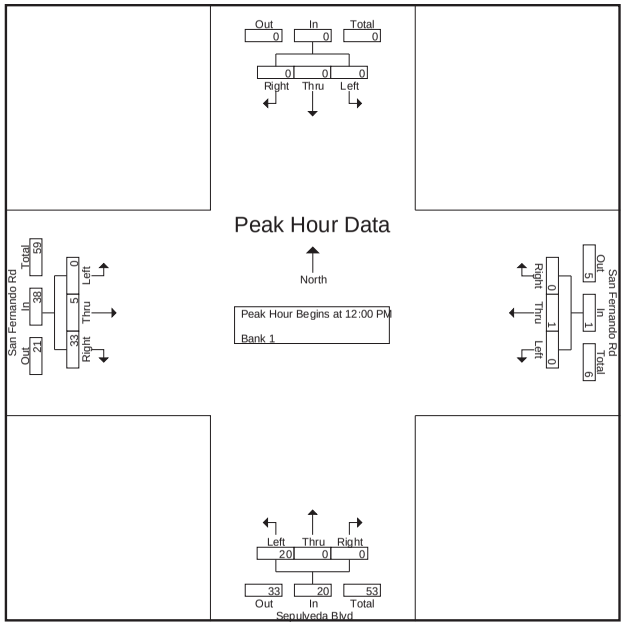


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**1**	0	**1**	**7**	0	0	**7**	0	**2**	8	**10**	**18**
12:15 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	**10**	10	17
12:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	7	8	11
12:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	2	8	10	13
Total Volume	0	0	0	0	0	1	0	1	20	0	0	20	0	5	33	38	59
% App. Total	0	0	0		0	100	0		100	0	0		0	13.2	86.8		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.714	.000	.000	.714	.000	.625	.825	.950	.819

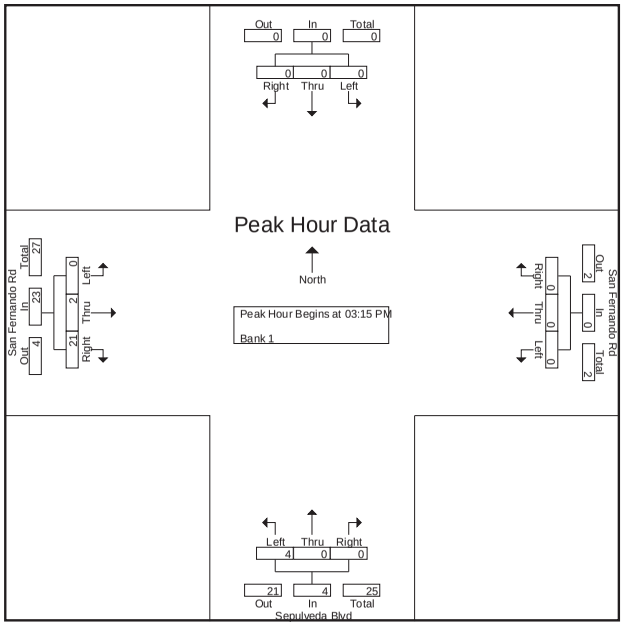


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**10**	**10**	**11**
03:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	**2**	3	5	6
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	5	5	6
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	4
Total Volume	0	0	0	0	0	0	0	0	4	0	0	4	0	2	21	23	27
% App. Total	0	0	0		0	0	0		100	0	0		0	8.7	91.3		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	1.00	.000	.000	1.00	.000	.250	.525	.575	.614



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

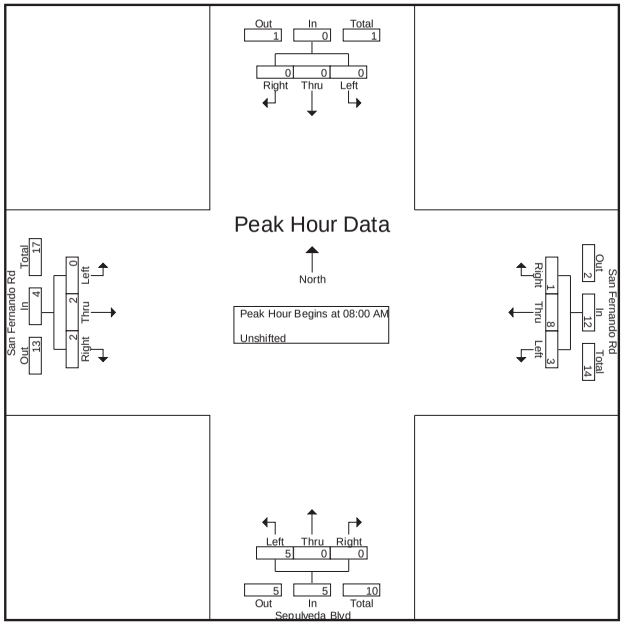
	Southbound			San Fernando Rd Westbound			Sepulveda Blvd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	2	4	1	1	0	0	0	0	1	9
07:15 AM	0	0	0	0	2	1	0	0	0	0	0	1	4
07:45 AM	0	0	0	0	2	0	1	0	0	0	1	0	4
Total	0	0	0	2	8	2	2	0	0	0	1	2	17
08:00 AM	0	0	0	0	2	0	1	0	0	0	1	1	5
08:15 AM	0	0	0	2	2	0	2	0	0	0	0	0	6
08:30 AM	0	0	0	1	2	1	1	0	0	0	0	0	5
08:45 AM	0	0	0	0	2	0	1	0	0	0	1	1	5
Total	0	0	0	3	8	1	5	0	0	0	2	2	21
09:30 AM	0	0	0	3	3	0	0	0	0	0	1	0	7
09:45 AM	0	0	0	1	2	0	5	0	0	0	1	1	10
Total	0	0	0	4	5	0	5	0	0	0	2	1	17
12:00 PM	0	0	0	0	2	0	0	0	1	0	1	1	5
12:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
12:30 PM	0	0	0	3	4	0	1	0	0	0	0	0	8
12:45 PM	0	0	0	2	3	0	1	0	0	0	1	0	7
Total	0	0	0	5	10	0	3	0	1	0	2	1	22
01:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
01:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
01:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	3	0	3	0	0	0	0	0	6
03:15 PM	0	0	0	2	1	0	1	0	0	0	1	0	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	2	0	2	0	0	0	1	0	5
Total	0	0	0	2	3	0	3	0	0	0	3	0	11
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	1	0	0	0	1	0	3
04:30 PM	0	0	0	1	0	1	0	0	0	0	1	0	3
04:45 PM	0	0	0	1	0	0	2	0	0	0	0	0	3
Total	0	0	0	2	2	1	3	0	0	0	2	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	18	39	4	24	0	1	0	13	7	106
Apprch %	0	0	0	29.5	63.9	6.6	96	0	4	0	65	35	
Total %	0	0	0	17	36.8	3.8	22.6	0	0.9	0	12.3	6.6	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 2

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**2**	0	2	1	0	0	1	0	**1**	**1**	**2**	5
08:15 AM	0	0	0	0	**2**	2	0	**4**	**2**	0	0	**2**	0	0	0	0	**6**
08:30 AM	0	0	0	0	1	2	**1**	4	1	0	0	1	0	0	0	0	5
08:45 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	1	2	5
Total Volume	0	0	0	0	3	8	1	12	5	0	0	5	0	2	2	4	21
% App. Total	0	0	0		25	66.7	8.3		100	0	0		0	50	50		
PHF	.000	.000	.000	.000	.375	1.00	.250	.750	.625	.000	.000	.625	.000	.500	.500	.500	.875

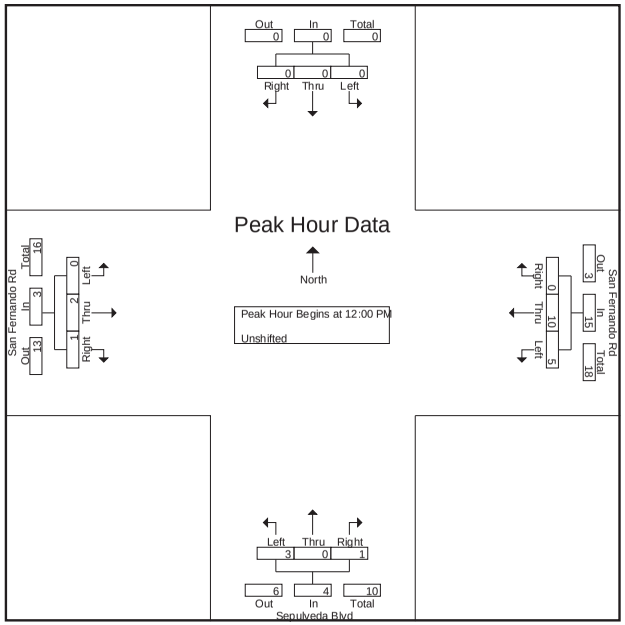


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	2	0	2	0	0	**1**	**1**	0	**1**	**1**	**2**	5
12:15 PM	0	0	0	0	0	1	0	1	**1**	0	0	1	0	0	0	0	2
12:30 PM	0	0	0	0	**3**	**4**	0	**7**	1	0	0	1	0	0	0	0	**8**
12:45 PM	0	0	0	0	2	3	0	5	1	0	0	1	0	1	0	1	7
Total Volume	0	0	0	0	5	10	0	15	3	0	1	4	0	2	1	3	22
% App. Total	0	0	0		33.3	66.7	0		75	0	25		0	66.7	33.3		
PHF	.000	.000	.000	.000	.417	.625	.000	.536	.750	.000	.250	1.00	.000	.500	.250	.375	.688

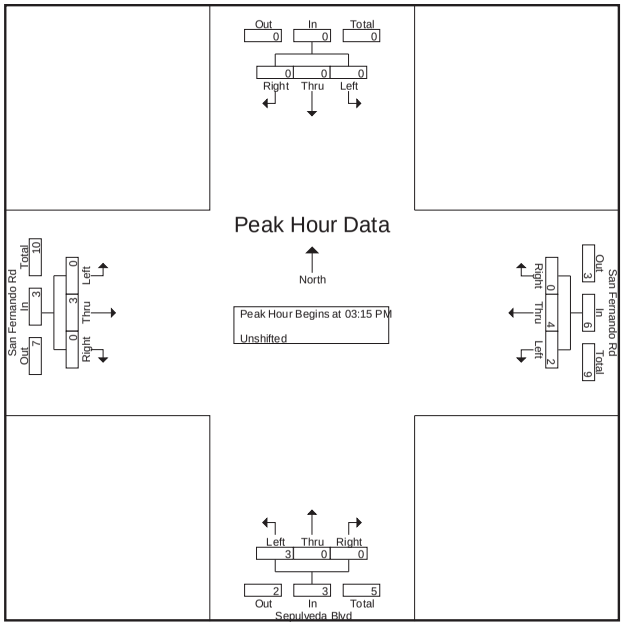


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	**2**	1	0	**3**	1	0	0	1	0	**1**	0	**1**	**5**
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	0	0	**2**	0	2	**2**	0	0	**2**	0	1	0	1	5
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	2	4	0	6	3	0	0	3	0	3	0	3	12
% App. Total	0	0	0		33.3	66.7	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.500	.375	.000	.000	.375	.000	.750	.000	.750	.600



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 2

	Southbound			San Fernando Rd Westbound			Sepulveda Blvd Northbound			San Fernando Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	2
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	1	0	3	0	0	0	0	1	5
Total	0	0	0	0	1	1	4	0	1	0	0	4	11
08:00 AM	0	0	0	0	0	0	2	0	0	0	1	1	4
08:15 AM	0	0	0	0	0	0	6	0	0	0	0	3	9
08:30 AM	0	0	0	0	1	0	1	0	0	0	1	3	6
08:45 AM	0	0	0	0	0	0	6	0	0	0	0	4	10
Total	0	0	0	0	1	0	15	0	0	0	2	11	29
09:00 AM	0	0	0	0	2	0	10	0	0	0	0	3	15
09:15 AM	0	0	0	0	0	0	9	0	0	0	1	5	15
09:30 AM	0	0	0	0	0	0	5	0	0	0	0	5	10
09:45 AM	0	0	0	0	0	0	5	0	0	0	0	6	11
Total	0	0	0	0	2	0	29	0	0	0	1	19	51
12:00 PM	0	0	0	0	1	0	12	0	0	0	0	7	20
12:15 PM	0	0	0	0	0	0	10	0	1	0	1	7	19
12:30 PM	0	0	0	0	1	0	13	0	1	0	0	12	27
12:45 PM	0	0	0	0	1	0	18	0	0	0	0	12	31
Total	0	0	0	0	3	0	53	0	2	0	1	38	97
01:00 PM	0	0	0	0	1	0	16	0	0	0	1	9	27
01:15 PM	0	0	0	0	0	0	11	0	0	0	0	12	23
01:30 PM	0	0	0	0	0	0	12	0	0	0	0	7	19
01:45 PM	0	0	0	0	1	0	13	0	0	0	0	14	28
Total	0	0	0	0	2	0	52	0	0	0	1	42	97
03:00 PM	0	0	0	0	0	0	4	0	0	0	0	6	10
03:15 PM	0	0	0	1	0	0	7	0	1	0	1	5	15
03:30 PM	0	0	0	0	0	0	3	0	0	0	2	6	11
03:45 PM	0	0	0	0	0	0	3	0	1	0	2	6	12
Total	0	0	0	1	0	0	17	0	2	0	5	23	48
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	7	8
04:15 PM	0	0	0	0	0	0	2	0	0	0	2	5	9
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	3	4
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	3	4
Total	0	0	0	1	1	0	3	0	0	0	2	18	25
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	4	4
Grand Total	0	0	0	2	10	1	173	0	5	0	12	159	362
Apprch %	0	0	0	15.4	76.9	7.7	97.2	0	2.8	0	7	93	
Total %	0	0	0	0.6	2.8	0.3	47.8	0	1.4	0	3.3	43.9	

CITY TRAFFIC COUNTERS
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File Name : 48_Sepulveda_SanFernando_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
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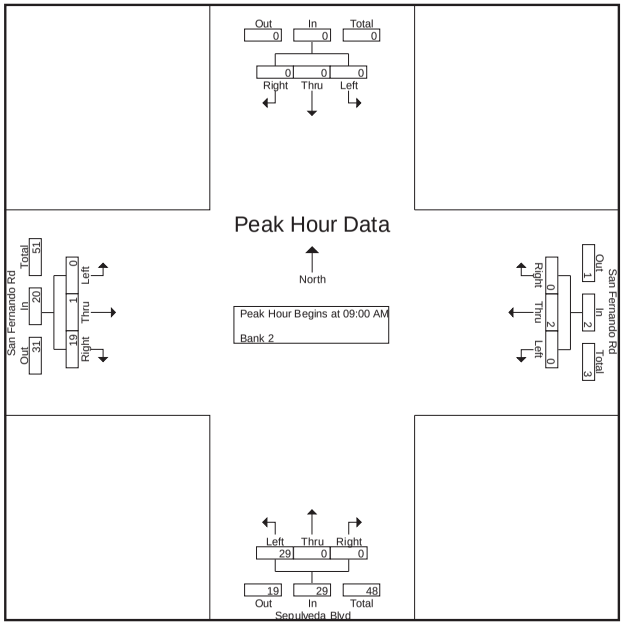
	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	**2**	0	**2**	**10**	0	0	**10**	0	0	3	3	**15**
09:15 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	**1**	5	**6**	15
09:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	5	5	10
09:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	**6**	6	11
Total Volume	0	0	0	0	0	2	0	2	29	0	0	29	0	1	19	20	51
% App. Total	0	0	0		0	100	0		100	0	0		0	5	95		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.725	.000	.000	.725	.000	.250	.792	.833	.850

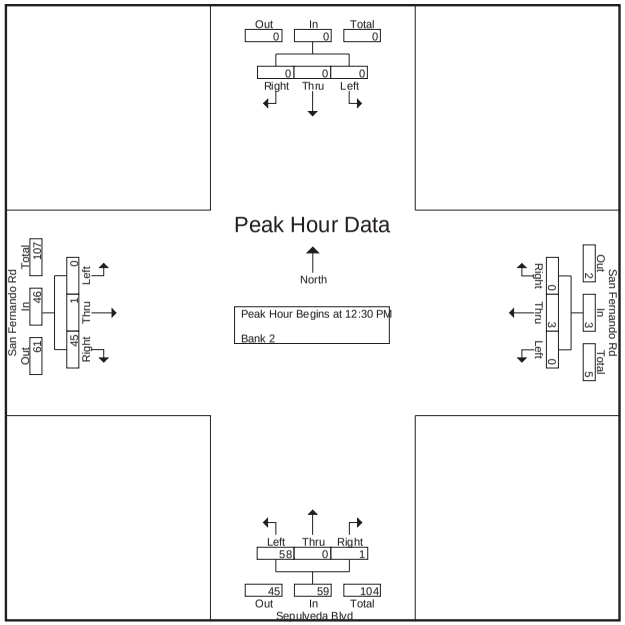


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	**1**	0	**1**	13	0	**1**	14	0	0	**12**	**12**	27
12:45 PM	0	0	0	0	0	1	0	1	**18**	0	0	**18**	0	0	12	12	**31**
01:00 PM	0	0	0	0	0	1	0	1	16	0	0	16	0	**1**	9	10	27
01:15 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	12	12	23
Total Volume	0	0	0	0	0	3	0	3	58	0	1	59	0	1	45	46	108
% App. Total	0	0	0		0	100	0		98.3	0	1.7		0	2.2	97.8		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.806	.000	.250	.819	.000	.250	.938	.958	.871

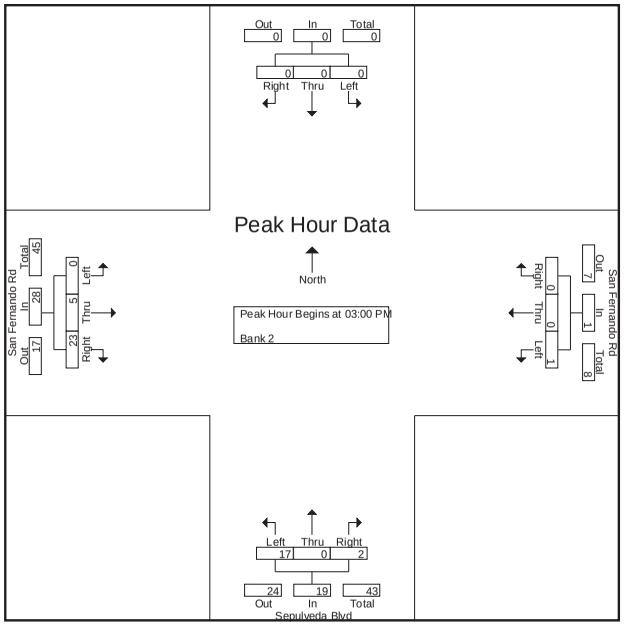


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 48_Sepulveda_SanFernando_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				San Fernando Rd Westbound				Sepulveda Blvd Northbound				San Fernando Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	**6**	6	10
03:15 PM	0	0	0	0	**1**	0	0	**1**	**7**	0	**1**	**8**	0	1	5	6	**15**
03:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	**2**	6	**8**	11
03:45 PM	0	0	0	0	0	0	0	0	3	0	1	4	0	2	6	8	12
Total Volume	0	0	0	0	1	0	0	1	17	0	2	19	0	5	23	28	48
% App. Total	0	0	0		100	0	0		89.5	0	10.5		0	17.9	82.1		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.607	.000	.500	.594	.000	.625	.958	.875	.800



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	I-5 Frwy SB Off-Ramp Southbound			Roxford St Westbound			I-5 Frwy SB On-Ramp Northbound			Sepulveda Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	56	0	0	244	24	0	0	0	0	0	5	144	473
07:15 AM	49	1	0	272	28	0	0	0	0	0	8	140	498
07:30 AM	60	0	2	258	19	0	0	0	0	0	11	130	480
07:45 AM	57	0	0	200	36	0	0	0	0	0	11	118	422
Total	222	1	2	974	107	0	0	0	0	0	35	532	1873
08:00 AM	54	0	1	161	35	0	0	0	0	0	9	120	380
08:15 AM	69	1	2	160	37	0	0	0	0	0	6	119	394
08:30 AM	73	1	0	144	37	0	0	0	0	0	6	120	381
08:45 AM	72	0	0	170	22	0	0	0	0	0	4	91	359
Total	268	2	3	635	131	0	0	0	0	0	25	450	1514
09:00 AM	55	1	0	139	18	0	0	0	0	0	3	29	245
09:15 AM	47	1	1	129	24	0	0	0	0	0	10	39	251
09:30 AM	33	1	0	133	31	0	0	0	0	0	2	32	232
09:45 AM	46	0	0	115	30	0	0	0	0	0	9	30	230
Total	181	3	1	516	103	0	0	0	0	0	24	130	958
12:00 PM	35	0	5	143	38	0	0	0	0	0	3	31	255
12:15 PM	46	0	5	155	30	0	0	0	0	0	4	33	273
12:30 PM	46	1	0	91	43	0	0	0	0	0	6	30	217
12:45 PM	39	0	0	144	47	0	0	0	0	0	7	38	275
Total	166	1	10	533	158	0	0	0	0	0	20	132	1020
01:00 PM	45	0	1	162	26	0	0	0	0	0	8	39	281
01:15 PM	45	0	0	142	30	0	0	0	0	0	5	34	256
01:30 PM	42	0	1	156	41	0	0	0	0	0	6	27	273
01:45 PM	45	0	0	115	35	0	0	0	0	0	11	31	237
Total	177	0	2	575	132	0	0	0	0	0	30	131	1047
03:00 PM	56	1	2	203	40	0	0	0	0	0	12	35	349
03:15 PM	44	0	2	169	36	0	0	0	0	0	7	44	302
03:30 PM	46	0	1	217	23	0	0	0	0	0	15	35	337
03:45 PM	56	1	0	191	20	0	0	0	0	0	10	30	308
Total	202	2	5	780	119	0	0	0	0	0	44	144	1296
04:00 PM	51	1	0	334	25	0	0	0	0	0	10	28	449
04:15 PM	83	1	1	173	27	0	0	0	0	0	10	41	336
04:30 PM	70	0	0	242	19	0	0	0	0	0	4	34	369
04:45 PM	66	1	0	238	32	0	0	0	0	0	9	25	371
Total	270	3	1	987	103	0	0	0	0	0	33	128	1525
05:00 PM	64	0	0	336	40	0	0	0	0	0	4	24	468
05:15 PM	50	0	1	288	34	0	0	0	0	0	6	26	405
05:30 PM	60	0	1	235	32	0	0	0	0	0	4	28	360
05:45 PM	64	1	0	189	29	0	0	0	0	0	6	22	311
Total	238	1	2	1048	135	0	0	0	0	0	20	100	1544
Grand Total	1724	13	26	6048	988	0	0	0	0	0	231	1747	10777
Apprch %	97.8	0.7	1.5	86	14	0	0	0	0	0	11.7	88.3	
Total %	16	0.1	0.2	56.1	9.2	0	0	0	0	0	2.1	16.2	

CITY TRAFFIC COUNTERS

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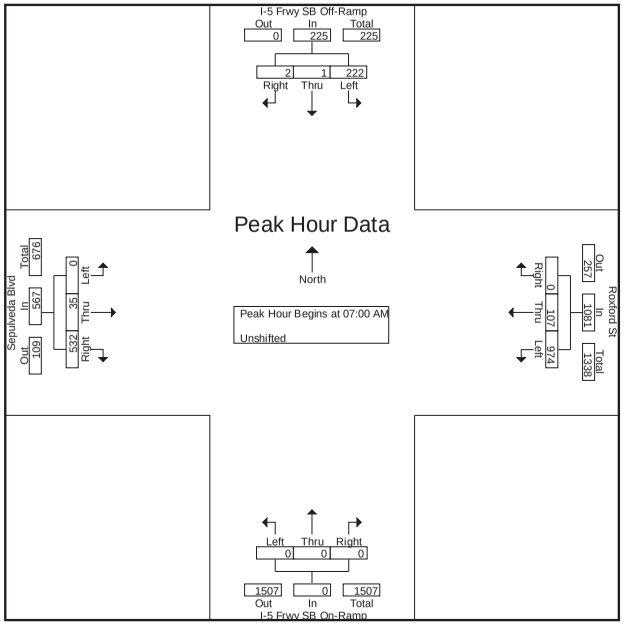
File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 2

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	56	0	0	56	244	24	0	268	0	0	0	0	0	5	**144**	**149**	473
07:15 AM	49	**1**	0	50	**272**	28	0	**300**	0	0	0	0	0	8	140	148	**498**
07:30 AM	**60**	0	**2**	**62**	258	19	0	277	0	0	0	0	0	**11**	130	141	480
07:45 AM	57	0	0	57	200	**36**	0	236	0	0	0	0	0	11	118	129	422
Total Volume	222	1	2	225	974	107	0	1081	0	0	0	0	0	35	532	567	1873
% App. Total	98.7	0.4	0.9		90.1	9.9	0		0	0	0		0	6.2	93.8		
PHF	.925	.250	.250	.907	.895	.743	.000	.901	.000	.000	.000	.000	.000	.795	.924	.951	.940

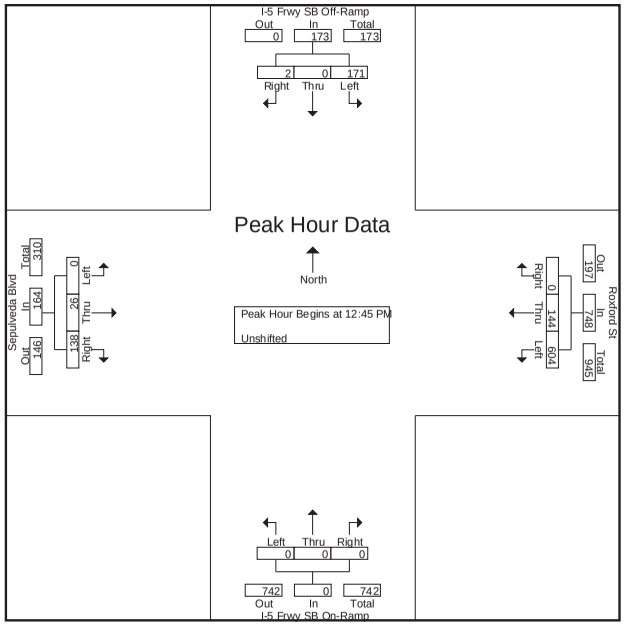


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	39	0	0	39	144	**47**	0	191	0	0	0	0	0	7	38	45	275
01:00 PM	**45**	0	**1**	**46**	**162**	26	0	188	0	0	0	0	0	**8**	**39**	**47**	**281**
01:15 PM	45	0	0	45	142	30	0	172	0	0	0	0	0	5	34	39	256
01:30 PM	42	0	1	43	156	41	0	**197**	0	0	0	0	0	6	27	33	273
Total Volume	171	0	2	173	604	144	0	748	0	0	0	0	0	26	138	164	1085
% App. Total	98.8	0	1.2		80.7	19.3	0		0	0	0		0	15.9	84.1		
PHF	.950	.000	.500	.940	.932	.766	.000	.949	.000	.000	.000	.000	.000	.813	.885	.872	.965

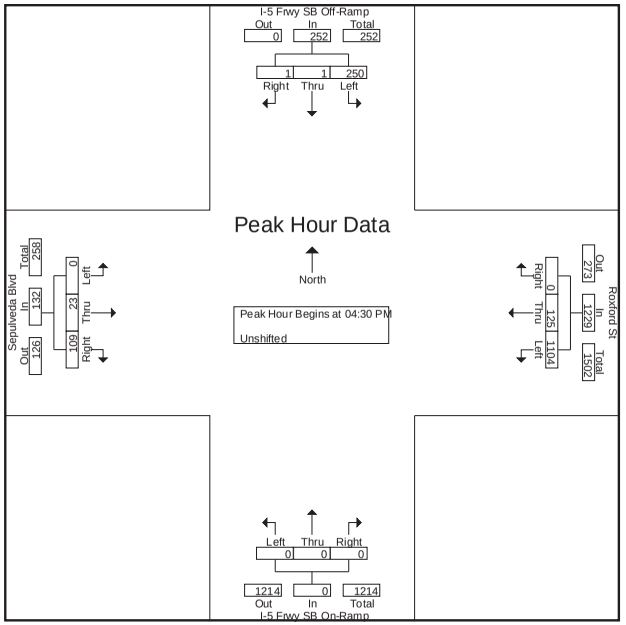


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**70**	0	0	**70**	242	19	0	261	0	0	0	0	0	4	**34**	**38**	369
04:45 PM	66	**1**	0	67	238	32	0	270	0	0	0	0	0	**9**	25	34	371
05:00 PM	64	0	0	64	**336**	**40**	0	**376**	0	0	0	0	0	4	24	28	**468**
05:15 PM	50	0	**1**	51	288	34	0	322	0	0	0	0	0	6	26	32	405
Total Volume	250	1	1	252	1104	125	0	1229	0	0	0	0	0	23	109	132	1613
% App. Total	99.2	0.4	0.4		89.8	10.2	0		0	0	0		0	17.4	82.6		
PHF	.893	.250	.250	.900	.821	.781	.000	.817	.000	.000	.000	.000	.000	.639	.801	.868	.862



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	I-5 Frwy SB Off-Ramp Southbound			Roxford St Westbound			I-5 Frwy SB On-Ramp Northbound			Sepulveda Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
07:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
07:45 AM	0	0	0	2	0	0	0	0	0	1	0	0	3
Total	0	0	0	3	0	0	0	0	0	2	0	1	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	1	0	0	0	0	0	0	0	0	1	0	1	3
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	3	0	0	3
12:00 PM	1	0	0	0	2	0	0	0	0	0	0	0	3
12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	3	0	0	2	2	0	0	0	0	0	0	0	7
03:00 PM	1	0	0	0	2	0	0	0	0	0	0	0	3
03:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	2	2	0	0	0	0	0	0	0	5
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	1	0	3
Total	1	0	0	1	0	0	0	0	0	0	1	0	3
Grand Total	6	0	0	8	5	0	0	0	0	6	1	2	28
Apprch %	100	0	0	61.5	38.5	0	0	0	0	66.7	11.1	22.2	
Total %	21.4	0	0	28.6	17.9	0	0	0	0	21.4	3.6	7.1	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016

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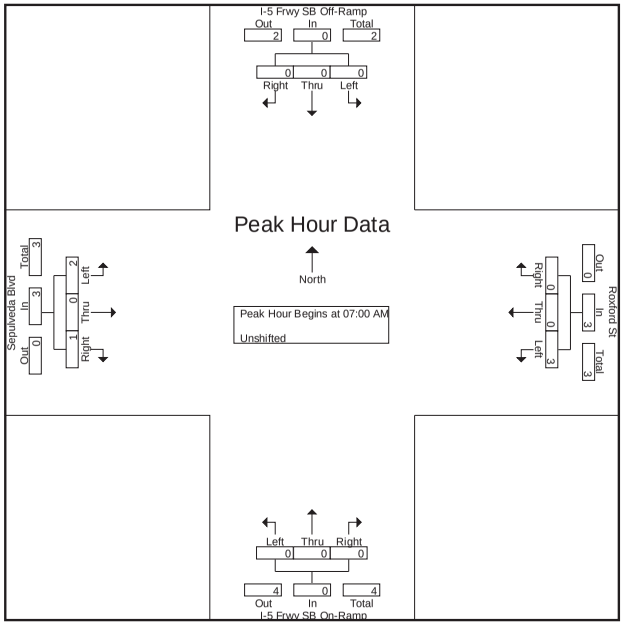
	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**1**	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	**2**	0	0	**2**	0	0	0	0	1	0	0	1	**3**
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	2	0	1	3	6
% App. Total	0	0	0		100	0	0		0	0	0		66.7	0	33.3		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.500	.000	.250	.750	.500



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
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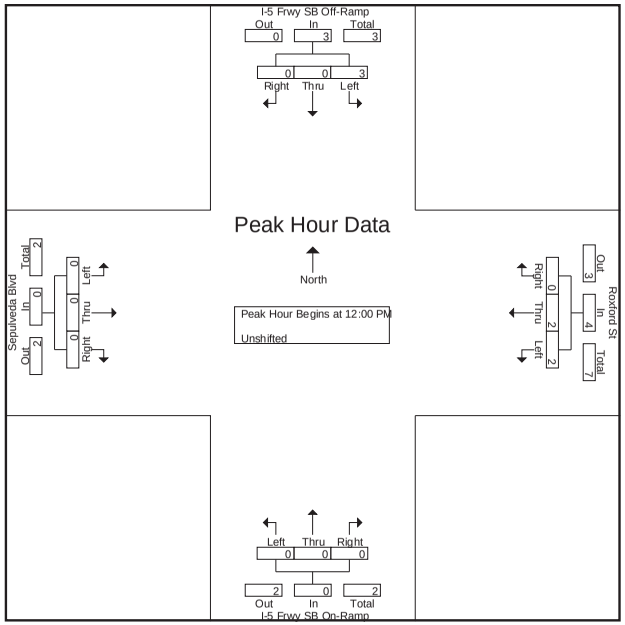
	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**3**
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total Volume	3	0	0	3	2	2	0	4	0	0	0	0	0	0	0	0	7
% App. Total	100	0	0		50	50	0		0	0	0		0	0	0		
PHF	.750	.000	.000	.750	.500	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.583

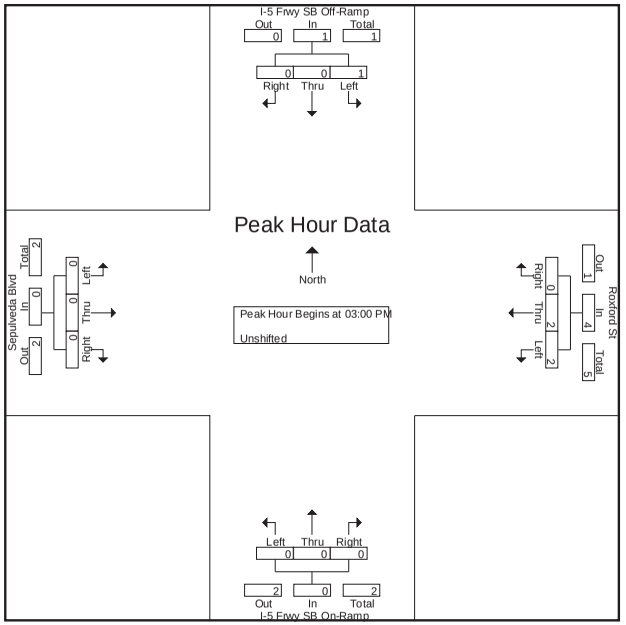


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**3**
03:15 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	2	2	0	4	0	0	0	0	0	0	0	0	5
% App. Total	100	0	0		50	50	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.500	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.417



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	I-5 Frwy SB Off-Ramp Southbound			Roxford St Westbound			I-5 Frwy SB On-Ramp Northbound			Sepulveda Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
01:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	1	0	0	0	0	0	0	1	0	2
Apprch %	0	0	0	100	0	0	0	0	0	0	100	0	
Total %	0	0	0	50	0	0	0	0	0	0	50	0	

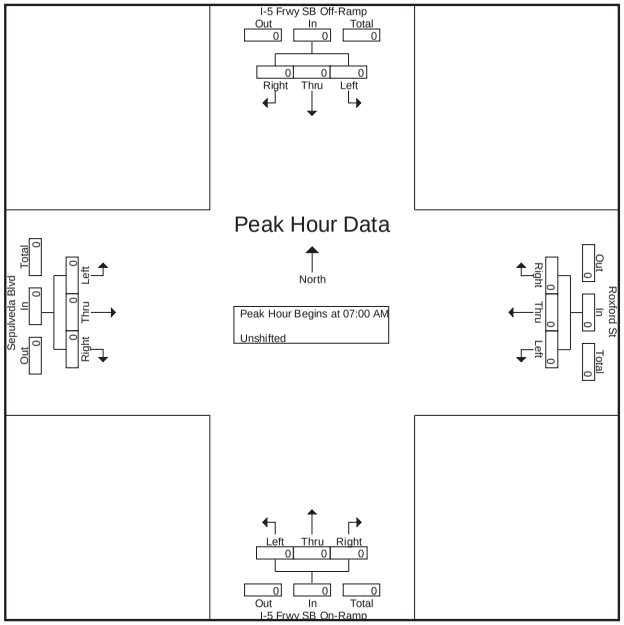
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Buses
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

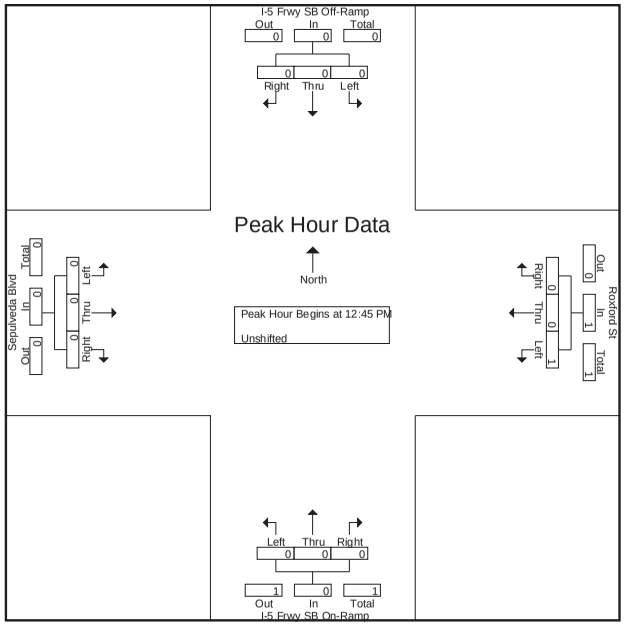


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250



CITY TRAFFIC COUNTERS

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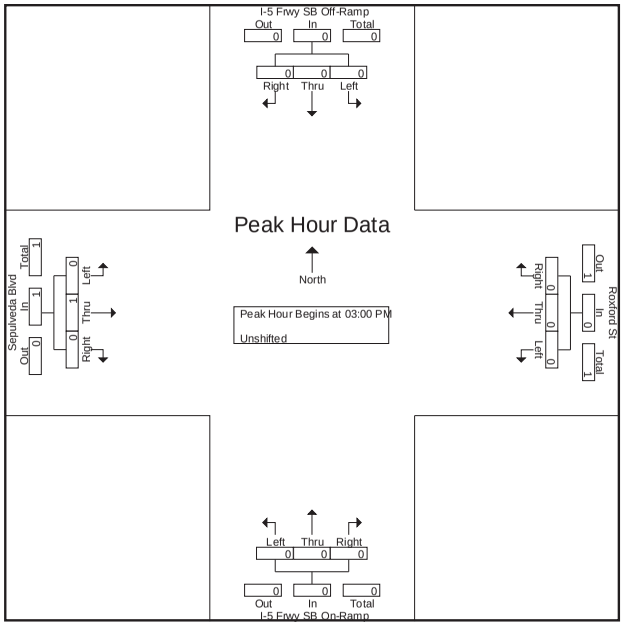
File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	I-5 Frwy SB Off-Ramp Southbound			Roxford St Westbound			I-5 Frwy SB On-Ramp Northbound			Sepulveda Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	8	2	0	0	0	0	0	4	1	16
07:15 AM	0	0	0	11	1	0	0	0	0	0	0	2	14
07:30 AM	1	0	0	6	2	0	0	0	0	0	1	2	12
07:45 AM	1	1	0	7	4	0	0	0	0	0	0	1	14
Total	2	2	0	32	9	0	0	0	0	0	5	6	56
08:00 AM	1	0	0	8	3	0	0	0	0	0	0	6	18
08:15 AM	0	0	0	6	3	0	0	0	0	0	0	3	12
08:30 AM	5	0	0	6	4	0	0	0	0	0	2	2	19
08:45 AM	1	0	1	8	4	0	0	0	0	0	1	3	18
Total	7	0	1	28	14	0	0	0	0	0	3	14	67
09:00 AM	4	0	0	4	5	0	0	0	0	0	0	5	18
09:15 AM	1	0	0	8	2	0	0	0	0	0	1	5	17
09:30 AM	2	1	0	5	3	0	0	0	0	0	1	4	16
09:45 AM	4	0	0	5	5	0	0	0	0	0	1	6	21
Total	11	1	0	22	15	0	0	0	0	0	3	20	72
12:00 PM	0	0	0	4	5	0	0	0	0	1	1	2	13
12:15 PM	3	0	0	5	0	0	0	0	0	0	0	6	14
12:30 PM	1	0	0	6	4	0	0	0	0	0	2	5	18
12:45 PM	4	0	0	2	5	0	0	0	0	0	1	5	17
Total	8	0	0	17	14	0	0	0	0	1	4	18	62
01:00 PM	3	0	0	6	3	0	0	0	0	0	1	6	19
01:15 PM	4	0	0	3	3	0	0	0	0	0	0	4	14
01:30 PM	3	0	0	2	3	0	0	0	0	0	1	3	12
01:45 PM	4	0	0	2	6	0	0	0	0	0	0	3	15
Total	14	0	0	13	15	0	0	0	0	0	2	16	60
03:00 PM	3	0	1	5	2	0	0	0	0	0	1	4	16
03:15 PM	3	0	0	5	1	0	0	0	0	0	1	3	13
03:30 PM	4	0	0	3	4	0	0	0	0	0	0	4	15
03:45 PM	2	0	0	2	0	0	0	0	0	0	1	3	8
Total	12	0	1	15	7	0	0	0	0	0	3	14	52
04:00 PM	1	0	0	3	2	0	0	0	0	0	1	3	10
04:15 PM	1	0	0	4	2	0	0	0	0	0	1	2	10
04:30 PM	3	0	0	3	1	0	0	0	0	0	0	0	7
04:45 PM	1	0	0	3	1	0	0	0	0	0	0	0	5
Total	6	0	0	13	6	0	0	0	0	0	2	5	32
05:00 PM	2	0	0	2	2	0	0	0	0	0	0	5	11
05:15 PM	3	0	0	6	1	0	0	0	0	0	0	2	12
05:30 PM	3	0	0	2	1	0	0	0	0	0	0	0	6
05:45 PM	4	1	0	3	1	0	0	0	0	0	0	1	10
Total	12	1	0	13	5	0	0	0	0	0	0	8	39
Grand Total	72	4	2	153	85	0	0	0	0	1	22	101	440
Apprch %	92.3	5.1	2.6	64.3	35.7	0	0	0	0	0.8	17.7	81.5	
Total %	16.4	0.9	0.5	34.8	19.3	0	0	0	0	0.2	5	23	

CITY TRAFFIC COUNTERS

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File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_2-Axle
Site Code : 00000000
Start Date : 11/15/2016

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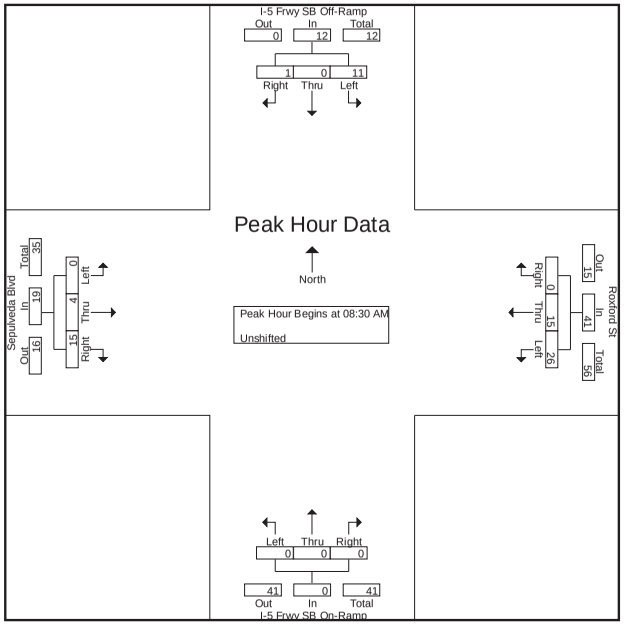
	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**5**	0	0	**5**	6	4	0	10	0	0	0	0	0	**2**	2	4	**19**
08:45 AM	1	0	**1**	2	**8**	4	0	**12**	0	0	0	0	0	1	3	4	18
09:00 AM	4	0	0	4	4	**5**	0	9	0	0	0	0	0	0	**5**	5	18
09:15 AM	1	0	0	1	8	2	0	10	0	0	0	0	0	1	5	**6**	17
Total Volume	11	0	1	12	26	15	0	41	0	0	0	0	0	4	15	19	72
% App. Total	91.7	0	8.3		63.4	36.6	0		0	0	0		0	21.1	78.9		
PHF	.550	.000	.250	.600	.813	.750	.000	.854	.000	.000	.000	.000	.000	.500	.750	.792	.947

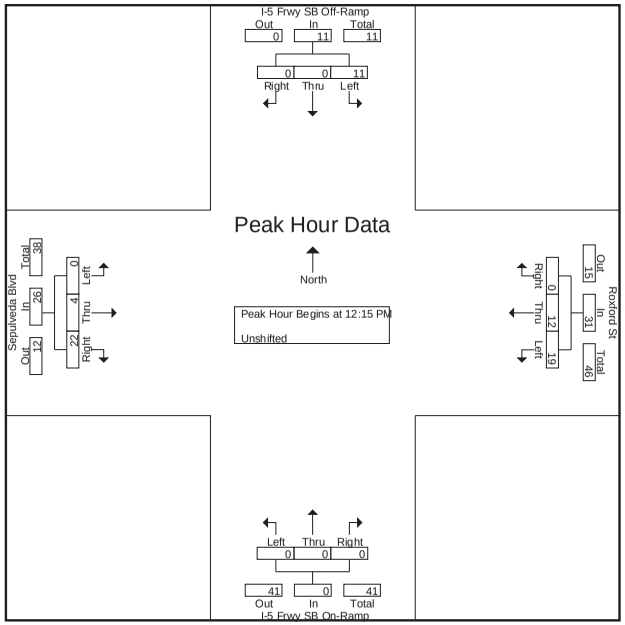


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	3	0	0	3	5	0	0	5	0	0	0	0	0	0	**6**	6	14
12:30 PM	1	0	0	1	**6**	4	0	**10**	0	0	0	0	0	**2**	5	**7**	18
12:45 PM	**4**	0	0	**4**	2	**5**	0	7	0	0	0	0	0	1	5	6	17
01:00 PM	3	0	0	3	6	3	0	9	0	0	0	0	0	1	6	7	**19**
Total Volume	11	0	0	11	19	12	0	31	0	0	0	0	0	4	22	26	68
% App. Total	100	0	0		61.3	38.7	0		0	0	0		0	15.4	84.6		
PHF	.688	.000	.000	.688	.792	.600	.000	.775	.000	.000	.000	.000	.000	.500	.917	.929	.895

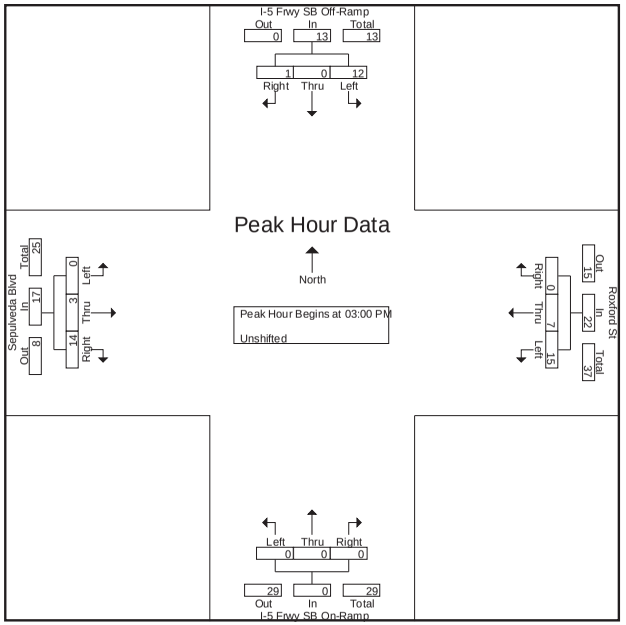


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	3	0	**1**	**4**	**5**	2	0	**7**	0	0	0	0	0	**1**	**4**	**5**	**16**
03:15 PM	3	0	0	3	5	1	0	6	0	0	0	0	0	1	3	4	13
03:30 PM	**4**	0	0	4	3	**4**	0	7	0	0	0	0	0	0	4	4	15
03:45 PM	2	0	0	2	2	0	0	2	0	0	0	0	0	1	3	4	8
Total Volume	12	0	1	13	15	7	0	22	0	0	0	0	0	3	14	17	52
% App. Total	92.3	0	7.7		68.2	31.8	0		0	0	0		0	17.6	82.4		
PHF	.750	.000	.250	.813	.750	.438	.000	.786	.000	.000	.000	.000	.000	.750	.875	.850	.813



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 1

	I-5 Frwy SB Off-Ramp Southbound			Roxford St Westbound			I-5 Frwy SB On-Ramp Northbound			Sepulveda Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	3	0	0	3	5	0	0	0	0	0	0	3	14
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	12	14
07:30 AM	1	0	0	1	2	0	0	0	0	0	0	6	10
07:45 AM	0	0	0	1	2	0	0	0	0	0	0	2	5
Total	4	0	0	6	10	0	0	0	0	0	0	23	43
08:00 AM	0	0	0	2	5	0	0	0	0	0	0	4	11
08:15 AM	2	0	0	2	7	0	0	0	0	0	0	3	14
08:30 AM	2	0	0	0	11	0	0	0	0	0	0	5	18
08:45 AM	4	0	2	1	3	0	0	0	0	0	1	9	20
Total	8	0	2	5	26	0	0	0	0	0	1	21	63
09:00 AM	0	0	0	0	5	0	0	0	0	0	0	17	22
09:15 AM	1	0	0	3	10	0	0	0	0	0	0	5	19
09:30 AM	0	0	2	1	5	0	0	0	0	0	0	4	12
09:45 AM	0	0	0	0	7	1	0	0	0	0	1	11	20
Total	1	0	2	4	27	1	0	0	0	0	1	37	73
12:00 PM	1	0	1	2	3	0	0	0	0	0	1	7	15
12:15 PM	7	0	0	2	9	0	0	0	0	0	0	9	27
12:30 PM	2	0	0	3	3	0	0	0	0	0	0	8	16
12:45 PM	1	0	0	3	3	0	0	0	0	0	0	7	14
Total	11	0	1	10	18	0	0	0	0	0	1	31	72
01:00 PM	1	0	0	2	2	0	0	0	0	0	2	9	16
01:15 PM	2	0	0	1	5	0	0	0	0	0	1	4	13
01:30 PM	0	0	0	0	7	0	0	0	0	0	0	2	9
01:45 PM	1	0	0	1	6	0	0	0	0	0	0	4	12
Total	4	0	0	4	20	0	0	0	0	0	3	19	50
03:00 PM	2	0	1	3	1	0	0	0	0	0	0	0	7
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	10	11
03:30 PM	1	0	0	0	1	0	0	0	0	0	0	3	5
03:45 PM	0	0	0	1	1	0	0	0	0	0	1	3	6
Total	3	0	1	4	4	0	0	0	0	0	1	16	29
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	3	5
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	2	0	0	1	1	0	0	0	0	0	0	8	12
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	1	2	0	0	0	0	0	0	1	4
Total	1	0	0	1	2	0	0	0	0	0	0	5	9
Grand Total	34	0	6	35	108	1	0	0	0	0	7	160	351
Apprch %	85	0	15	24.3	75	0.7	0	0	0	0	4.2	95.8	
Total %	9.7	0	1.7	10	30.8	0.3	0	0	0	0	2	45.6	

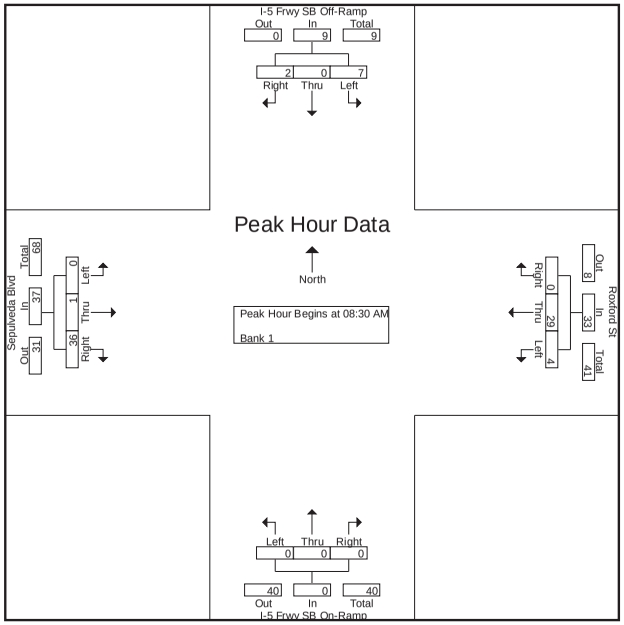
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_3-Axle
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	2	0	0	2	0	**11**	0	11	0	0	0	0	0	0	5	5	18
08:45 AM	**4**	0	**2**	**6**	1	3	0	4	0	0	0	0	0	**1**	9	10	20
09:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	**17**	**17**	**22**
09:15 AM	1	0	0	1	**3**	10	0	**13**	0	0	0	0	0	0	5	5	19
Total Volume	7	0	2	9	4	29	0	33	0	0	0	0	0	1	36	37	79
% App. Total	77.8	0	22.2		12.1	87.9	0		0	0	0		0	2.7	97.3		
PHF	.438	.000	.250	.375	.333	.659	.000	.635	.000	.000	.000	.000	.000	.250	.529	.544	.898

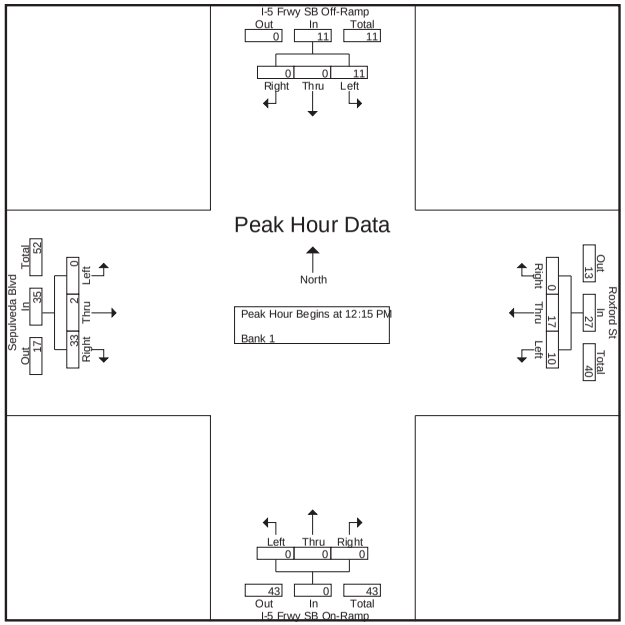


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**7**	0	0	**7**	2	**9**	0	**11**	0	0	0	0	0	0	**9**	9	**27**
12:30 PM	2	0	0	2	**3**	3	0	6	0	0	0	0	0	0	8	8	16
12:45 PM	1	0	0	1	3	3	0	6	0	0	0	0	0	0	7	7	14
01:00 PM	1	0	0	1	2	2	0	4	0	0	0	0	0	**2**	9	**11**	16
Total Volume	11	0	0	11	10	17	0	27	0	0	0	0	0	2	33	35	73
% App. Total	100	0	0		37	63	0		0	0	0		0	5.7	94.3		
PHF	.393	.000	.000	.393	.833	.472	.000	.614	.000	.000	.000	.000	.000	.250	.917	.795	.676

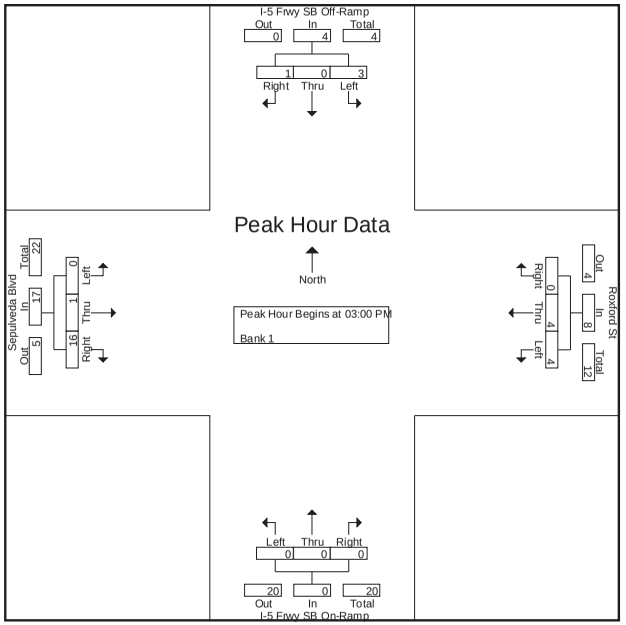


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**2**	0	**1**	**3**	**3**	**1**	0	**4**	0	0	0	0	0	0	0	0	7
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**10**	**10**	**11**
03:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	3	3	5
03:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	**1**	3	4	6
Total Volume	3	0	1	4	4	4	0	8	0	0	0	0	0	1	16	17	29
% App. Total	75	0	25		50	50	0		0	0	0		0	5.9	94.1		
PHF	.375	.000	.250	.333	.333	1.00	.000	.500	.000	.000	.000	.000	.000	.250	.400	.425	.659



CITY TRAFFIC COUNTERS

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File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
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Groups Printed- Unshifted

	I-5 Frwy SB Off-Ramp Southbound			Roxford St Westbound			I-5 Frwy SB On-Ramp Northbound			Sepulveda Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	4	7	0	0	0	0	0	0	0	11
07:15 AM	0	0	0	3	2	0	0	0	0	0	0	0	5
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
07:45 AM	0	0	0	2	2	0	0	0	0	0	0	1	5
Total	0	0	0	10	11	0	0	0	0	0	0	2	23
08:00 AM	0	0	0	3	2	0	0	0	0	0	0	1	6
08:15 AM	0	0	0	3	4	0	0	0	0	0	0	0	7
08:30 AM	0	0	0	1	4	0	0	0	0	0	0	0	5
08:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	7	12	0	0	0	0	0	1	1	21
09:30 AM	0	0	0	0	6	0	0	0	0	0	1	0	7
09:45 AM	0	0	0	2	3	0	0	0	0	0	1	0	6
Total	0	0	0	2	9	0	0	0	0	0	2	0	13
12:00 PM	1	0	1	1	1	0	0	0	0	1	2	0	7
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	1	7	0	0	0	0	0	0	0	8
12:45 PM	1	0	0	2	5	0	0	0	0	0	1	0	9
Total	2	0	1	4	14	0	0	0	0	1	3	0	25
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15 PM	2	0	1	0	0	0	0	0	0	0	0	0	3
01:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	2	0	1	1	2	0	0	0	0	0	0	0	6
03:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	1	0	0	0	3	0	0	0	0	0	1	0	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	2	1	0	0	5	0	0	0	0	0	3	0	11
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	1	1	0	0	0	0	0	1	0	3
04:30 PM	0	0	0	1	2	0	0	0	0	0	1	0	4
04:45 PM	2	0	0	0	0	0	0	0	0	0	0	2	4
Total	2	0	0	2	4	0	0	0	0	0	2	2	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	1	3
Grand Total	8	1	2	27	58	0	0	0	0	1	11	6	114
Apprch %	72.7	9.1	18.2	31.8	68.2	0	0	0	0	5.6	61.1	33.3	
Total %	7	0.9	1.8	23.7	50.9	0	0	0	0	0.9	9.6	5.3	

CITY TRAFFIC COUNTERS

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File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_4-Axle
Site Code : 00000000
Start Date : 11/15/2016

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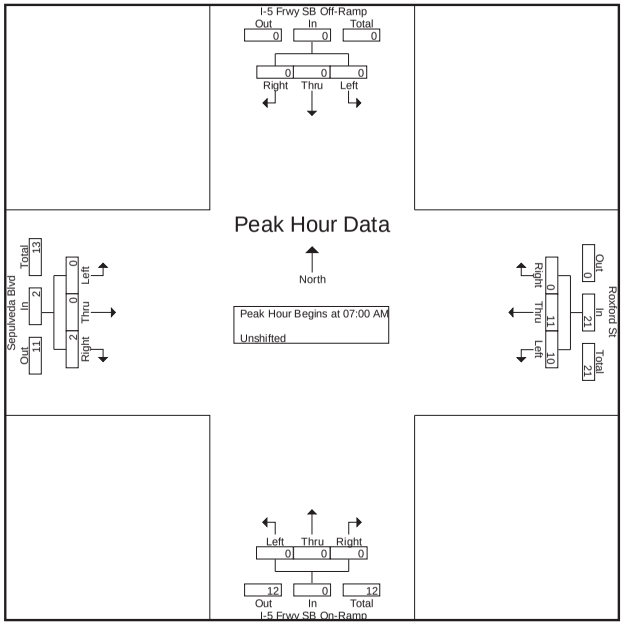
	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**4**	**7**	0	**11**	0	0	0	0	0	0	0	0	**11**
07:15 AM	0	0	0	0	3	2	0	5	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**1**	**1**	2
07:45 AM	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	1	5
Total Volume	0	0	0	0	10	11	0	21	0	0	0	0	0	0	2	2	23
% App. Total	0	0	0		47.6	52.4	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.625	.393	.000	.477	.000	.000	.000	.000	.000	.000	.500	.500	.523

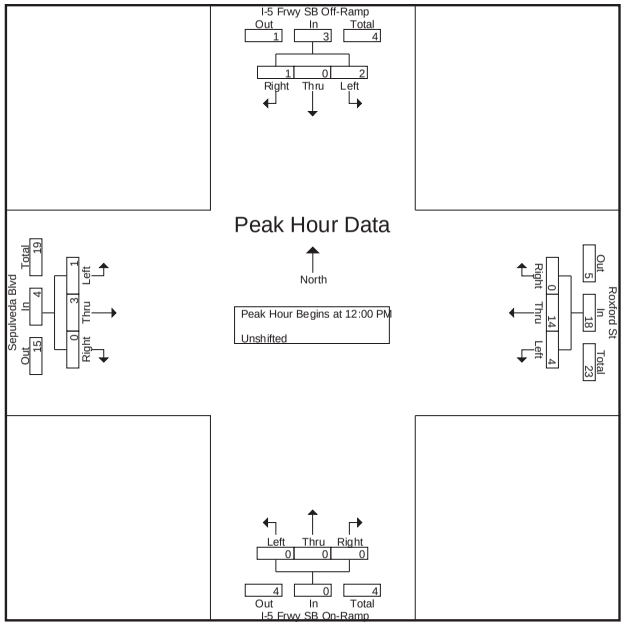


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**1**	0	**1**	**2**	1	1	0	2	0	0	0	0	**1**	**2**	0	**3**	7
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	1	**7**	0	**8**	0	0	0	0	0	0	0	0	8
12:45 PM	1	0	0	1	**2**	5	0	7	0	0	0	0	0	1	0	1	**9**
Total Volume	2	0	1	3	4	14	0	18	0	0	0	0	1	3	0	4	25
% App. Total	66.7	0	33.3		22.2	77.8	0		0	0	0		25	75	0		
PHF	.500	.000	.250	.375	.500	.500	.000	.563	.000	.000	.000	.000	.250	.375	.000	.333	.694



CITY TRAFFIC COUNTERS

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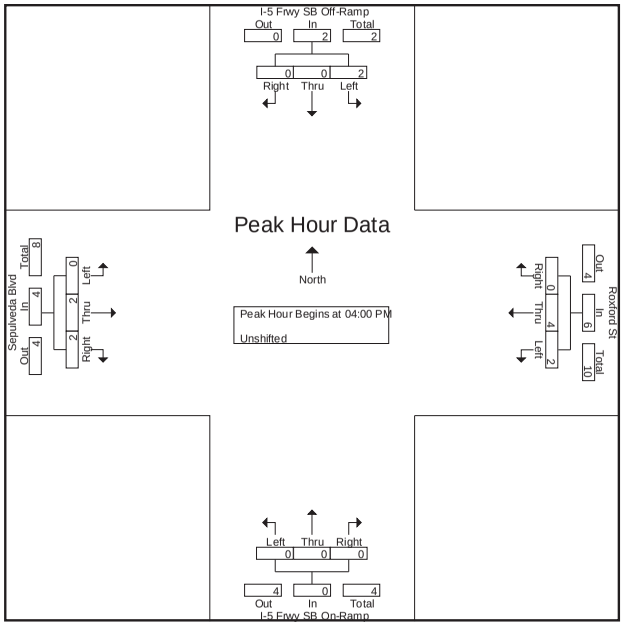
File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	**1**	1	0	2	0	0	0	0	0	**1**	0	1	3
04:30 PM	0	0	0	0	1	**2**	0	**3**	0	0	0	0	0	1	0	1	**4**
04:45 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	**2**	**2**	4
Total Volume	2	0	0	2	2	4	0	6	0	0	0	0	0	2	2	4	12
% App. Total	100	0	0		33.3	66.7	0		0	0	0		0	50	50		
PHF	.250	.000	.000	.250	.500	.500	.000	.500	.000	.000	.000	.000	.000	.500	.250	.500	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
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Groups Printed- Bank 2

	I-5 Frwy SB Off-Ramp Southbound			Roxford St Westbound			I-5 Frwy SB On-Ramp Northbound			Sepulveda Blvd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	2	0	0	0	0	0	0	1	4
07:15 AM	0	0	0	3	1	0	0	0	0	0	0	1	5
07:30 AM	2	0	0	1	2	0	0	0	0	0	0	1	6
07:45 AM	1	0	0	3	1	0	0	0	0	0	0	1	6
Total	4	0	0	7	6	0	0	0	0	0	0	4	21
08:00 AM	0	0	1	3	3	0	0	0	0	0	0	1	8
08:15 AM	1	0	0	3	4	0	0	0	0	0	0	3	11
08:30 AM	1	0	1	2	2	0	0	0	0	0	0	3	9
08:45 AM	0	1	0	6	7	0	0	0	0	0	0	3	17
Total	2	1	2	14	16	0	0	0	0	0	0	10	45
09:00 AM	1	0	0	7	9	0	0	0	0	0	0	4	21
09:15 AM	1	0	0	4	7	0	0	0	0	0	2	3	17
09:30 AM	0	0	0	5	5	0	0	0	0	0	0	5	15
09:45 AM	1	0	0	2	5	0	0	0	0	0	1	6	15
Total	3	0	0	18	26	0	0	0	0	0	3	18	68
12:00 PM	2	0	0	10	13	0	0	0	0	0	0	4	29
12:15 PM	2	0	1	2	9	0	0	0	0	0	1	9	24
12:30 PM	1	0	0	2	13	0	0	0	0	0	0	11	27
12:45 PM	1	0	0	2	21	0	0	0	0	0	0	9	33
Total	6	0	1	16	56	0	0	0	0	0	1	33	113
01:00 PM	0	0	0	2	14	0	0	0	0	0	0	8	24
01:15 PM	0	0	0	3	11	0	0	0	0	0	0	11	25
01:30 PM	3	0	0	3	11	0	0	0	0	0	0	7	24
01:45 PM	1	0	0	6	10	0	0	0	0	0	0	12	29
Total	4	0	0	14	46	0	0	0	0	0	0	38	102
03:00 PM	2	1	0	1	6	0	0	0	0	0	0	5	15
03:15 PM	2	0	0	2	5	0	0	0	0	0	0	4	13
03:30 PM	1	0	0	2	4	0	0	0	0	0	0	5	12
03:45 PM	0	0	0	2	5	0	0	0	0	0	0	5	12
Total	5	1	0	7	20	0	0	0	0	0	0	19	52
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	6	8
04:15 PM	1	0	0	1	3	0	0	0	0	0	0	8	13
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	3	4
04:45 PM	1	0	0	3	0	0	0	0	0	0	0	1	5
Total	3	0	0	5	4	0	0	0	0	0	0	18	30
05:00 PM	2	0	0	0	0	0	0	0	0	0	0	3	5
05:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
05:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	0	1	0	0	0	0	0	0	0	4	10
Grand Total	32	2	3	82	174	0	0	0	0	0	4	144	441
Apprch %	86.5	5.4	8.1	32	68	0	0	0	0	0	2.7	97.3	
Total %	7.3	0.5	0.7	18.6	39.5	0	0	0	0	0	0.9	32.7	

CITY TRAFFIC COUNTERS

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File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_5+-Axles
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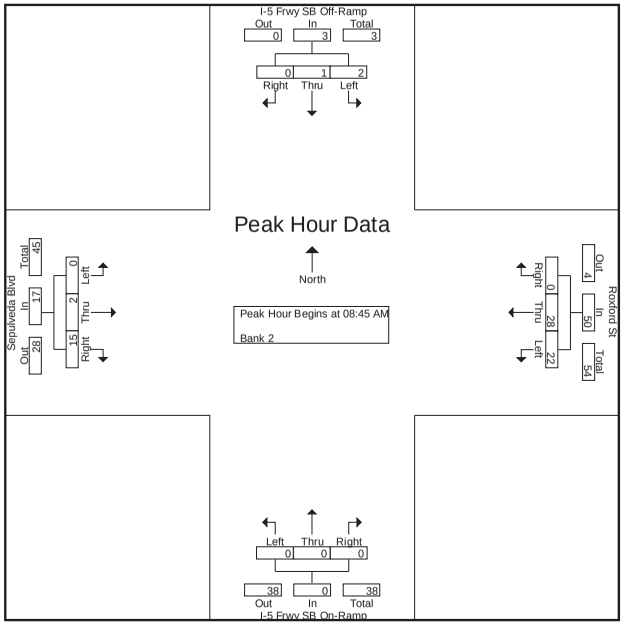
	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**1**	0	**1**	6	7	0	13	0	0	0	0	0	0	3	3	17
09:00 AM	**1**	0	0	1	**7**	**9**	0	**16**	0	0	0	0	0	0	4	4	**21**
09:15 AM	1	0	0	1	4	7	0	11	0	0	0	0	0	**2**	3	**5**	17
09:30 AM	0	0	0	0	5	5	0	10	0	0	0	0	0	0	**5**	5	15
Total Volume	2	1	0	3	22	28	0	50	0	0	0	0	0	2	15	17	70
% App. Total	66.7	33.3	0		44	56	0		0	0	0		0	11.8	88.2		
PHF	.500	.250	.000	.750	.786	.778	.000	.781	.000	.000	.000	.000	.000	.250	.750	.850	.833



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
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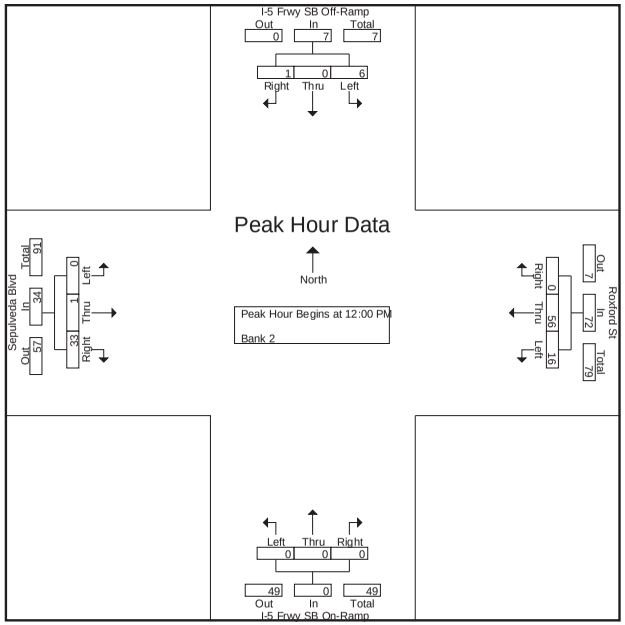
	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**2**	0	0	2	**10**	13	0	**23**	0	0	0	0	0	0	4	4	29
12:15 PM	2	0	**1**	**3**	2	9	0	11	0	0	0	0	0	**1**	9	10	24
12:30 PM	1	0	0	1	2	13	0	15	0	0	0	0	0	0	**11**	**11**	27
12:45 PM	1	0	0	1	2	**21**	0	23	0	0	0	0	0	0	9	9	**33**
Total Volume	6	0	1	7	16	56	0	72	0	0	0	0	0	1	33	34	113
% App. Total	85.7	0	14.3		22.2	77.8	0		0	0	0		0	2.9	97.1		
PHF	.750	.000	.250	.583	.400	.667	.000	.783	.000	.000	.000	.000	.000	.250	.750	.773	.856

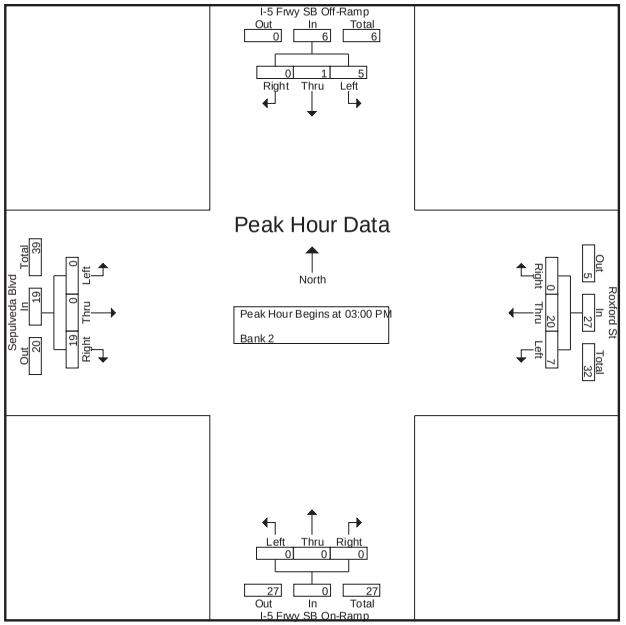


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 49_I-5FrwySBRamps_Roxford-Sepulveda_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy SB Off-Ramp Southbound				Roxford St Westbound				I-5 Frwy SB On-Ramp Northbound				Sepulveda Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**2**	**1**	0	**3**	1	**6**	0	**7**	0	0	0	0	0	0	**5**	**5**	**15**
03:15 PM	2	0	0	2	**2**	5	0	7	0	0	0	0	0	0	4	4	13
03:30 PM	1	0	0	1	2	4	0	6	0	0	0	0	0	0	5	5	12
03:45 PM	0	0	0	0	2	5	0	7	0	0	0	0	0	0	5	5	12
Total Volume	5	1	0	6	7	20	0	27	0	0	0	0	0	0	19	19	52
% App. Total	83.3	16.7	0		25.9	74.1	0		0	0	0		0	0	100		
PHF	.625	.250	.000	.500	.875	.833	.000	.964	.000	.000	.000	.000	.000	.000	.950	.950	.867



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

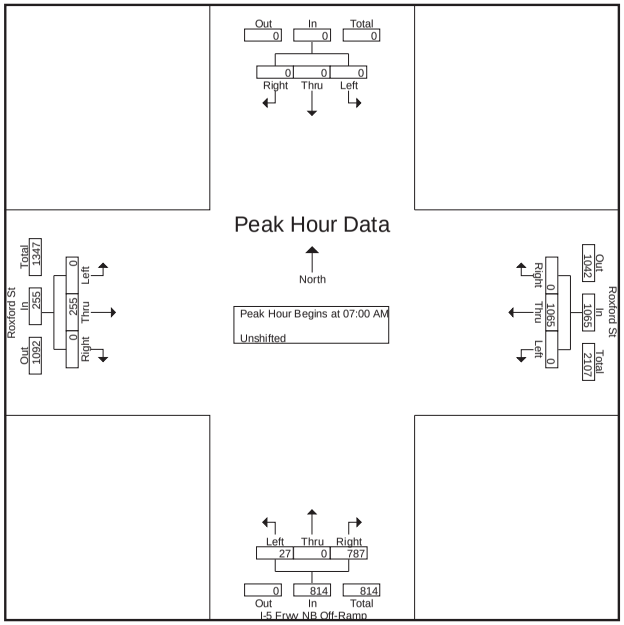
Groups Printed- Unshifted

	Southbound			Roxford St Westbound			I-5 Frwy NB Off-Ramp Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	261	0	10	0	198	0	58	0	527
07:15 AM	0	0	0	0	296	0	5	0	194	0	62	0	557
07:30 AM	0	0	0	0	278	0	6	0	190	0	69	0	543
07:45 AM	0	0	0	0	230	0	6	0	205	0	66	0	507
Total	0	0	0	0	1065	0	27	0	787	0	255	0	2134
08:00 AM	0	0	0	0	188	0	8	0	219	0	63	0	478
08:15 AM	0	0	0	0	189	0	11	0	210	0	70	0	480
08:30 AM	0	0	0	0	173	0	8	0	198	0	83	0	462
08:45 AM	0	0	0	0	189	0	10	0	196	0	72	0	467
Total	0	0	0	0	739	0	37	0	823	0	288	0	1887
09:00 AM	0	0	0	0	141	0	6	0	188	0	60	0	395
09:15 AM	0	0	0	0	148	0	5	0	151	0	60	0	364
09:30 AM	0	0	0	0	153	0	9	0	117	0	38	0	317
09:45 AM	0	0	0	0	141	0	6	0	119	0	53	0	319
Total	0	0	0	0	583	0	26	0	575	0	211	0	1395
12:00 PM	0	0	0	0	172	0	8	0	140	0	37	0	357
12:15 PM	0	0	0	0	165	0	15	0	138	0	47	0	365
12:30 PM	0	0	0	0	128	0	9	0	131	0	52	0	320
12:45 PM	0	0	0	0	177	0	12	0	135	0	45	0	369
Total	0	0	0	0	642	0	44	0	544	0	181	0	1411
01:00 PM	0	0	0	0	178	0	15	0	170	0	51	0	414
01:15 PM	0	0	0	0	163	0	13	0	156	0	49	0	381
01:30 PM	0	0	0	0	186	0	14	0	185	0	45	0	430
01:45 PM	0	0	0	0	139	0	10	0	172	0	58	0	379
Total	0	0	0	0	666	0	52	0	683	0	203	0	1604
03:00 PM	0	0	0	0	237	0	8	0	159	0	68	0	472
03:15 PM	0	0	0	0	202	0	9	0	161	0	55	0	427
03:30 PM	0	0	0	0	232	0	7	0	136	0	64	0	439
03:45 PM	0	0	0	0	203	0	10	0	145	0	65	0	423
Total	0	0	0	0	874	0	34	0	601	0	252	0	1761
04:00 PM	0	0	0	0	350	0	4	0	183	0	60	0	597
04:15 PM	0	0	0	0	189	0	10	0	142	0	91	0	432
04:30 PM	0	0	0	0	255	0	11	0	168	0	74	0	508
04:45 PM	0	0	0	0	248	0	18	0	164	0	71	0	501
Total	0	0	0	0	1042	0	43	0	657	0	296	0	2038
05:00 PM	0	0	0	0	359	0	23	0	161	0	70	0	613
05:15 PM	0	0	0	0	284	0	36	0	183	0	55	0	558
05:30 PM	0	0	0	0	256	0	16	0	175	0	68	0	515
05:45 PM	0	0	0	0	210	0	16	0	170	0	61	0	457
Total	0	0	0	0	1109	0	91	0	689	0	254	0	2143
Grand Total	0	0	0	0	6720	0	354	0	5359	0	1940	0	14373
Apprch %	0	0	0	0	100	0	6.2	0	93.8	0	100	0	
Total %	0	0	0	0	46.8	0	2.5	0	37.3	0	13.5	0	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 2

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	261	0	261	**10**	0	198	208	0	58	0	58	527
07:15 AM	0	0	0	0	0	**296**	0	**296**	5	0	194	199	0	62	0	62	**557**
07:30 AM	0	0	0	0	0	278	0	278	6	0	190	196	0	**69**	0	**69**	543
07:45 AM	0	0	0	0	0	230	0	230	6	0	**205**	**211**	0	66	0	66	507
Total Volume	0	0	0	0	0	1065	0	1065	27	0	787	814	0	255	0	255	2134
% App. Total	0	0	0		0	100	0		3.3	0	96.7		0	100	0		
PHF	.000	.000	.000	.000	.000	.899	.000	.899	.675	.000	.960	.964	.000	.924	.000	.924	.958

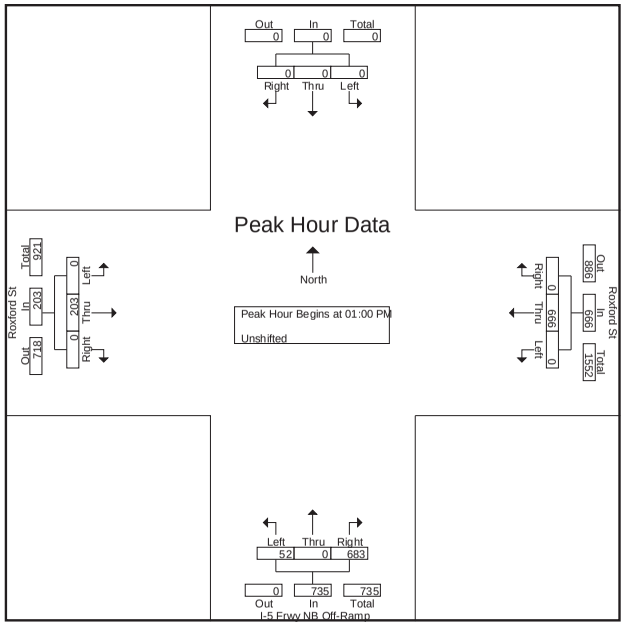


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	178	0	178	**15**	0	170	185	0	51	0	51	414
01:15 PM	0	0	0	0	0	163	0	163	13	0	156	169	0	49	0	49	381
01:30 PM	0	0	0	0	0	**186**	0	**186**	14	0	**185**	**199**	0	45	0	45	**430**
01:45 PM	0	0	0	0	0	139	0	139	10	0	172	182	0	**58**	0	**58**	379
Total Volume	0	0	0	0	0	666	0	666	52	0	683	735	0	203	0	203	1604
% App. Total	0	0	0		0	100	0		7.1	0	92.9		0	100	0		
PHF	.000	.000	.000	.000	.000	.895	.000	.895	.867	.000	.923	.923	.000	.875	.000	.875	.933

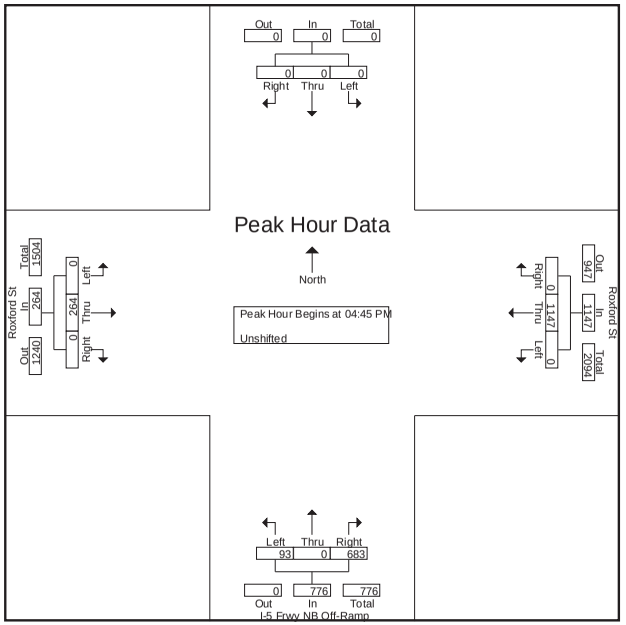


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	248	0	248	18	0	164	182	0	**71**	0	**71**	501
05:00 PM	0	0	0	0	0	**359**	0	**359**	23	0	161	184	0	70	0	70	**613**
05:15 PM	0	0	0	0	0	284	0	284	**36**	0	**183**	**219**	0	55	0	55	558
05:30 PM	0	0	0	0	0	256	0	256	16	0	175	191	0	68	0	68	515
Total Volume	0	0	0	0	0	1147	0	1147	93	0	683	776	0	264	0	264	2187
% App. Total	0	0	0		0	100	0		12	0	88		0	100	0		
PHF	.000	.000	.000	.000	.000	.799	.000	.799	.646	.000	.933	.886	.000	.930	.000	.930	.892



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
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Groups Printed- Unshifted

	Southbound			Roxford St Westbound			I-5 Frwy NB Off-Ramp Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
07:45 AM	0	0	0	0	2	0	0	0	1	0	0	0	3
Total	0	0	0	0	3	0	0	0	2	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
Total	0	0	0	0	0	0	0	0	1	0	1	0	2
09:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
12:00 PM	0	0	0	0	2	0	0	0	2	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	3	0	1	0	4
12:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
12:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	4	0	0	0	6	0	2	0	12
01:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	3
01:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	5	0	0	0	5
03:00 PM	0	0	0	0	2	0	0	0	1	0	1	0	4
03:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	0	0	0	2	0	1	0	7
04:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
Total	0	0	0	0	1	0	0	0	1	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	1	0	0	0	3	1	1	0	6
Grand Total	0	0	0	0	13	0	0	0	21	1	5	0	40
Apprch %	0	0	0	0	100	0	0	0	100	16.7	83.3	0	
Total %	0	0	0	0	32.5	0	0	0	52.5	2.5	12.5	0	

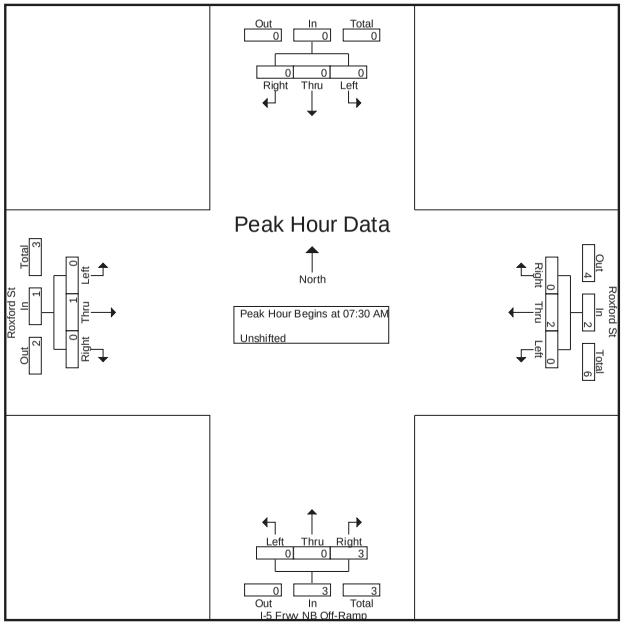
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	1	1	0	0	0	0	**3**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	**1**	0	**1**	2
Total Volume	0	0	0	0	0	2	0	2	0	0	3	3	0	1	0	1	6
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.750	.750	.000	.250	.000	.250	.500

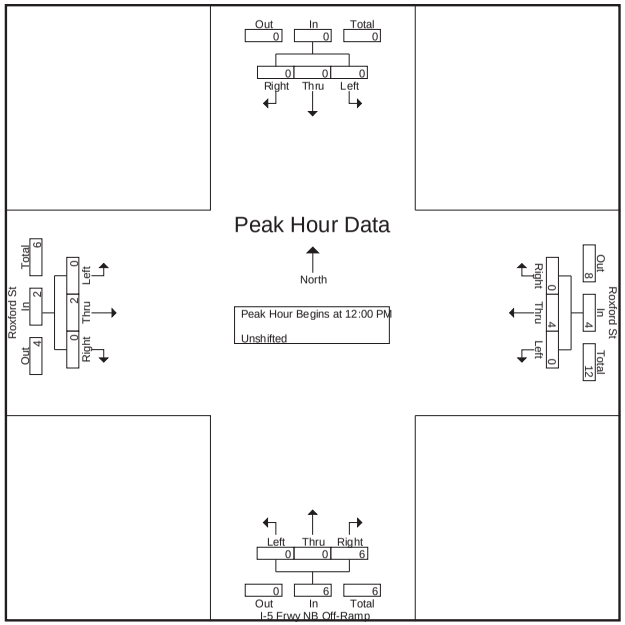


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	2	2	0	0	0	0	**4**
12:15 PM	0	0	0	0	0	0	0	0	0	0	**3**	**3**	0	**1**	0	**1**	4
12:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	0	4	0	0	6	6	0	2	0	2	12
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500	.000	.500	.000	.500	.750

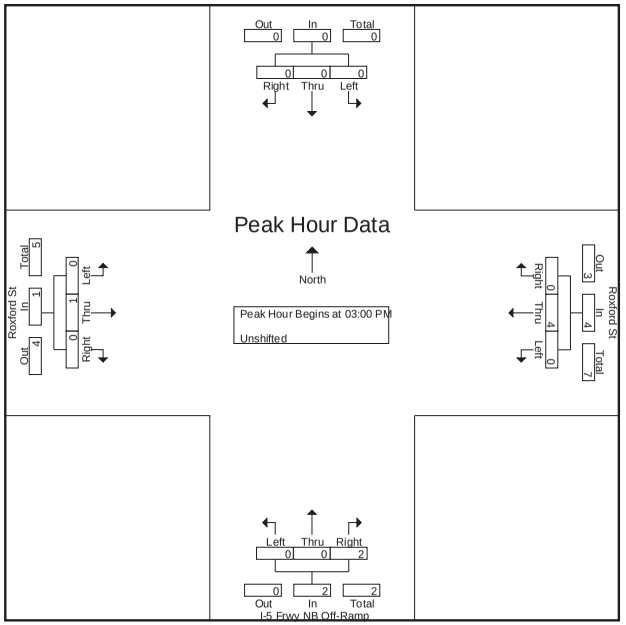


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	**1**	**1**	0	**1**	0	**1**	**4**
03:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	2	2	0	1	0	1	7
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500	.000	.250	.000	.250	.438



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	Southbound			Roxford St Westbound			I-5 Frwy NB Off-Ramp Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	0	1
01:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
Total	0	0	0	0	1	0	0	0	1	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	1	0	1	0	2
Grand Total	0	0	0	0	1	0	0	0	3	0	1	0	5
Apprch %	0	0	0	0	100	0	0	0	100	0	100	0	
Total %	0	0	0	0	20	0	0	0	60	0	20	0	

CITY TRAFFIC COUNTERS
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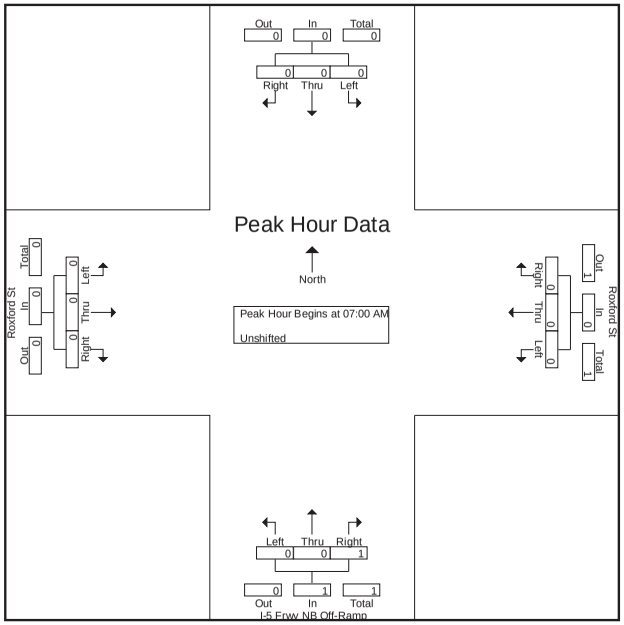
File Name : 50_I-5FrwyNBOffRamp-Roxford_Buses
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250



CITY TRAFFIC COUNTERS

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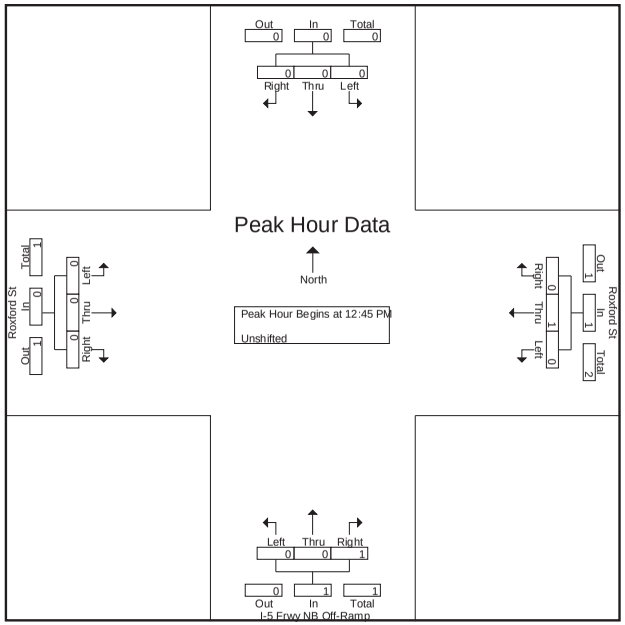
File Name : 50_I-5FrwyNBOffRamp-Roxford_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	**2**
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.250

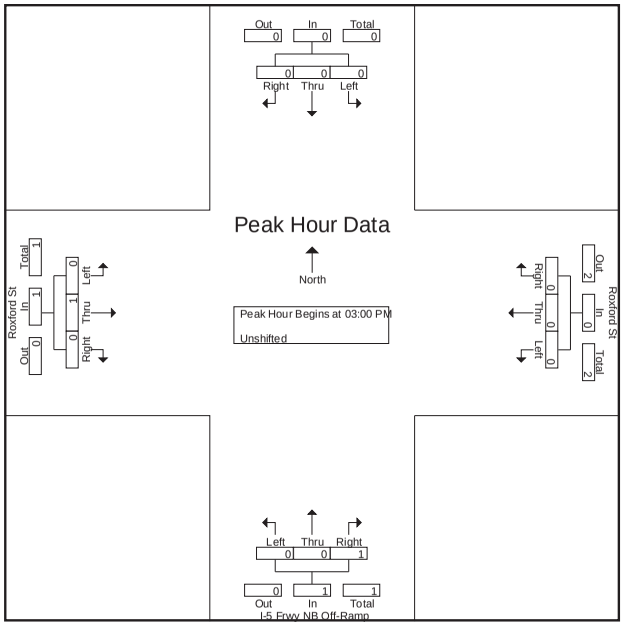


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
% App. Total	0	0	0		0	0	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.000	.250	.500



CITY TRAFFIC COUNTERS

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File Name : 50_I-5FrwyNBOffRamp-Roxford_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	Southbound			Roxford St Westbound			I-5 Frwy NB Off-Ramp Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	9	0	1	0	3	0	4	0	17
07:15 AM	0	0	0	0	11	0	1	0	2	0	3	0	17
07:30 AM	0	0	0	0	8	0	0	0	5	0	2	0	15
07:45 AM	0	0	0	0	11	0	0	0	3	0	1	0	15
Total	0	0	0	0	39	0	2	0	13	0	10	0	64
08:00 AM	0	0	0	0	10	0	1	0	1	0	2	0	14
08:15 AM	0	0	0	0	8	0	0	0	1	0	2	0	11
08:30 AM	0	0	0	0	10	0	0	0	3	0	7	0	20
08:45 AM	0	0	0	0	11	0	1	0	6	0	2	0	20
Total	0	0	0	0	39	0	2	0	11	0	13	0	65
09:00 AM	0	0	0	0	9	0	0	0	3	0	5	0	17
09:15 AM	0	0	0	0	9	0	1	0	5	0	3	0	18
09:30 AM	0	0	0	0	7	0	1	0	7	0	3	0	18
09:45 AM	0	0	0	0	9	0	0	0	5	0	5	0	19
Total	0	0	0	0	34	0	2	0	20	0	16	0	72
12:00 PM	0	0	0	0	8	0	1	0	4	0	1	0	14
12:15 PM	0	0	0	0	4	0	1	0	4	0	3	0	12
12:30 PM	0	0	0	0	8	0	2	0	8	0	2	0	20
12:45 PM	0	0	0	0	6	0	1	0	3	0	6	0	16
Total	0	0	0	0	26	0	5	0	19	0	12	0	62
01:00 PM	0	0	0	0	6	0	3	0	8	0	4	0	21
01:15 PM	0	0	0	0	5	0	1	0	6	0	4	0	16
01:30 PM	0	0	0	0	5	0	0	0	9	0	5	0	19
01:45 PM	0	0	0	0	7	0	1	0	5	0	4	0	17
Total	0	0	0	0	23	0	5	0	28	0	17	0	73
03:00 PM	0	0	0	0	6	0	1	0	9	0	4	0	20
03:15 PM	0	0	0	0	5	0	1	0	4	0	3	0	13
03:30 PM	0	0	0	0	6	0	1	0	7	0	5	0	19
03:45 PM	0	0	0	0	2	0	0	0	8	0	3	0	13
Total	0	0	0	0	19	0	3	0	28	0	15	0	65
04:00 PM	0	0	0	0	5	0	0	0	10	0	3	0	18
04:15 PM	0	0	0	0	6	0	0	0	12	0	1	0	19
04:30 PM	0	0	0	0	3	0	1	0	14	0	3	0	21
04:45 PM	0	0	0	0	3	0	1	0	5	0	1	0	10
Total	0	0	0	0	17	0	2	0	41	0	8	0	68
05:00 PM	0	0	0	0	4	0	0	0	6	0	2	0	12
05:15 PM	0	0	0	0	8	0	0	0	4	0	3	0	15
05:30 PM	0	0	0	0	3	0	0	0	3	0	4	0	10
05:45 PM	0	0	0	0	4	0	0	0	4	0	4	0	12
Total	0	0	0	0	19	0	0	0	17	0	13	0	49
Grand Total	0	0	0	0	216	0	21	0	177	0	104	0	518
Apprch %	0	0	0	0	100	0	10.6	0	89.4	0	100	0	
Total %	0	0	0	0	41.7	0	4.1	0	34.2	0	20.1	0	

CITY TRAFFIC COUNTERS

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File Name : 50_I-5FrwyNBOffRamp-Roxford_2-Axle
Site Code : 00000000
Start Date : 11/15/2016

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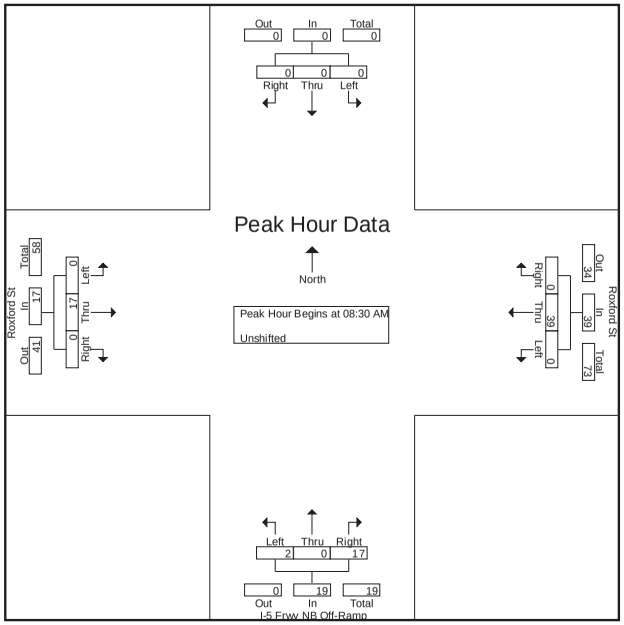
	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	10	0	10	0	0	3	3	0	**7**	0	**7**	**20**
08:45 AM	0	0	0	0	0	**11**	0	**11**	**1**	0	**6**	**7**	0	2	0	2	20
09:00 AM	0	0	0	0	0	9	0	9	0	0	3	3	0	5	0	5	17
09:15 AM	0	0	0	0	0	9	0	9	1	0	5	6	0	3	0	3	18
Total Volume	0	0	0	0	0	39	0	39	2	0	17	19	0	17	0	17	75
% App. Total	0	0	0		0	100	0		10.5	0	89.5		0	100	0		
PHF	.000	.000	.000	.000	.000	.886	.000	.886	.500	.000	.708	.679	.000	.607	.000	.607	.938

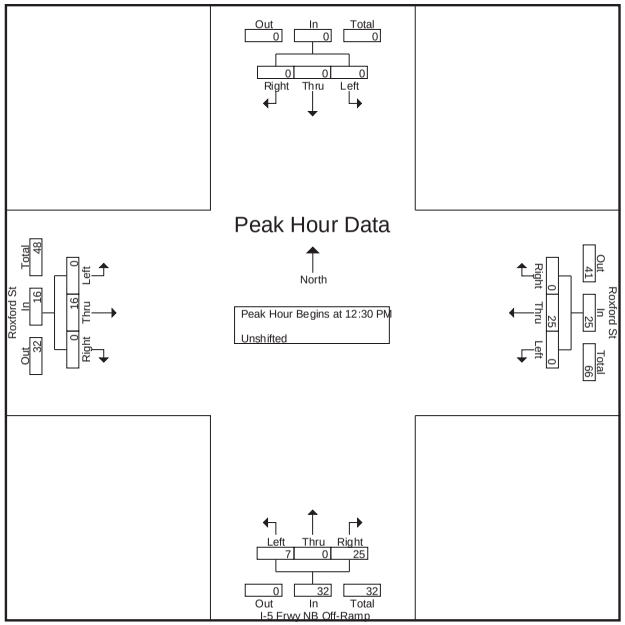


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	**8**	0	**8**	2	0	**8**	10	0	2	0	2	20
12:45 PM	0	0	0	0	0	6	0	6	1	0	3	4	0	**6**	0	**6**	16
01:00 PM	0	0	0	0	0	6	0	6	**3**	0	8	**11**	0	4	0	4	**21**
01:15 PM	0	0	0	0	0	5	0	5	1	0	6	7	0	4	0	4	16
Total Volume	0	0	0	0	0	25	0	25	7	0	25	32	0	16	0	16	73
% App. Total	0	0	0		0	100	0		21.9	0	78.1		0	100	0		
PHF	.000	.000	.000	.000	.000	.781	.000	.781	.583	.000	.781	.727	.000	.667	.000	.667	.869



CITY TRAFFIC COUNTERS

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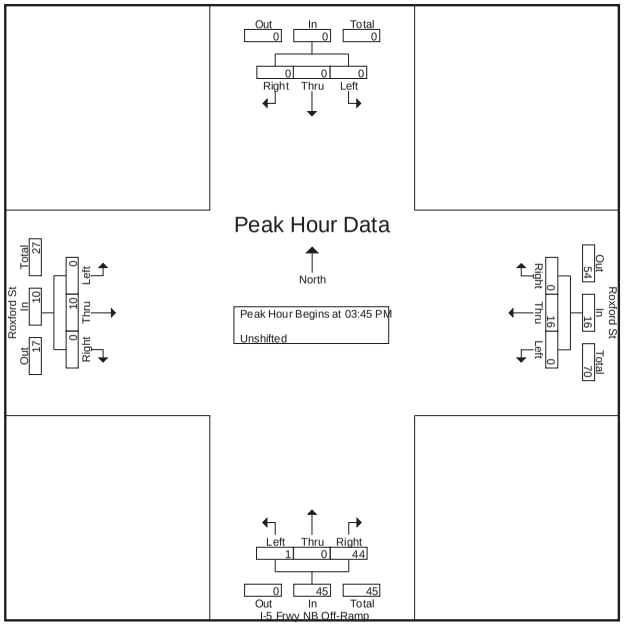
File Name : 50_I-5FrwyNBOffRamp-Roxford_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	2	0	2	0	0	8	8	0	**3**	0	**3**	13
04:00 PM	0	0	0	0	0	5	0	5	0	0	10	10	0	3	0	3	18
04:15 PM	0	0	0	0	0	**6**	0	**6**	0	0	12	12	0	1	0	1	19
04:30 PM	0	0	0	0	0	3	0	3	**1**	0	**14**	**15**	0	3	0	3	**21**
Total Volume	0	0	0	0	0	16	0	16	1	0	44	45	0	10	0	10	71
% App. Total	0	0	0		0	100	0		2.2	0	97.8		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.786	.750	.000	.833	.000	.833	.845



CITY TRAFFIC COUNTERS

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File Name : 50_I-5FrwyNBOffRamp-Roxford_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
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Groups Printed- Bank 1

	Southbound			Roxford St Westbound			I-5 Frwy NB Off-Ramp Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	8	0	0	0	0	0	3	0	11
07:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	3	0	0	0	2	0	1	0	6
07:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
Total	0	0	0	0	16	0	0	0	2	0	4	0	22
08:00 AM	0	0	0	0	7	0	0	0	0	0	0	0	7
08:15 AM	0	0	0	0	9	0	0	0	0	0	2	0	11
08:30 AM	0	0	0	0	11	0	0	0	0	0	3	0	14
08:45 AM	0	0	0	0	4	0	0	0	0	0	5	0	9
Total	0	0	0	0	31	0	0	0	0	0	10	0	41
09:00 AM	0	0	0	0	5	0	0	0	0	0	0	0	5
09:15 AM	0	0	0	0	13	0	0	0	0	0	1	0	14
09:30 AM	0	0	0	0	6	0	0	0	0	0	0	0	6
09:45 AM	0	0	0	0	8	0	0	0	0	0	1	0	9
Total	0	0	0	0	32	0	0	0	0	0	2	0	34
12:00 PM	0	0	0	0	5	0	0	0	0	0	2	0	7
12:15 PM	0	0	0	0	11	0	0	0	0	0	7	0	18
12:30 PM	0	0	0	0	6	0	0	0	0	0	2	0	8
12:45 PM	0	0	0	0	6	0	0	0	0	0	1	0	7
Total	0	0	0	0	28	0	0	0	0	0	12	0	40
01:00 PM	0	0	0	0	4	0	0	0	0	0	3	0	7
01:15 PM	0	0	0	0	6	0	0	0	0	0	3	0	9
01:30 PM	0	0	0	0	8	0	0	0	0	0	0	0	8
01:45 PM	0	0	0	0	9	0	0	0	0	0	1	0	10
Total	0	0	0	0	27	0	0	0	0	0	7	0	34
03:00 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
03:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	8	0	0	0	0	0	4	0	12
04:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	2	0	0	0	0	0	2	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
Grand Total	0	0	0	0	147	0	0	0	2	0	42	0	191
Apprch %	0	0	0	0	100	0	0	0	100	0	100	0	
Total %	0	0	0	0	77	0	0	0	1	0	22	0	

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File Name : 50_I-5FrwyNBOffRamp-Roxford_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
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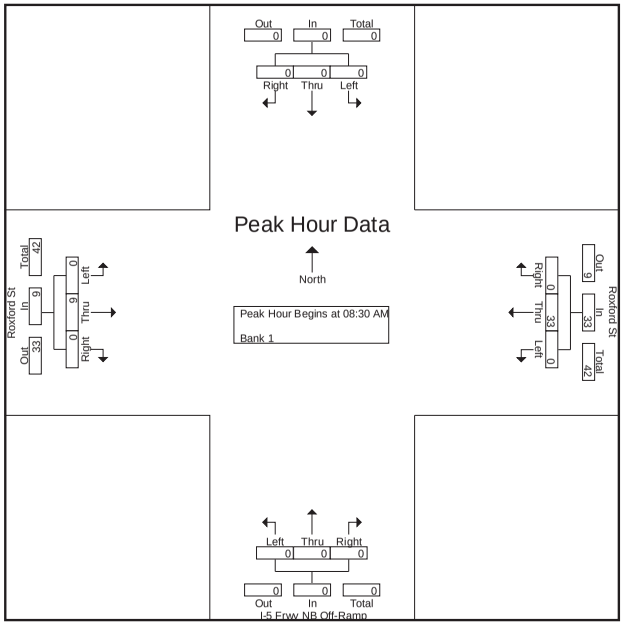
	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	3	0	3	**14**
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	**5**	0	**5**	9
09:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
09:15 AM	0	0	0	0	0	**13**	0	**13**	0	0	0	0	0	1	0	1	14
Total Volume	0	0	0	0	0	33	0	33	0	0	0	0	0	9	0	9	42
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.635	.000	.635	.000	.000	.000	.000	.000	.450	.000	.450	.750

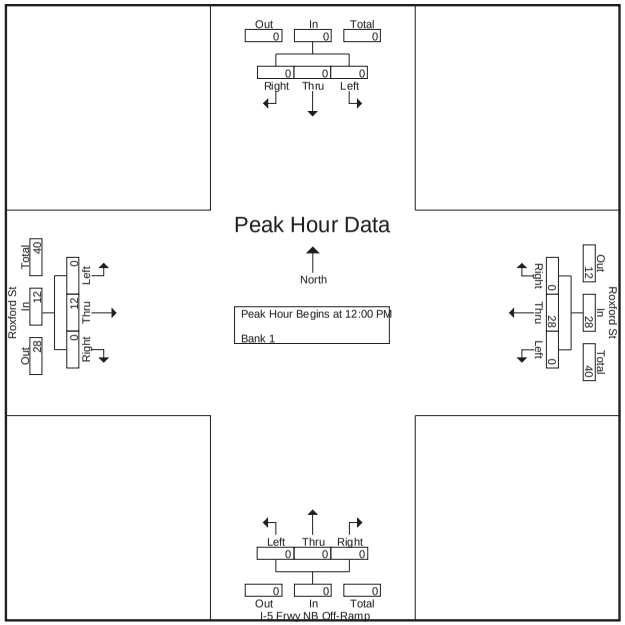


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
12:15 PM	0	0	0	0	0	**11**	0	**11**	0	0	0	0	0	**7**	0	**7**	**18**
12:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
12:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
Total Volume	0	0	0	0	0	28	0	28	0	0	0	0	0	12	0	12	40
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.636	.000	.636	.000	.000	.000	.000	.000	.429	.000	.429	.556

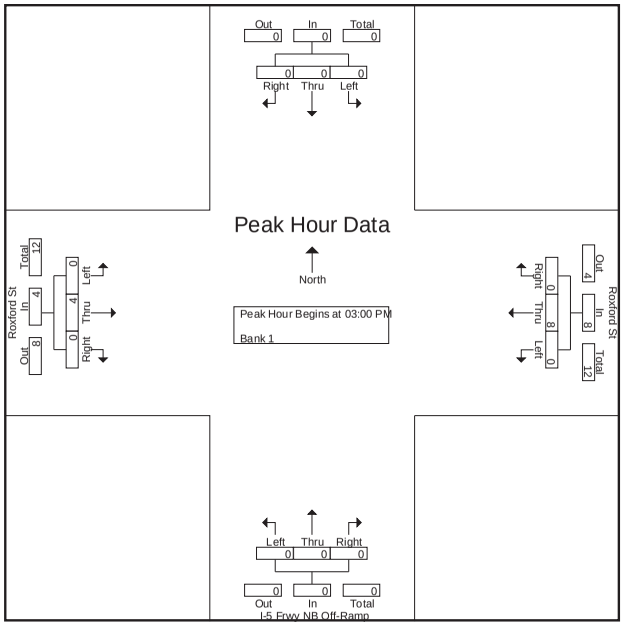


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	**2**	0	**2**	**6**
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.500



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	Southbound			Roxford St Westbound			I-5 Frwy NB Off-Ramp Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	11	0	0	0	1	0	0	0	12
07:15 AM	0	0	0	0	5	0	0	0	0	0	0	0	5
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	4	0	0	0	1	0	0	0	5
Total	0	0	0	0	21	0	0	0	2	0	0	0	23
08:00 AM	0	0	0	0	4	0	0	0	1	0	0	0	5
08:15 AM	0	0	0	0	8	0	0	0	2	0	0	0	10
08:30 AM	0	0	0	0	5	0	0	0	0	0	0	0	5
08:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	19	0	0	0	3	0	1	0	23
09:30 AM	0	0	0	0	5	0	1	0	1	0	1	0	8
09:45 AM	0	0	0	0	5	0	0	0	0	0	1	0	6
Total	0	0	0	0	10	0	1	0	1	0	2	0	14
12:00 PM	0	0	0	0	2	0	0	0	1	0	3	0	6
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	8	0	0	0	0	0	0	0	8
12:45 PM	0	0	0	0	7	0	0	0	0	0	2	0	9
Total	0	0	0	0	18	0	0	0	1	0	5	0	24
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	0	0	0	0	3	0	0	0	1	0	2	0	6
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	5	0	0	0	1	0	5	0	11
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
04:30 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
04:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	7	0	0	0	0	0	4	0	11
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	84	0	1	0	8	0	19	0	112
Apprch %	0	0	0	0	100	0	11.1	0	88.9	0	100	0	
Total %	0	0	0	0	75	0	0.9	0	7.1	0	17	0	

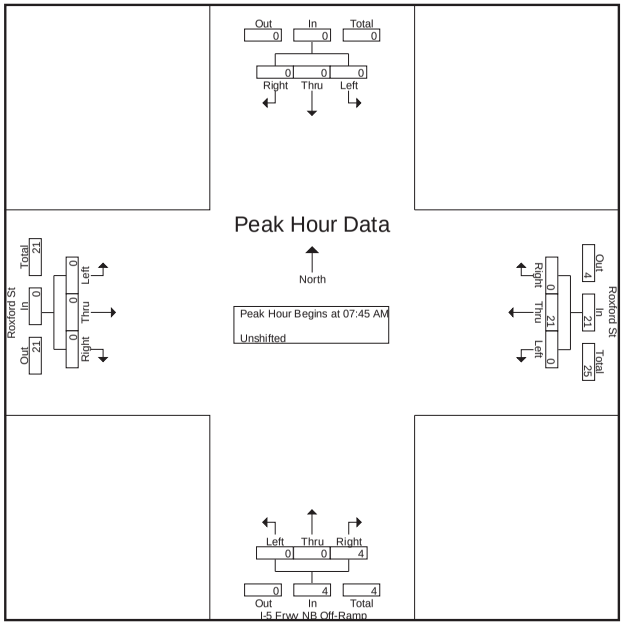
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_4-Axle
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	0	0	0	5
08:00 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	0	0	0	5
08:15 AM	0	0	0	0	0	**8**	0	**8**	0	0	**2**	**2**	0	0	0	0	**10**
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
Total Volume	0	0	0	0	0	21	0	21	0	0	4	4	0	0	0	0	25
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.656	.000	.656	.000	.000	.500	.500	.000	.000	.000	.000	.625

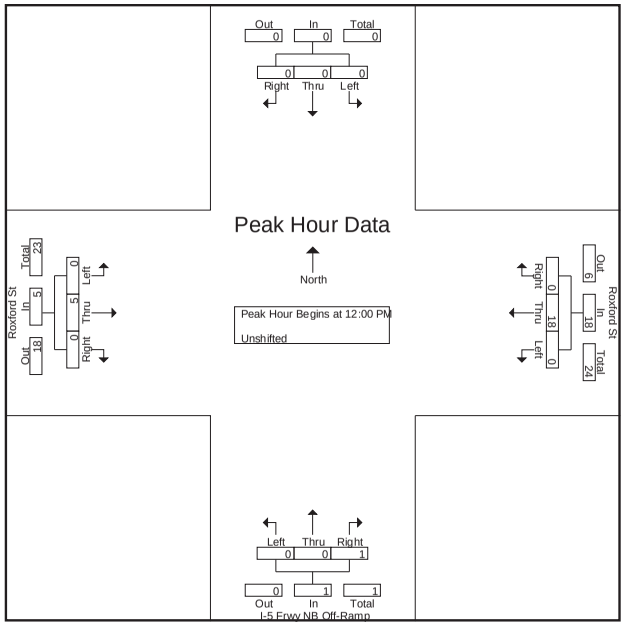


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	2	0	2	0	0	**1**	**1**	0	**3**	0	**3**	6
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	0	0	0	8
12:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	**9**
Total Volume	0	0	0	0	0	18	0	18	0	0	1	1	0	5	0	5	24
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.250	.250	.000	.417	.000	.417	.667

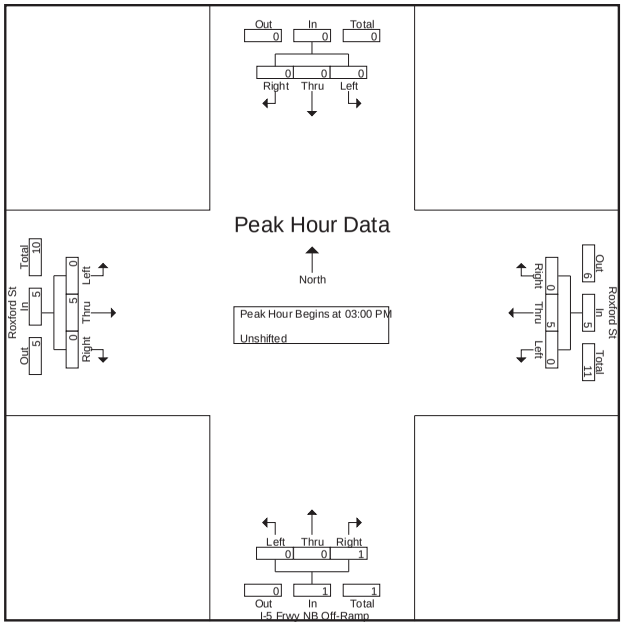


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:15 PM	0	0	0	0	0	**3**	0	**3**	0	0	**1**	**1**	0	**2**	0	**2**	**6**
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	5	0	5	0	0	1	1	0	5	0	5	11
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.250	.250	.000	.625	.000	.625	.458



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 2

	Southbound			Roxford St Westbound			I-5 Frwy NB Off-Ramp Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:15 AM	0	0	0	0	4	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
07:45 AM	0	0	0	0	4	0	0	0	1	0	1	0	6
Total	0	0	0	0	13	0	0	0	1	0	4	0	18
08:00 AM	0	0	0	0	6	0	0	0	1	0	0	0	7
08:15 AM	0	0	0	0	7	0	0	0	0	0	1	0	8
08:30 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
08:45 AM	0	0	0	0	14	0	0	0	1	0	0	0	15
Total	0	0	0	0	30	0	0	0	2	0	2	0	34
09:00 AM	0	0	0	0	17	0	0	0	0	0	1	0	18
09:15 AM	0	0	0	0	10	0	1	0	1	0	3	0	15
09:30 AM	0	0	0	0	10	0	0	0	0	0	0	0	10
09:45 AM	0	0	0	0	7	0	0	0	1	0	2	0	10
Total	0	0	0	0	44	0	1	0	2	0	6	0	53
12:00 PM	0	0	0	0	20	0	1	0	0	0	2	0	23
12:15 PM	0	0	0	0	12	0	1	0	0	0	3	0	16
12:30 PM	0	0	0	0	14	0	0	0	0	0	1	0	15
12:45 PM	0	0	0	0	22	0	0	0	0	0	1	0	23
Total	0	0	0	0	68	0	2	0	0	0	7	0	77
01:00 PM	0	0	0	0	16	0	0	0	0	0	0	0	16
01:15 PM	0	0	0	0	14	0	0	0	1	0	0	0	15
01:30 PM	0	0	0	0	14	0	0	0	0	0	3	0	17
01:45 PM	0	0	0	0	16	0	0	0	0	0	1	0	17
Total	0	0	0	0	60	0	0	0	1	0	4	0	65
03:00 PM	0	0	0	0	7	0	0	0	0	0	2	0	9
03:15 PM	0	0	0	0	7	0	0	0	0	0	2	0	9
03:30 PM	0	0	0	0	6	0	0	0	0	0	1	0	7
03:45 PM	0	0	0	0	7	0	0	0	0	0	0	0	7
Total	0	0	0	0	27	0	0	0	0	0	5	0	32
04:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:15 PM	0	0	0	0	4	0	0	0	0	0	1	0	5
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	0	9	0	0	0	0	0	3	0	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:15 PM	0	0	0	0	1	0	0	0	2	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
Total	0	0	0	0	1	0	0	0	3	0	5	0	9
Grand Total	0	0	0	0	252	0	3	0	9	0	36	0	300
Apprch %	0	0	0	0	100	0	25	0	75	0	100	0	
Total %	0	0	0	0	84	0	1	0	3	0	12	0	

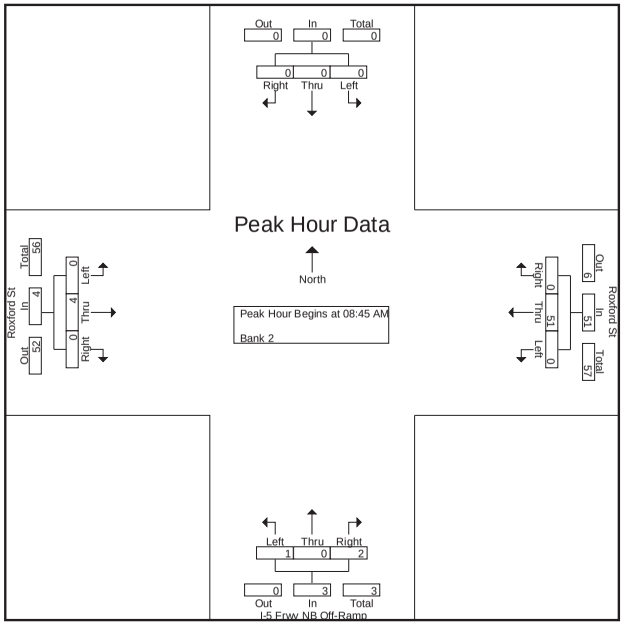
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	14	0	14	0	0	**1**	1	0	0	0	0	15
09:00 AM	0	0	0	0	0	**17**	0	**17**	0	0	0	0	0	1	0	1	**18**
09:15 AM	0	0	0	0	0	10	0	10	**1**	0	1	**2**	0	**3**	0	**3**	15
09:30 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	10
Total Volume	0	0	0	0	0	51	0	51	1	0	2	3	0	4	0	4	58
% App. Total	0	0	0		0	100	0		33.3	0	66.7		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.500	.375	.000	.333	.000	.333	.806

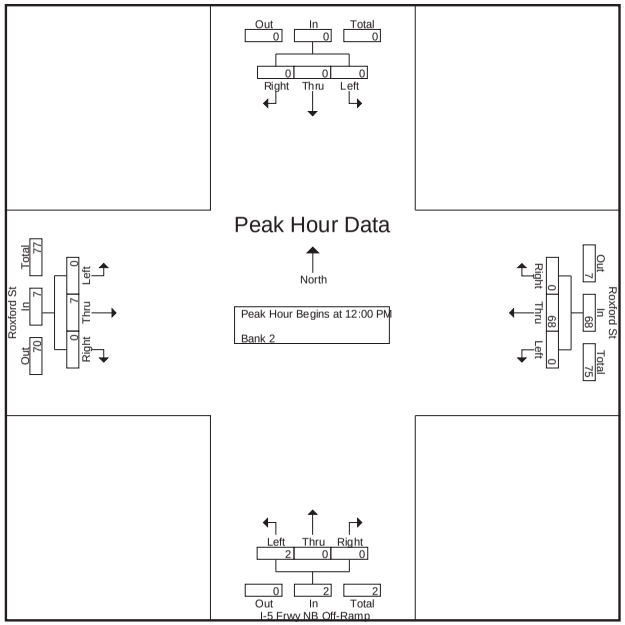


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	20	0	20	**1**	0	0	**1**	0	2	0	2	**23**
12:15 PM	0	0	0	0	0	12	0	12	1	0	0	1	0	**3**	0	**3**	16
12:30 PM	0	0	0	0	0	14	0	14	0	0	0	0	0	1	0	1	15
12:45 PM	0	0	0	0	0	**22**	0	**22**	0	0	0	0	0	1	0	1	23
Total Volume	0	0	0	0	0	68	0	68	2	0	0	2	0	7	0	7	77
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.773	.000	.773	.500	.000	.000	.500	.000	.583	.000	.583	.837

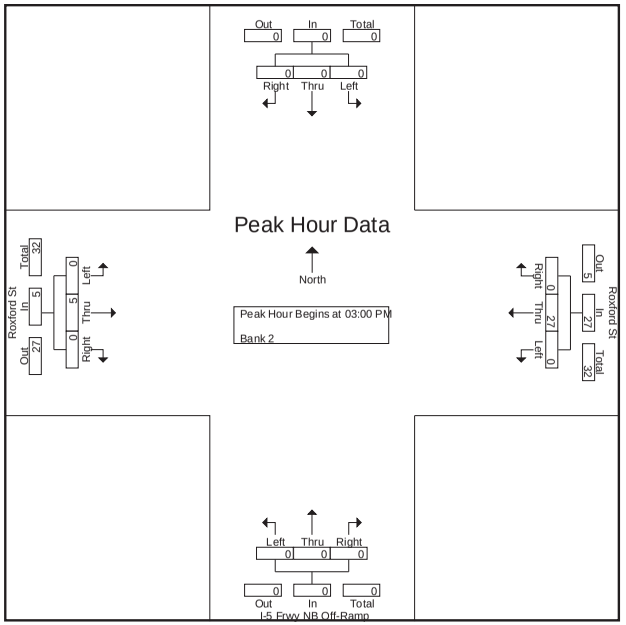


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 50_I-5FrwyNBOffRamp-Roxford_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	Southbound				Roxford St Westbound				I-5 Frwy NB Off-Ramp Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	**2**	0	**2**	**9**
03:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
03:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
03:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
Total Volume	0	0	0	0	0	27	0	27	0	0	0	0	0	5	0	5	32
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.964	.000	.964	.000	.000	.000	.000	.000	.625	.000	.625	.889



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	I-5 Frwy SB Off-On Ramps Southbound			Roxford St Westbound			Enicitnitas Ave Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	50	16	19	9	151	20	90	33	2	5	157	62	614
07:15 AM	82	17	15	7	159	14	120	38	5	3	166	52	678
07:30 AM	90	21	17	10	168	27	97	52	8	5	162	59	716
07:45 AM	123	44	22	10	119	23	87	41	2	6	163	64	704
Total	345	98	73	36	597	84	394	164	17	19	648	237	2712
08:00 AM	120	50	23	15	94	17	74	37	2	5	171	67	675
08:15 AM	55	16	23	7	91	15	73	30	4	4	174	63	555
08:30 AM	41	10	21	11	96	20	60	22	4	8	177	58	528
08:45 AM	18	3	20	14	95	30	72	33	3	10	156	72	526
Total	234	79	87	47	376	82	279	122	13	27	678	260	2284
09:00 AM	12	6	16	7	77	14	51	19	7	5	155	50	419
09:15 AM	13	6	18	3	79	17	51	26	4	9	129	53	408
09:30 AM	11	2	18	4	80	12	55	32	9	5	98	45	371
09:45 AM	9	1	23	2	82	15	37	22	8	5	108	45	357
Total	45	15	75	16	318	58	194	99	28	24	490	193	1555
12:00 PM	14	1	27	15	105	33	46	29	0	5	109	53	437
12:15 PM	12	2	27	15	102	26	33	20	9	6	109	59	420
12:30 PM	18	2	21	5	75	19	34	25	7	6	113	57	382
12:45 PM	13	0	33	9	97	20	51	25	4	3	114	59	428
Total	57	5	108	44	379	98	164	99	20	20	445	228	1667
01:00 PM	14	5	22	18	108	27	49	30	6	5	118	73	475
01:15 PM	18	3	24	15	78	17	55	22	7	5	118	60	422
01:30 PM	14	7	31	8	96	20	61	50	6	7	134	81	515
01:45 PM	15	6	26	5	78	28	33	30	7	9	142	71	450
Total	61	21	103	46	360	92	198	132	26	26	512	285	1862
03:00 PM	16	3	16	8	149	34	68	31	7	15	125	75	547
03:15 PM	18	3	18	7	135	28	55	36	5	4	118	71	498
03:30 PM	20	4	11	8	154	54	71	58	7	8	108	62	565
03:45 PM	19	6	18	6	127	35	54	26	7	7	125	64	494
Total	73	16	63	29	565	151	248	151	26	34	476	272	2104
04:00 PM	17	7	6	13	267	71	82	45	13	13	144	72	750
04:15 PM	15	3	9	6	116	43	62	52	2	9	127	76	520
04:30 PM	17	3	11	4	202	54	48	45	3	4	138	71	600
04:45 PM	11	4	3	10	186	48	59	33	5	4	133	82	578
Total	60	17	29	33	771	216	251	175	23	30	542	301	2448
05:00 PM	13	2	15	13	270	64	74	51	6	5	146	68	727
05:15 PM	13	3	7	9	196	53	88	50	3	4	138	67	631
05:30 PM	20	7	16	5	172	47	61	37	2	4	148	71	590
05:45 PM	11	3	10	6	136	43	57	42	3	8	132	72	523
Total	57	15	48	33	774	207	280	180	14	21	564	278	2471
Grand Total	932	266	586	284	4140	988	2008	1122	167	201	4355	2054	17103
Apprch %	52.2	14.9	32.8	5.2	76.5	18.3	60.9	34	5.1	3	65.9	31.1	
Total %	5.4	1.6	3.4	1.7	24.2	5.8	11.7	6.6	1	1.2	25.5	12	

CITY TRAFFIC COUNTERS

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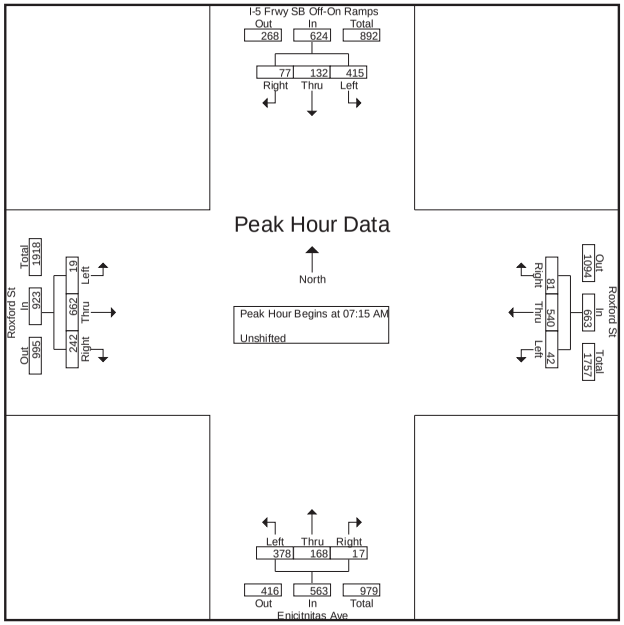
File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_Cars
Site Code : 00000000
Start Date : 11/15/2016
Page No : 2

	I-5 Frwy SB Off-On Ramps Southbound				Roxford St Westbound				Enicitnitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	82	17	15	114	7	159	14	180	**120**	38	5	**163**	3	166	52	221	678
07:30 AM	90	21	17	128	10	**168**	**27**	**205**	97	**52**	**8**	157	5	162	59	226	**716**
07:45 AM	**123**	44	22	189	10	119	23	152	87	41	2	130	**6**	163	64	233	704
08:00 AM	120	**50**	**23**	**193**	**15**	94	17	126	74	37	2	113	5	**171**	**67**	**243**	675
Total Volume	415	132	77	624	42	540	81	663	378	168	17	563	19	662	242	923	2773
% App. Total	66.5	21.2	12.3		6.3	81.4	12.2		67.1	29.8	3		2.1	71.7	26.2		
PHF	.843	.660	.837	.808	.700	.804	.750	.809	.788	.808	.531	.863	.792	.968	.903	.950	.968



CITY TRAFFIC COUNTERS

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File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_Cars
Site Code : 00000000
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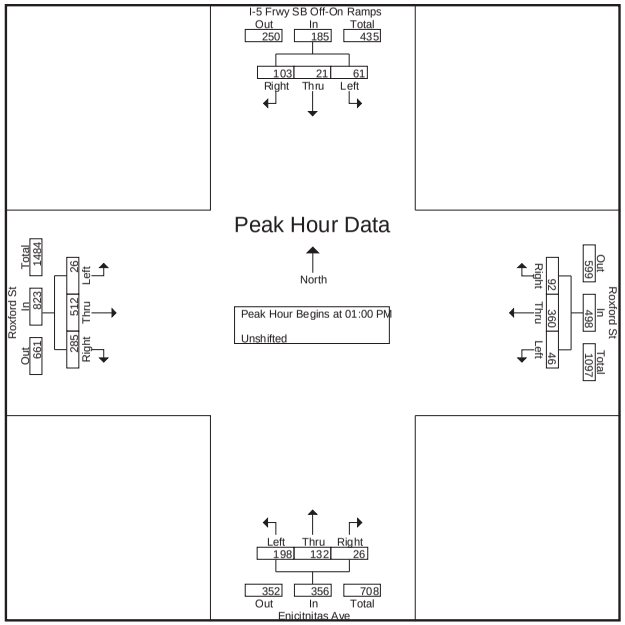
Page No : 3

	I-5 Frwy SB Off-On Ramps Southbound				Roxford St Westbound				Enicitnitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	14	5	22	41	**18**	**108**	27	**153**	49	30	6	85	5	118	73	196	475
01:15 PM	**18**	3	24	45	15	78	17	110	55	22	**7**	84	5	118	60	183	422
01:30 PM	14	**7**	**31**	**52**	8	96	20	124	**61**	**50**	6	**117**	7	134	**81**	**222**	**515**
01:45 PM	15	6	26	47	5	78	**28**	111	33	30	7	70	**9**	**142**	71	222	450
Total Volume	61	21	103	185	46	360	92	498	198	132	26	356	26	512	285	823	1862
% App. Total	33	11.4	55.7		9.2	72.3	18.5		55.6	37.1	7.3		3.2	62.2	34.6		
PHF	.847	.750	.831	.889	.639	.833	.821	.814	.811	.660	.929	.761	.722	.901	.880	.927	.904



CITY TRAFFIC COUNTERS

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File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_Cars
Site Code : 00000000
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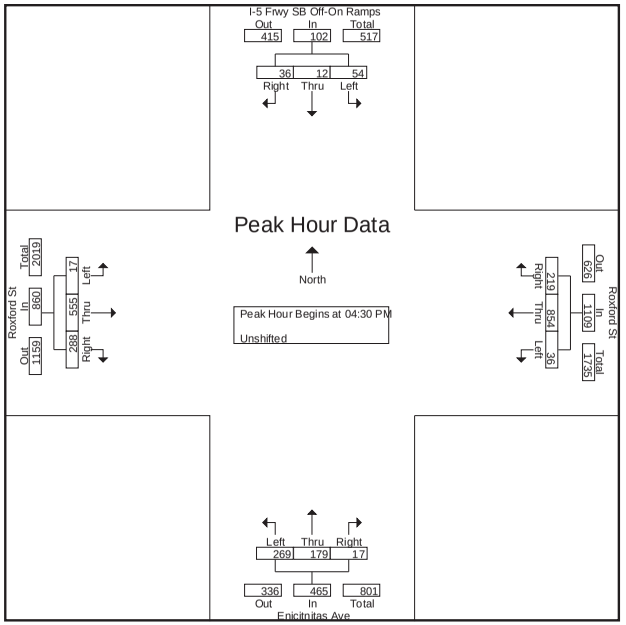
	I-5 Frwy SB Off-On Ramps Southbound				Roxford St Westbound				Enicitnitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**17**	3	11	**31**	4	202	54	260	48	45	3	96	4	138	71	213	600
04:45 PM	11	**4**	3	18	10	186	48	244	59	33	5	97	4	133	**82**	**219**	578
05:00 PM	13	2	**15**	30	**13**	**270**	**64**	**347**	74	**51**	**6**	131	**5**	**146**	68	219	**727**
05:15 PM	13	3	7	23	9	196	53	258	**88**	50	3	**141**	4	138	67	209	631
Total Volume	54	12	36	102	36	854	219	1109	269	179	17	465	17	555	288	860	2536
% App. Total	52.9	11.8	35.3		3.2	77	19.7		57.8	38.5	3.7		2	64.5	33.5		
PHF	.794	.750	.600	.823	.692	.791	.855	.799	.764	.877	.708	.824	.850	.950	.878	.982	.872



CITY TRAFFIC COUNTERS

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Groups Printed- Unshifted

	I-5 Frwy NB Off-On Ramps Southbound			Roxford St Westbound			Encinitas Ave Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	0	0	0	0	1	0	1	0	0	0	3	0	5
12:15 PM	0	0	0	0	0	2	0	0	0	0	3	1	6
12:30 PM	0	0	0	0	0	0	1	2	0	0	0	1	4
12:45 PM	0	0	0	0	1	0	0	0	1	0	1	0	3
Total	0	0	0	0	2	2	2	2	1	0	7	2	18
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	0	0	0	3	0	0	0	0	0	0	1	3	7
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	3	0	0	0	0	0	0	3	3	9
03:00 PM	0	0	1	0	0	0	1	1	0	0	1	1	5
03:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
03:30 PM	0	0	0	0	1	1	0	3	0	0	0	0	5
Total	0	0	1	0	1	1	2	4	0	0	2	1	12
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
Total	0	0	0	1	1	0	0	0	0	0	3	1	6
Grand Total	0	0	1	4	8	3	4	7	1	0	19	8	55
Apprch %	0	0	100	26.7	53.3	20	33.3	58.3	8.3	0	70.4	29.6	
Total %	0	0	1.8	7.3	14.5	5.5	7.3	12.7	1.8	0	34.5	14.5	

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File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_Motorcycles
Site Code : 00000000
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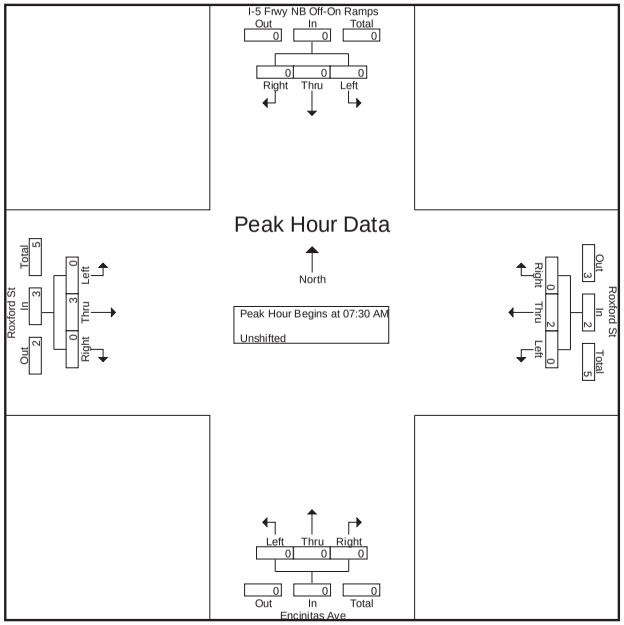
	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	**3**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.417



CITY TRAFFIC COUNTERS

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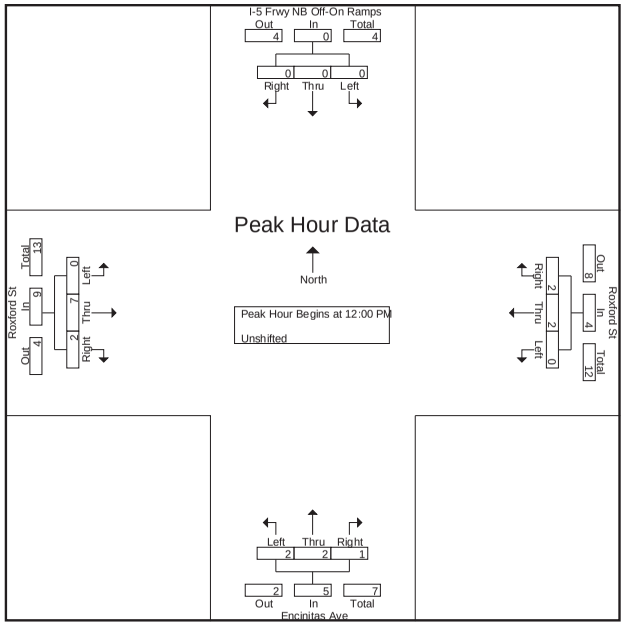
File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**1**	0	1	**1**	0	0	1	0	**3**	0	3	5
12:15 PM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	3	**1**	**4**	**6**
12:30 PM	0	0	0	0	0	0	0	0	1	**2**	0	**3**	0	0	1	1	4
12:45 PM	0	0	0	0	0	1	0	1	0	0	**1**	1	0	1	0	1	3
Total Volume	0	0	0	0	0	2	2	4	2	2	1	5	0	7	2	9	18
% App. Total	0	0	0		0	50	50		40	40	20		0	77.8	22.2		
PHF	.000	.000	.000	.000	.000	.500	.250	.500	.500	.250	.250	.417	.000	.583	.500	.563	.750



CITY TRAFFIC COUNTERS

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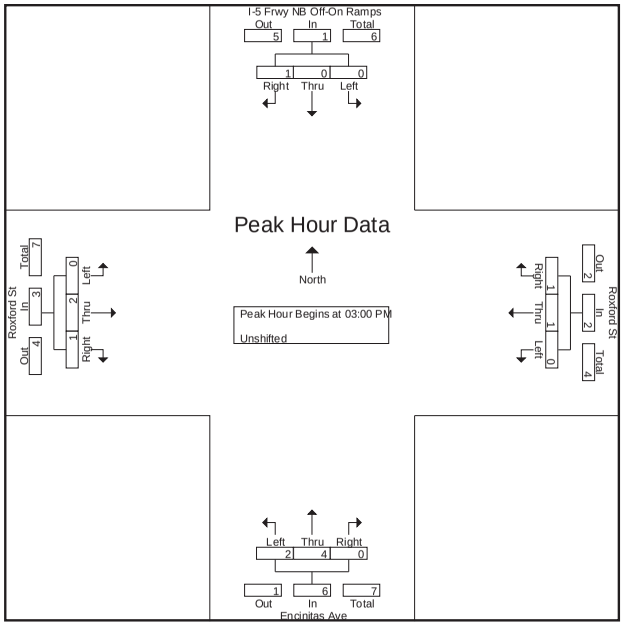
File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_Motorcycles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**1**	**1**	0	0	0	0	**1**	1	0	2	0	**1**	**1**	**2**	**5**
03:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
03:30 PM	0	0	0	0	0	**1**	**1**	**2**	0	**3**	0	**3**	0	0	0	0	5
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	1	2	2	4	0	6	0	2	1	3	12
% App. Total	0	0	100		0	50	50		33.3	66.7	0		0	66.7	33.3		
PHF	.000	.000	.250	.250	.000	.250	.250	.250	.500	.333	.000	.500	.000	.500	.250	.375	.600



CITY TRAFFIC COUNTERS

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File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	I-5 Frwy NB Off-On Ramps Southbound			Roxford St Westbound			Encinitas Ave Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	1	0	0	0	1	2
01:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
01:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	1	0	0	0	0	1	3
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
Grand Total	1	0	0	0	0	0	1	1	0	0	3	2	8
Apprch %	100	0	0	0	0	0	50	50	0	0	60	40	
Total %	12.5	0	0	0	0	0	12.5	12.5	0	0	37.5	25	

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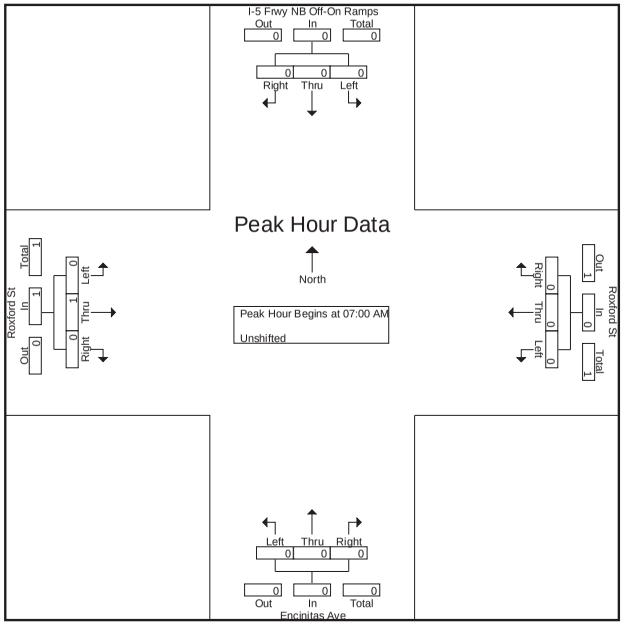
	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250



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File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_Buses
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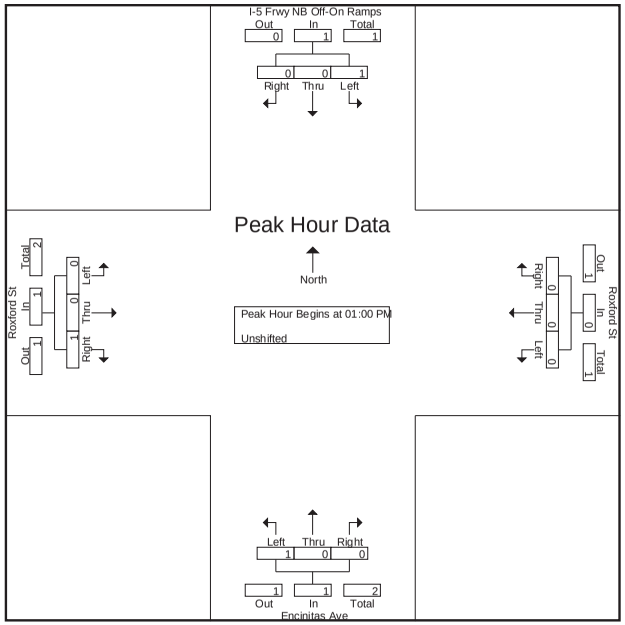
	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	**2**
01:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
% App. Total	100	0	0		0	0	0		100	0	0		0	0	100		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.375



CITY TRAFFIC COUNTERS

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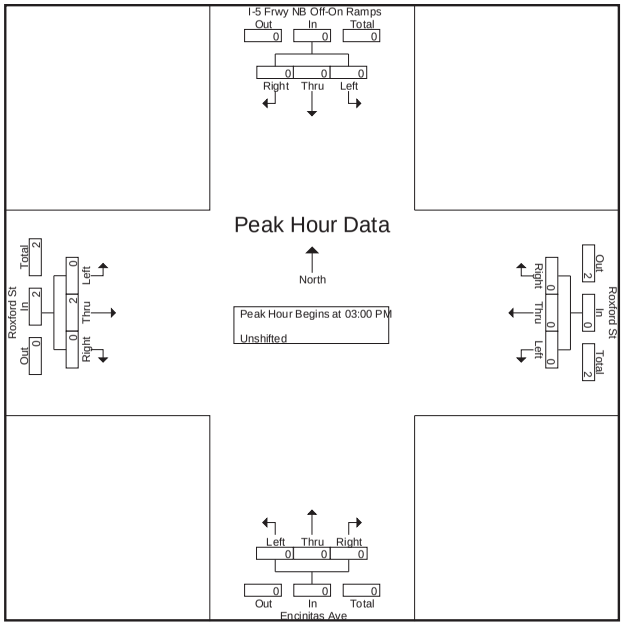
File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_Buses
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_2-Axle
Site Code : 00000000
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Groups Printed- Unshifted

	I-5 Frwy NB Off-On Ramps Southbound			Roxford St Westbound			Encinitas Ave Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	1	1	2	1	6	4	0	0	2	5	23
07:15 AM	4	0	4	2	5	2	3	3	0	1	3	0	27
07:30 AM	1	0	0	1	5	1	3	0	0	0	7	1	19
07:45 AM	1	0	1	0	6	2	1	3	0	1	3	0	18
Total	6	1	6	4	18	6	13	10	0	2	15	6	87
08:00 AM	1	0	0	1	4	4	6	2	1	0	1	1	21
08:15 AM	1	0	0	0	6	4	2	2	0	1	1	1	18
08:30 AM	2	1	1	1	8	3	1	2	0	1	6	2	28
08:45 AM	1	0	3	2	6	1	2	3	0	1	6	0	25
Total	5	1	4	4	24	12	11	9	1	3	14	4	92
09:00 AM	1	1	1	1	6	4	1	2	0	1	3	3	24
09:15 AM	4	2	3	0	4	5	2	1	0	0	6	2	29
09:30 AM	2	0	1	0	7	6	1	0	1	0	9	1	28
09:45 AM	3	0	0	0	6	3	2	1	2	0	6	4	27
Total	10	3	5	1	23	18	6	4	3	1	24	10	108
12:00 PM	6	0	1	0	7	1	0	2	0	0	4	1	22
12:15 PM	2	0	1	0	3	2	0	0	0	0	5	1	14
12:30 PM	3	0	2	0	5	2	1	1	0	0	8	2	24
12:45 PM	0	0	1	0	5	1	0	0	0	0	8	2	17
Total	11	0	5	0	20	6	1	3	0	0	25	6	77
01:00 PM	4	1	2	1	4	0	0	0	0	0	9	3	24
01:15 PM	4	1	3	1	2	0	0	3	2	0	8	1	25
01:30 PM	3	1	0	0	3	0	1	0	0	1	12	2	23
01:45 PM	4	0	4	1	3	4	1	2	0	0	8	1	28
Total	15	3	9	3	12	4	2	5	2	1	37	7	100
03:00 PM	2	0	2	0	4	2	0	0	0	1	11	2	24
03:15 PM	3	0	2	0	2	1	1	0	0	1	5	1	16
03:30 PM	1	1	1	0	4	1	0	2	1	0	9	2	22
03:45 PM	6	0	0	1	2	3	0	0	1	0	9	1	23
Total	12	1	5	1	12	7	1	2	2	2	34	6	85
04:00 PM	1	0	2	1	2	1	1	1	2	0	10	3	24
04:15 PM	3	0	0	0	4	1	1	1	0	0	10	2	22
04:30 PM	1	1	0	0	1	1	1	0	1	1	12	2	21
04:45 PM	1	0	0	0	2	0	0	2	0	1	4	2	12
Total	6	1	2	1	9	3	3	4	3	2	36	9	79
05:00 PM	1	0	3	0	1	0	0	0	0	0	6	2	13
05:15 PM	1	0	1	0	6	1	1	0	0	0	7	0	17
05:30 PM	0	0	2	0	1	1	0	0	0	0	6	1	11
05:45 PM	2	1	1	0	1	2	1	1	0	1	5	2	17
Total	4	1	7	0	9	4	2	1	0	1	24	5	58
Grand Total	69	11	43	14	127	60	39	38	11	12	209	53	686
Apprch %	56.1	8.9	35	7	63.2	29.9	44.3	43.2	12.5	4.4	76.3	19.3	
Total %	10.1	1.6	6.3	2	18.5	8.7	5.7	5.5	1.6	1.7	30.5	7.7	

CITY TRAFFIC COUNTERS

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File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_2-Axle
Site Code : 00000000
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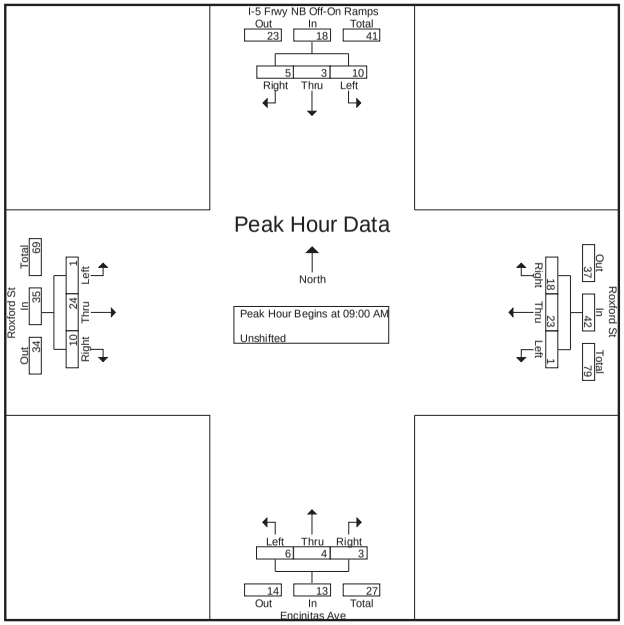
	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	1	1	1	3	**1**	6	4	11	1	**2**	0	3	**1**	3	3	7	24
09:15 AM	**4**	**2**	**3**	**9**	0	4	5	9	**2**	1	0	3	0	6	2	8	**29**
09:30 AM	2	0	1	3	0	**7**	**6**	**13**	1	0	1	2	0	**9**	1	**10**	28
09:45 AM	3	0	0	3	0	6	3	9	2	1	**2**	**5**	0	6	**4**	10	27
Total Volume	10	3	5	18	1	23	18	42	6	4	3	13	1	24	10	35	108
% App. Total	55.6	16.7	27.8		2.4	54.8	42.9		46.2	30.8	23.1		2.9	68.6	28.6		
PHF	.625	.375	.417	.500	.250	.821	.750	.808	.750	.500	.375	.650	.250	.667	.625	.875	.931



CITY TRAFFIC COUNTERS

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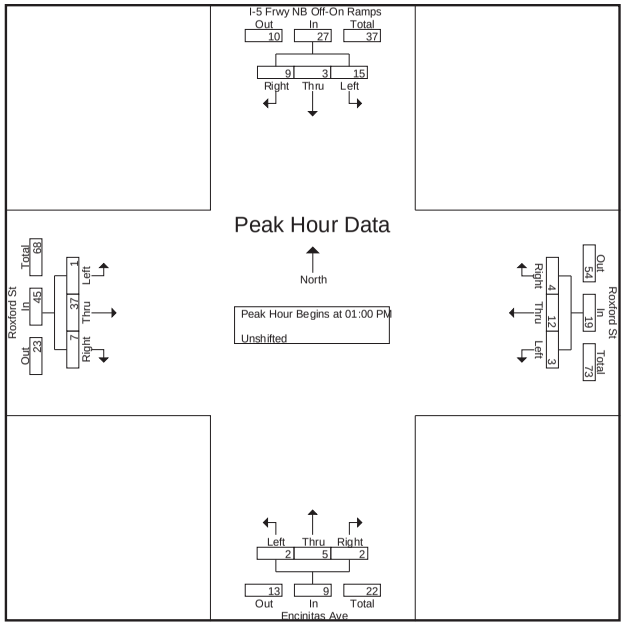
File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	**4**	**1**	2	7	**1**	**4**	0	5	0	0	0	0	0	9	**3**	12	24
01:15 PM	4	1	3	**8**	1	2	0	3	0	**3**	**2**	**5**	0	8	1	9	25
01:30 PM	3	1	0	4	0	3	0	3	**1**	0	0	1	**1**	**12**	2	**15**	23
01:45 PM	4	0	**4**	8	1	3	**4**	**8**	1	2	0	3	0	8	1	9	**28**
Total Volume	15	3	9	27	3	12	4	19	2	5	2	9	1	37	7	45	100
% App. Total	55.6	11.1	33.3		15.8	63.2	21.1		22.2	55.6	22.2		2.2	82.2	15.6		
PHF	.938	.750	.563	.844	.750	.750	.250	.594	.500	.417	.250	.450	.250	.771	.583	.750	.893



CITY TRAFFIC COUNTERS

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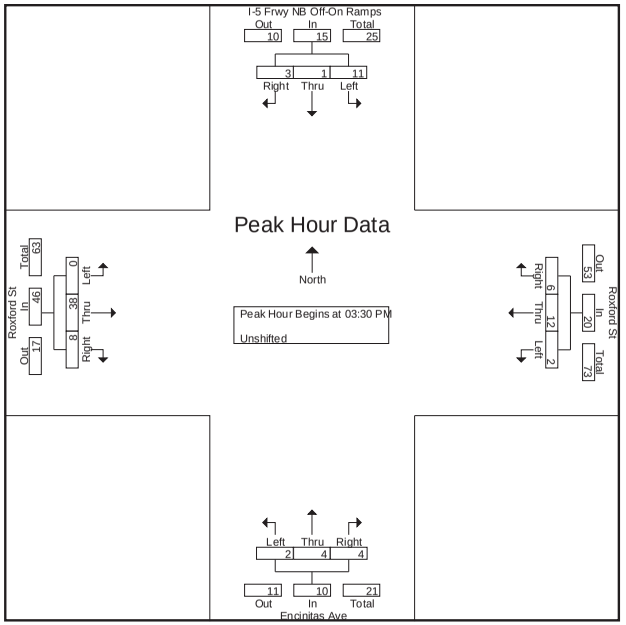
File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_2-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	1	**1**	1	3	0	**4**	1	5	0	**2**	1	3	0	9	2	11	22
03:45 PM	**6**	0	0	**6**	**1**	2	**3**	**6**	0	0	1	1	0	9	1	10	23
04:00 PM	1	0	**2**	3	1	2	1	4	**1**	1	**2**	**4**	0	**10**	**3**	**13**	**24**
04:15 PM	3	0	0	3	0	4	1	5	1	1	0	2	0	10	2	12	22
Total Volume	11	1	3	15	2	12	6	20	2	4	4	10	0	38	8	46	91
% App. Total	73.3	6.7	20		10	60	30		20	40	40		0	82.6	17.4		
PHF	.458	.250	.375	.625	.500	.750	.500	.833	.500	.500	.500	.625	.000	.950	.667	.885	.948



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File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
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Groups Printed- Bank 1

	I-5 Frwy NB Off-On Ramps Southbound			Roxford St Westbound			Encinitas Ave Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	5	0	3	2	0	0	0	0	1	0	11
07:15 AM	0	0	0	0	1	1	1	0	0	0	1	0	4
07:30 AM	3	0	2	0	1	0	0	0	0	1	1	1	9
07:45 AM	1	1	2	1	1	0	0	0	1	0	0	0	7
Total	4	1	9	1	6	3	1	0	1	1	3	1	31
08:00 AM	2	0	4	1	2	0	1	2	0	0	0	0	12
08:15 AM	3	0	5	0	3	1	1	0	0	2	0	0	15
08:30 AM	1	0	11	0	0	0	0	0	0	3	0	0	15
08:45 AM	1	0	2	0	2	0	0	2	0	4	1	0	12
Total	7	0	22	1	7	1	2	4	0	9	1	0	54
09:00 AM	0	0	5	0	0	0	0	0	0	0	0	0	5
09:15 AM	0	0	10	0	3	1	0	0	0	1	0	0	15
09:30 AM	2	0	4	0	1	0	0	0	0	0	0	0	7
09:45 AM	1	1	8	0	0	0	0	0	0	1	1	0	12
Total	3	1	27	0	4	1	0	0	0	2	1	0	39
12:00 PM	0	0	3	0	1	0	1	0	0	2	0	0	7
12:15 PM	2	0	9	0	2	1	0	0	0	4	1	0	19
12:30 PM	2	0	3	0	4	0	0	0	0	0	1	1	11
12:45 PM	1	0	2	0	5	1	1	0	0	0	1	0	11
Total	5	0	17	0	12	2	2	0	0	6	3	1	48
01:00 PM	1	0	2	0	1	1	1	0	0	3	0	0	9
01:15 PM	2	0	5	0	1	1	0	0	0	1	2	0	12
01:30 PM	1	0	8	0	0	0	0	1	0	0	0	0	10
01:45 PM	2	0	8	0	0	0	1	0	0	0	0	0	11
Total	6	0	23	0	2	2	2	1	0	4	2	0	42
03:00 PM	1	0	0	0	2	0	2	0	0	0	2	0	7
03:15 PM	4	0	0	0	1	2	0	0	0	0	0	1	8
03:30 PM	2	0	0	0	1	0	0	0	0	0	0	0	3
03:45 PM	1	0	1	0	1	1	0	0	0	0	1	0	5
Total	8	0	1	0	5	3	2	0	0	0	3	1	23
04:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
04:15 PM	0	0	0	0	1	1	0	0	0	0	1	0	3
04:30 PM	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	4	0	1	0	1	1	0	0	0	0	2	0	9
05:00 PM	1	0	0	0	0	0	0	0	1	0	1	0	3
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	2	0	0	0	1	0	0	0	0	0	4
Total	4	1	2	0	0	0	1	0	1	0	1	0	10
Grand Total	41	3	102	2	37	13	10	5	2	22	16	3	256
Apprch %	28.1	2.1	69.9	3.8	71.2	25	58.8	29.4	11.8	53.7	39	7.3	
Total %	16	1.2	39.8	0.8	14.5	5.1	3.9	2	0.8	8.6	6.2	1.2	

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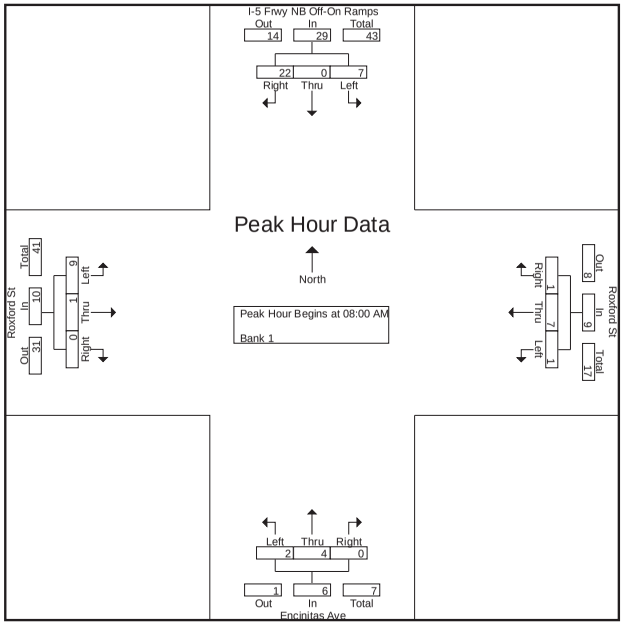
	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	0	4	6	**1**	2	0	3	**1**	**2**	0	**3**	0	0	0	0	12
08:15 AM	**3**	0	5	8	0	**3**	**1**	**4**	1	0	0	1	2	0	0	2	**15**
08:30 AM	1	0	**11**	**12**	0	0	0	0	0	0	0	0	3	0	0	3	15
08:45 AM	1	0	2	3	0	2	0	2	0	2	0	2	**4**	**1**	0	**5**	12
Total Volume	7	0	22	29	1	7	1	9	2	4	0	6	9	1	0	10	54
% App. Total	24.1	0	75.9		11.1	77.8	11.1		33.3	66.7	0		90	10	0		
PHF	.583	.000	.500	.604	.250	.583	.250	.563	.500	.500	.000	.500	.563	.250	.000	.500	.900



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
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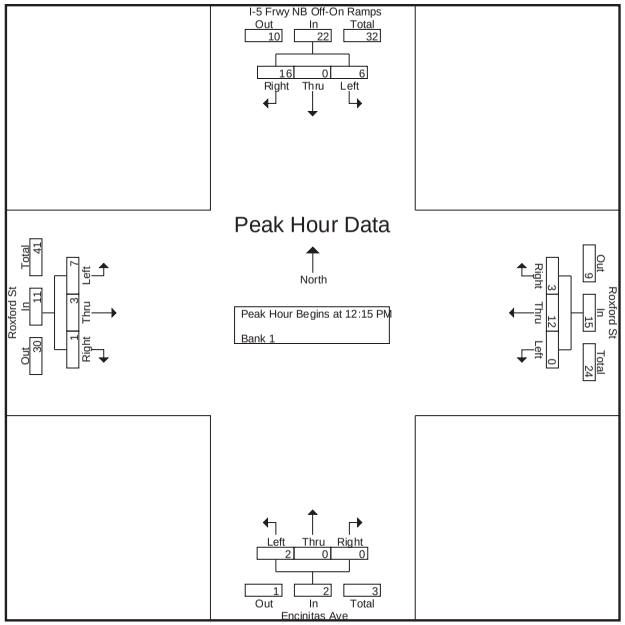
	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**2**	0	**9**	**11**	0	2	**1**	3	0	0	0	0	**4**	**1**	0	**5**	**19**
12:30 PM	2	0	3	5	0	4	0	4	0	0	0	0	0	1	**1**	2	11
12:45 PM	1	0	2	3	0	**5**	1	**6**	**1**	0	0	**1**	0	1	0	1	11
01:00 PM	1	0	2	3	0	1	1	2	1	0	0	1	3	0	0	3	9
Total Volume	6	0	16	22	0	12	3	15	2	0	0	2	7	3	1	11	50
% App. Total	27.3	0	72.7		0	80	20		100	0	0		63.6	27.3	9.1		
PHF	.750	.000	.444	.500	.000	.600	.750	.625	.500	.000	.000	.500	.438	.750	.250	.550	.658



CITY TRAFFIC COUNTERS

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File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_3-Axle
Site Code : 00000000
Start Date : 11/15/2016
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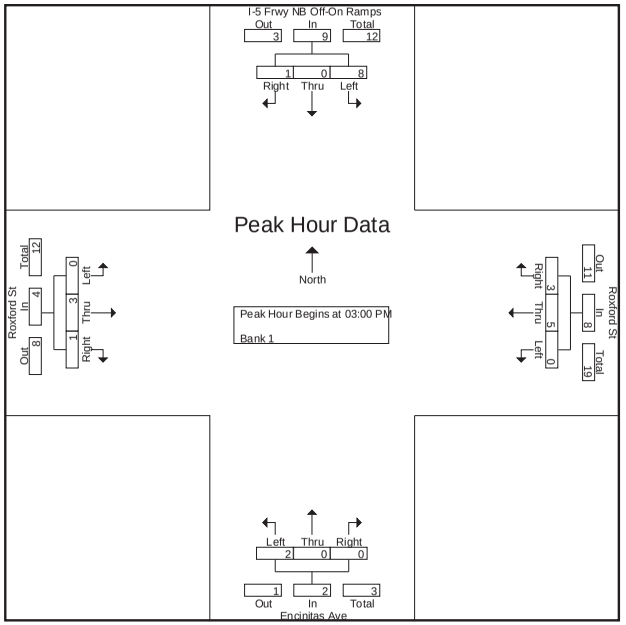
	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	0	0	1	0	**2**	0	2	**2**	0	0	**2**	0	**2**	0	**2**	7
03:15 PM	**4**	0	0	**4**	0	1	**2**	**3**	0	0	0	0	0	0	**1**	1	**8**
03:30 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
03:45 PM	1	0	**1**	2	0	1	1	2	0	0	0	0	0	1	0	1	5
Total Volume	8	0	1	9	0	5	3	8	2	0	0	2	0	3	1	4	23
% App. Total	88.9	0	11.1		0	62.5	37.5		100	0	0		0	75	25		
PHF	.500	.000	.250	.563	.000	.625	.375	.667	.250	.000	.000	.250	.000	.375	.250	.500	.719



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Unshifted

	I-5 Frwy NB Off-On Ramps Southbound			Roxford St Westbound			Encinitas Ave Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	6	0	4	4	1	0	0	0	1	0	17
07:15 AM	0	0	3	0	2	0	0	0	0	0	0	0	5
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	2	0	1	0	1	0	0	0	1	0	5
Total	1	0	11	0	8	4	2	0	0	0	2	0	28
08:00 AM	1	0	2	0	2	0	0	0	0	0	1	0	6
08:15 AM	0	0	5	0	3	0	0	0	0	0	2	0	10
08:30 AM	0	0	3	0	1	0	1	0	0	0	0	0	5
08:45 AM	1	0	2	0	0	0	0	0	0	0	1	0	4
Total	2	0	12	0	6	0	1	0	0	0	4	0	25
09:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	1	0	4	0	0	0	1	0	0	0	2	0	8
09:45 AM	0	0	4	0	1	1	0	1	0	0	1	0	8
Total	2	0	8	0	1	1	1	1	0	0	3	0	17
12:00 PM	0	0	3	0	0	1	0	0	0	0	4	0	8
12:15 PM	3	0	0	0	1	1	0	0	0	0	0	0	5
12:30 PM	2	0	7	0	1	1	0	0	0	0	0	0	11
12:45 PM	0	0	5	0	1	0	1	0	0	0	2	0	9
Total	5	0	15	0	3	3	1	0	0	0	6	0	33
01:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15 PM	2	0	0	0	0	0	0	0	0	0	2	0	4
01:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	3
01:45 PM	1	0	1	0	0	0	1	0	0	0	0	0	3
Total	6	0	2	0	0	0	1	0	0	0	2	0	11
03:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
03:15 PM	1	0	3	0	0	0	0	0	0	0	2	1	7
03:30 PM	3	0	0	0	0	0	0	1	1	0	0	1	6
03:45 PM	5	0	1	0	1	0	0	0	0	0	0	1	8
Total	9	1	4	0	1	0	0	1	1	0	3	3	23
04:00 PM	3	1	1	0	0	0	0	1	0	0	0	0	6
04:15 PM	1	0	1	0	1	0	0	0	0	0	1	0	4
04:30 PM	0	0	3	0	0	0	0	0	0	0	1	0	4
04:45 PM	2	0	0	0	1	0	0	0	0	0	2	0	5
Total	6	1	5	0	2	0	0	1	0	0	4	0	19
05:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	3	1	0	0	1	0	0	0	0	0	0	0	5
05:30 PM	3	0	0	0	0	0	0	1	0	0	0	0	4
05:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	2
Total	10	1	0	0	1	0	0	1	1	0	0	0	14
Grand Total	41	3	57	0	22	8	6	4	2	0	24	3	170
Apprch %	40.6	3	56.4	0	73.3	26.7	50	33.3	16.7	0	88.9	11.1	
Total %	24.1	1.8	33.5	0	12.9	4.7	3.5	2.4	1.2	0	14.1	1.8	

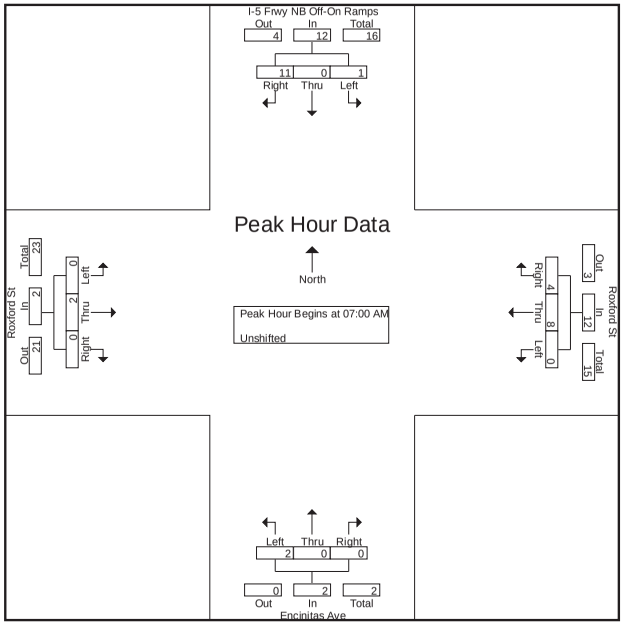
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_4-Axle
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	**6**	**7**	0	**4**	**4**	**8**	**1**	0	0	**1**	0	**1**	0	**1**	**17**
07:15 AM	0	0	3	3	0	2	0	2	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	2	2	0	1	0	1	1	0	0	1	0	1	0	1	5
Total Volume	1	0	11	12	0	8	4	12	2	0	0	2	0	2	0	2	28
% App. Total	8.3	0	91.7		0	66.7	33.3		100	0	0		0	100	0		
PHF	.250	.000	.458	.429	.000	.500	.250	.375	.500	.000	.000	.500	.000	.500	.000	.500	.412

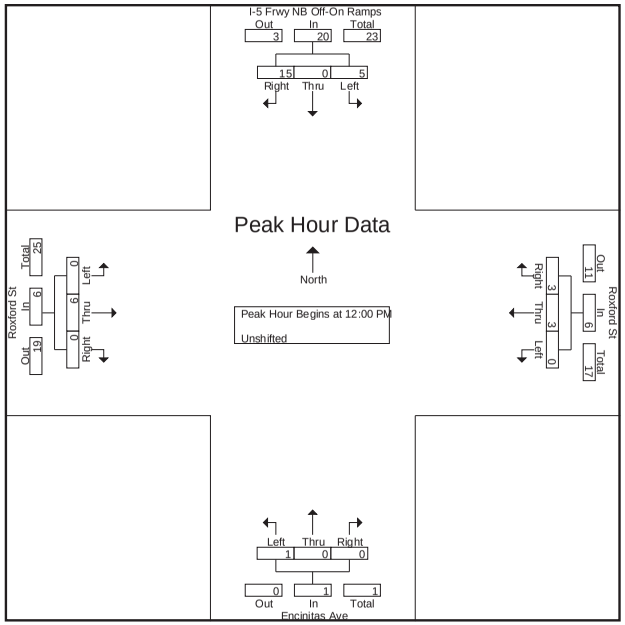


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	3	3	0	0	**1**	1	0	0	0	0	0	**4**	0	**4**	8
12:15 PM	**3**	0	0	3	0	**1**	1	**2**	0	0	0	0	0	0	0	0	5
12:30 PM	2	0	**7**	**9**	0	1	1	2	0	0	0	0	0	0	0	0	**11**
12:45 PM	0	0	5	5	0	1	0	1	**1**	0	0	**1**	0	2	0	2	9
Total Volume	5	0	15	20	0	3	3	6	1	0	0	1	0	6	0	6	33
% App. Total	25	0	75		0	50	50		100	0	0		0	100	0		
PHF	.417	.000	.536	.556	.000	.750	.750	.750	.250	.000	.000	.250	.000	.375	.000	.375	.750

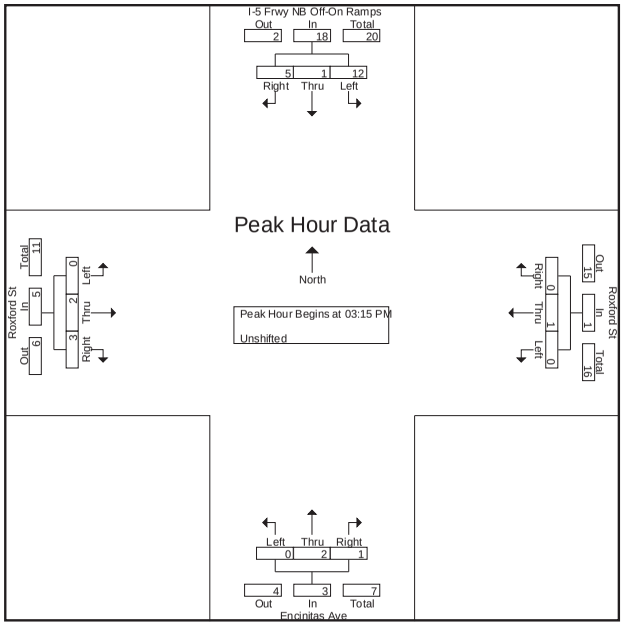


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_4-Axle
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	1	0	**3**	4	0	0	0	0	0	0	0	0	0	**2**	**1**	**3**	7
03:30 PM	3	0	0	3	0	0	0	0	0	**1**	**1**	**2**	0	0	1	1	6
03:45 PM	**5**	0	1	**6**	0	**1**	0	**1**	0	0	0	0	0	0	1	1	**8**
04:00 PM	3	**1**	1	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Total Volume	12	1	5	18	0	1	0	1	0	2	1	3	0	2	3	5	27
% App. Total	66.7	5.6	27.8		0	100	0		0	66.7	33.3		0	40	60		
PHF	.600	.250	.417	.750	.000	.250	.000	.250	.000	.500	.250	.375	.000	.250	.750	.417	.844



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 1

Groups Printed- Bank 2

	I-5 Frwy NB Off-On Ramps Southbound			Roxford St Westbound			Encinitas Ave Northbound			Roxford St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	1	1	0	1	1	0	0	0	1	0	0	7
07:15 AM	1	0	2	0	2	0	1	0	0	0	0	0	6
07:30 AM	1	0	1	0	1	1	0	0	0	1	1	0	6
07:45 AM	3	0	2	0	3	0	1	0	0	0	2	0	11
Total	7	1	6	0	7	2	2	0	0	2	3	0	30
08:00 AM	1	0	2	0	2	2	0	0	0	0	1	0	8
08:15 AM	4	0	4	0	3	0	0	0	0	0	1	0	12
08:30 AM	8	0	1	0	4	2	0	0	0	0	1	0	16
08:45 AM	0	0	8	0	4	0	0	0	0	0	1	0	13
Total	13	0	15	0	13	4	0	0	0	0	4	0	49
09:00 AM	4	0	9	0	5	0	1	0	0	0	1	0	20
09:15 AM	1	0	5	0	3	0	0	0	0	2	2	0	13
09:30 AM	2	0	5	0	5	1	0	0	0	0	0	0	13
09:45 AM	4	0	4	0	2	1	0	0	0	0	3	0	14
Total	11	0	23	0	15	2	1	0	0	2	6	0	60
12:00 PM	2	0	12	0	7	3	1	0	0	0	2	0	27
12:15 PM	1	0	10	0	2	0	0	0	0	1	3	0	17
12:30 PM	5	0	12	0	3	0	0	0	0	0	0	0	20
12:45 PM	2	0	22	0	1	2	0	0	0	0	0	0	27
Total	10	0	56	0	13	5	1	0	0	1	5	0	91
01:00 PM	3	0	11	0	2	2	0	0	0	0	0	0	18
01:15 PM	3	0	11	0	3	1	0	0	0	1	1	0	20
01:30 PM	3	0	10	0	4	1	0	0	0	0	2	0	20
01:45 PM	3	0	12	0	4	0	0	0	0	0	2	0	21
Total	12	0	44	0	13	4	0	0	0	1	5	0	79
03:00 PM	3	0	5	0	2	0	0	0	0	1	1	0	12
03:15 PM	2	0	6	0	1	2	0	0	0	0	2	0	13
03:30 PM	3	0	2	0	4	0	0	0	0	0	1	0	10
03:45 PM	2	0	4	0	3	0	0	0	0	0	0	0	9
Total	10	0	17	0	10	2	0	0	0	1	4	0	44
04:00 PM	2	0	0	0	1	0	0	0	0	0	0	0	3
04:15 PM	2	0	3	0	1	0	0	0	0	0	1	0	7
04:30 PM	2	0	1	0	0	1	0	0	0	0	0	0	4
04:45 PM	1	0	0	0	3	0	0	0	0	1	0	0	5
Total	7	0	4	0	5	1	0	0	0	1	1	0	19
05:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:30 PM	1	0	0	0	0	1	0	0	0	1	1	0	4
05:45 PM	2	0	0	0	0	0	0	0	0	1	1	0	4
Total	3	0	0	0	1	1	0	0	0	3	4	0	12
Grand Total	73	1	165	0	77	21	4	0	0	11	32	0	384
Apprch %	30.5	0.4	69	0	78.6	21.4	100	0	0	25.6	74.4	0	
Total %	19	0.3	43	0	20.1	5.5	1	0	0	2.9	8.3	0	

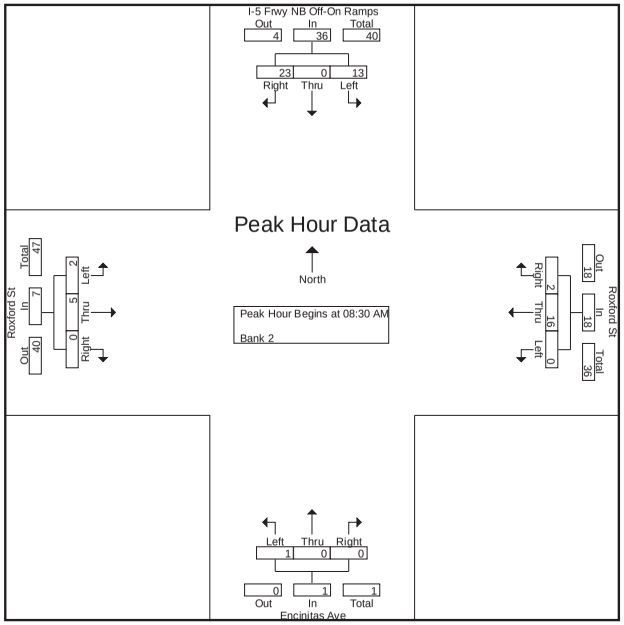
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016

Page No : 2

	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**8**	0	1	9	0	4	**2**	**6**	0	0	0	0	0	1	0	1	16
08:45 AM	0	0	8	8	0	4	0	4	0	0	0	0	0	1	0	1	13
09:00 AM	4	0	**9**	**13**	0	**5**	0	5	**1**	0	0	**1**	0	1	0	1	**20**
09:15 AM	1	0	5	6	0	3	0	3	0	0	0	0	**2**	**2**	0	**4**	13
Total Volume	13	0	23	36	0	16	2	18	1	0	0	1	2	5	0	7	62
% App. Total	36.1	0	63.9		0	88.9	11.1		100	0	0		28.6	71.4	0		
PHF	.406	.000	.639	.692	.000	.800	.250	.750	.250	.000	.000	.250	.250	.625	.000	.438	.775

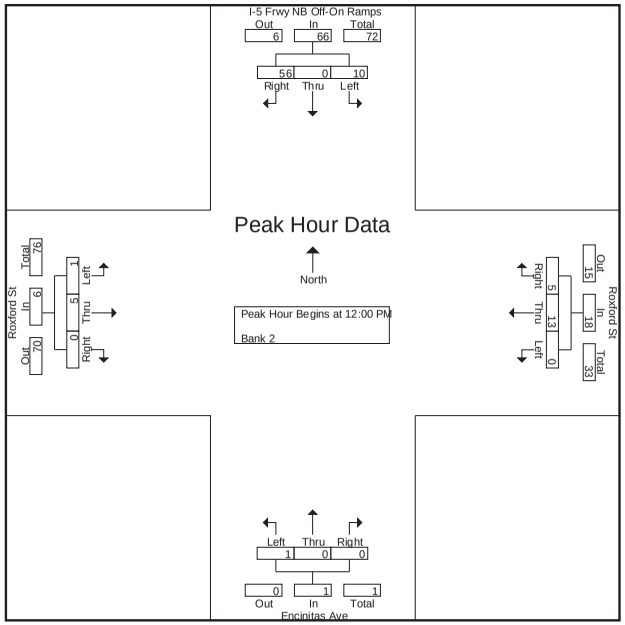


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 3

	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	2	0	12	14	0	**7**	**3**	**10**	**1**	0	0	**1**	0	2	0	2	**27**
12:15 PM	1	0	10	11	0	2	0	2	0	0	0	0	**1**	**3**	0	**4**	17
12:30 PM	**5**	0	12	17	0	3	0	3	0	0	0	0	0	0	0	0	20
12:45 PM	2	0	**22**	**24**	0	1	2	3	0	0	0	0	0	0	0	0	27
Total Volume	10	0	56	66	0	13	5	18	1	0	0	1	1	5	0	6	91
% App. Total	15.2	0	84.8		0	72.2	27.8		100	0	0		16.7	83.3	0		
PHF	.500	.000	.636	.688	.000	.464	.417	.450	.250	.000	.000	.250	.250	.417	.000	.375	.843

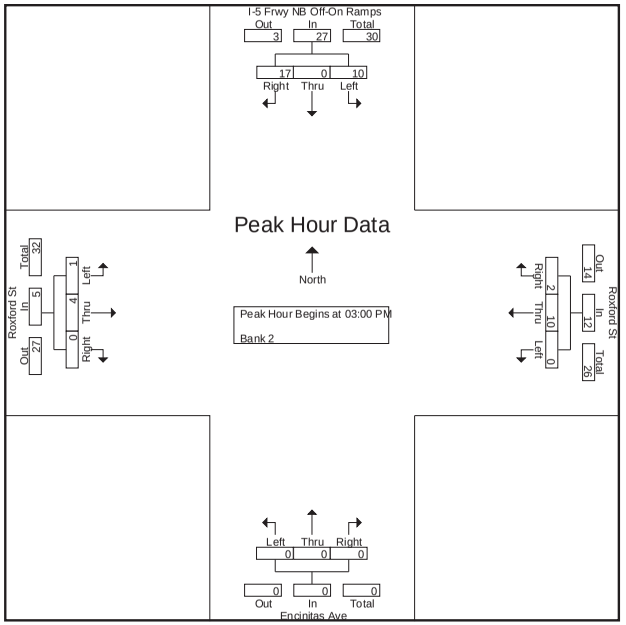


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 51_I-5FrwyNBRamps-Encinitas_Roxford_5+-Axles
Site Code : 00000000
Start Date : 11/15/2016
Page No : 4

	I-5 Frwy NB Off-On Ramps Southbound				Roxford St Westbound				Encinitas Ave Northbound				Roxford St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**3**	0	5	**8**	0	2	0	2	0	0	0	0	**1**	1	0	**2**	12
03:15 PM	2	0	**6**	8	0	1	**2**	3	0	0	0	0	0	**2**	0	2	**13**
03:30 PM	3	0	2	5	0	**4**	0	**4**	0	0	0	0	0	1	0	1	10
03:45 PM	2	0	4	6	0	3	0	3	0	0	0	0	0	0	0	0	9
Total Volume	10	0	17	27	0	10	2	12	0	0	0	0	1	4	0	5	44
% App. Total	37	0	63		0	83.3	16.7		0	0	0		20	80	0		
PHF	.833	.000	.708	.844	.000	.625	.250	.750	.000	.000	.000	.000	.250	.500	.000	.625	.846



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

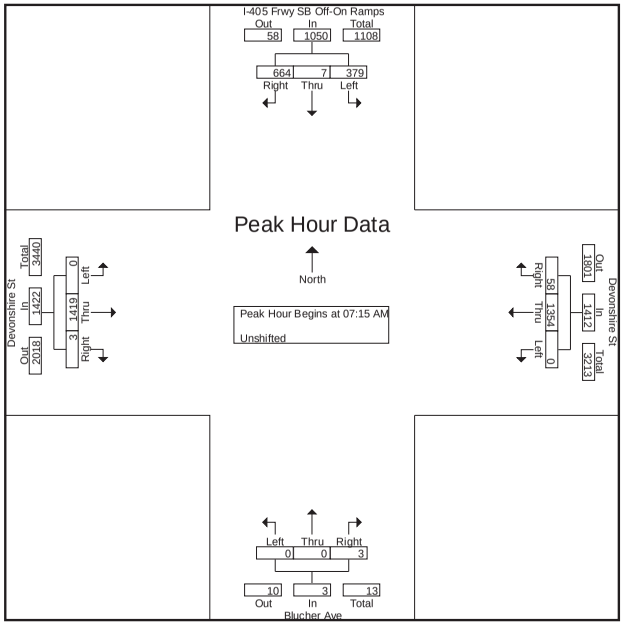
Groups Printed- Unshifted

	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	77	1	148	0	310	15	0	0	2	0	265	0	818
07:15 AM	80	2	185	0	354	8	0	0	0	0	320	1	950
07:30 AM	82	1	167	0	370	14	0	0	1	0	342	0	977
07:45 AM	118	2	160	0	325	22	0	0	1	0	359	2	989
Total	357	6	660	0	1359	59	0	0	4	0	1286	3	3734
08:00 AM	99	2	152	0	305	14	0	0	1	0	398	0	971
08:15 AM	101	0	202	0	254	11	0	0	1	0	332	0	901
08:30 AM	96	1	195	0	235	12	0	0	3	0	240	1	783
08:45 AM	76	0	163	0	184	18	0	0	2	0	191	3	637
Total	372	3	712	0	978	55	0	0	7	0	1161	4	3292
09:00 AM	64	1	143	0	124	16	0	0	3	0	196	1	548
09:15 AM	61	2	121	0	176	24	0	0	2	0	150	1	537
09:30 AM	58	0	129	0	168	27	0	0	0	0	131	1	514
09:45 AM	55	1	109	0	145	30	0	0	0	0	150	0	490
Total	238	4	502	0	613	97	0	0	5	0	627	3	2089
03:00 PM	38	3	52	0	263	33	0	0	5	0	330	2	726
03:15 PM	32	1	48	0	260	39	0	0	1	0	375	1	757
03:30 PM	48	0	54	0	270	47	0	0	1	0	327	15	762
03:45 PM	58	0	44	0	270	26	0	0	0	0	356	3	757
Total	176	4	198	0	1063	145	0	0	7	0	1388	21	3002
04:00 PM	58	1	75	0	274	15	0	0	4	0	378	7	812
04:15 PM	56	1	45	0	289	23	0	0	6	0	375	16	811
04:30 PM	57	1	53	0	257	22	0	0	8	0	384	2	784
04:45 PM	52	0	65	0	260	35	0	0	3	0	379	7	801
Total	223	3	238	0	1080	95	0	0	21	0	1516	32	3208
05:00 PM	56	0	68	0	290	42	0	0	6	0	366	8	836
05:15 PM	62	2	94	0	265	39	0	0	9	0	419	6	896
05:30 PM	60	0	103	0	266	26	0	0	13	0	389	5	862
05:45 PM	62	1	121	0	245	22	0	0	6	0	329	7	793
Total	240	3	386	0	1066	129	0	0	34	0	1503	26	3387
Grand Total	1606	23	2696	0	6159	580	0	0	78	0	7481	89	18712
Apprch %	37.1	0.5	62.3	0	91.4	8.6	0	0	100	0	98.8	1.2	
Total %	8.6	0.1	14.4	0	32.9	3.1	0	0	0.4	0	40	0.5	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	80	**2**	**185**	267	0	354	8	362	0	0	0	0	0	320	1	321	950
07:30 AM	82	1	167	250	0	**370**	14	**384**	0	0	**1**	**1**	0	342	0	342	977
07:45 AM	**118**	2	160	**280**	0	325	**22**	347	0	0	1	1	0	359	**2**	361	**989**
08:00 AM	99	2	152	253	0	305	14	319	0	0	1	1	0	**398**	0	**398**	971
Total Volume	379	7	664	1050	0	1354	58	1412	0	0	3	3	0	1419	3	1422	3887
% App. Total	36.1	0.7	63.2		0	95.9	4.1		0	0	100		0	99.8	0.2		
PHF	.803	.875	.897	.938	.000	.915	.659	.919	.000	.000	.750	.750	.000	.891	.375	.893	.983



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Cars_Mid-day
Site Code : 00000000
Start Date : 11/17/2016
Page No : 1

Groups Printed- Unshifted

	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			I-405 Frwy SB On-Ramp Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
12:00 PM	25	0	50	0	174	42	0	0	7	0	217	0	515
12:15 PM	18	0	39	0	191	46	0	0	3	0	210	0	507
12:30 PM	23	0	61	0	184	38	0	0	1	0	230	0	537
12:45 PM	24	0	47	0	228	48	0	0	1	0	161	2	511
Total	90	0	197	0	777	174	0	0	12	0	818	2	2070
01:00 PM	16	0	39	0	198	47	0	0	1	0	279	0	580
01:15 PM	23	0	43	0	185	51	0	0	1	0	224	2	529
01:30 PM	25	0	30	0	196	39	0	0	7	0	230	3	530
01:45 PM	27	0	43	0	187	42	0	0	1	0	215	0	515
Total	91	0	155	0	766	179	0	0	10	0	948	5	2154
Grand Total	181	0	352	0	1543	353	0	0	22	0	1766	7	4224
Apprch %	34	0	66	0	81.4	18.6	0	0	100	0	99.6	0.4	
Total %	4.3	0	8.3	0	36.5	8.4	0	0	0.5	0	41.8	0.2	

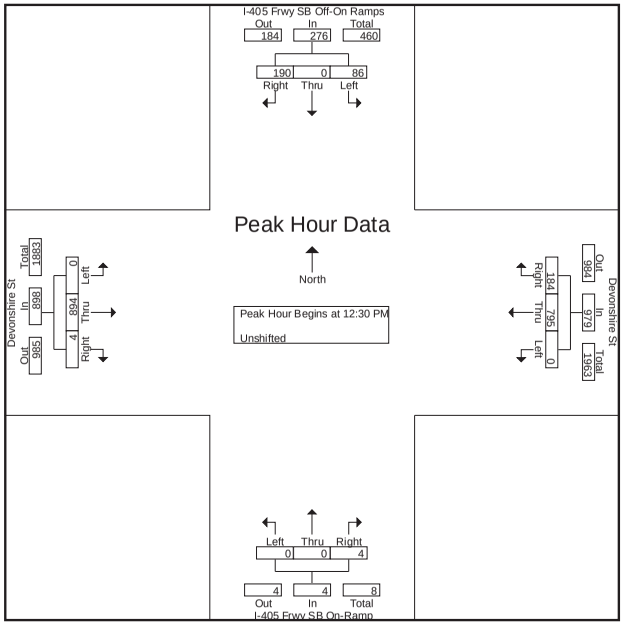
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Cars_Mid-day
Site Code : 00000000
Start Date : 11/17/2016

Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				I-405 Frwy SB On-Ramp Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	23	0	**61**	**84**	0	184	38	222	0	0	**1**	**1**	0	230	0	230	537
12:45 PM	**24**	0	47	71	0	**228**	48	**276**	0	0	1	1	0	161	**2**	163	511
01:00 PM	16	0	39	55	0	198	47	245	0	0	1	1	0	**279**	0	**279**	**580**
01:15 PM	23	0	43	66	0	185	**51**	236	0	0	1	1	0	224	2	226	529
Total Volume	86	0	190	276	0	795	184	979	0	0	4	4	0	894	4	898	2157
% App. Total	31.2	0	68.8		0	81.2	18.8		0	0	100		0	99.6	0.4		
PHF	.896	.000	.779	.821	.000	.872	.902	.887	.000	.000	1.00	1.00	.000	.801	.500	.805	.930

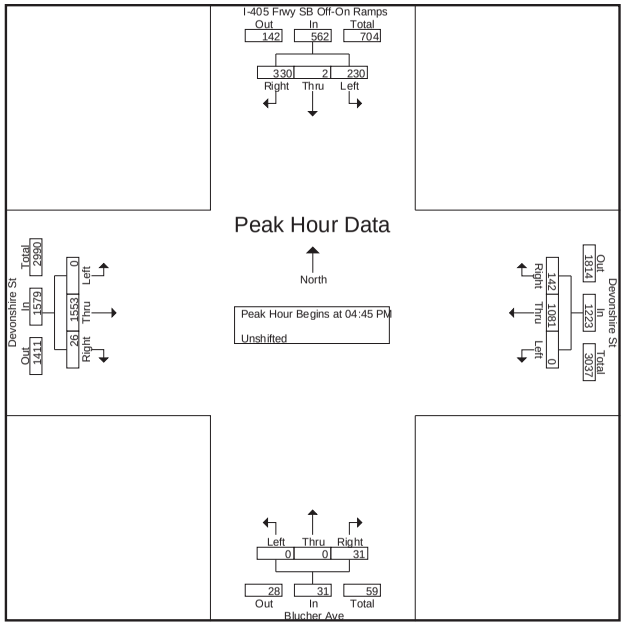


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	52	0	65	117	0	260	35	295	0	0	3	3	0	379	7	386	801
05:00 PM	56	0	68	124	0	**290**	**42**	**332**	0	0	6	6	0	366	**8**	374	836
05:15 PM	**62**	**2**	94	158	0	265	39	304	0	0	9	9	0	**419**	6	**425**	**896**
05:30 PM	60	0	**103**	**163**	0	266	26	292	0	0	**13**	**13**	0	389	5	394	862
Total Volume	230	2	330	562	0	1081	142	1223	0	0	31	31	0	1553	26	1579	3395
% App. Total	40.9	0.4	58.7		0	88.4	11.6		0	0	100		0	98.4	1.6		
PHF	.927	.250	.801	.862	.000	.932	.845	.921	.000	.000	.596	.596	.000	.927	.813	.929	.947



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 1

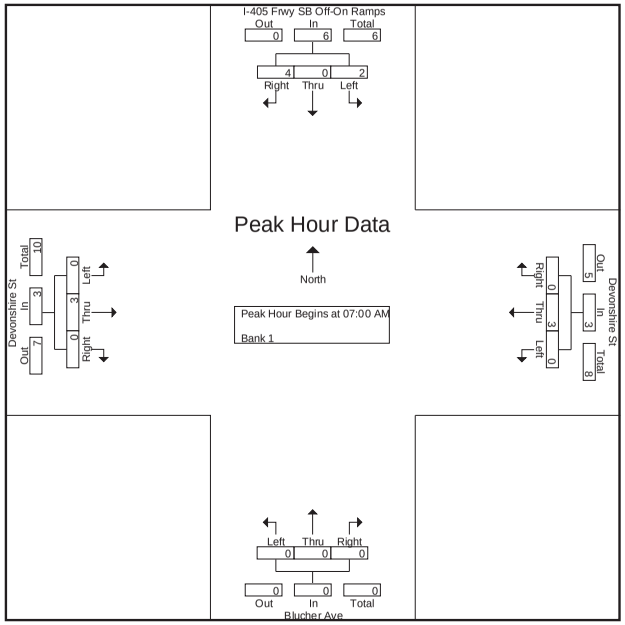
	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	0	1	0	0	0	0	0	2	0	4
07:45 AM	2	0	3	0	1	0	0	0	0	0	0	0	6
Total	2	0	4	0	3	0	0	0	0	0	3	0	12
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	1	0	2	1	0	0	0	0	1	0	5
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
Total	0	0	0	0	2	0	0	0	0	0	4	0	6
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30 PM	1	0	0	0	0	0	0	0	0	0	2	0	3
Total	1	0	0	0	1	0	0	0	0	0	2	0	4
03:00 PM	0	0	1	0	0	0	0	0	0	0	2	0	3
03:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
03:30 PM	1	0	0	0	2	0	0	0	0	0	2	0	5
Total	1	0	1	0	4	0	0	0	0	0	4	0	10
04:00 PM	0	0	0	1	3	0	0	0	0	0	0	0	4
04:30 PM	1	0	1	0	2	0	0	0	1	0	0	1	6
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	1	1	5	0	0	0	1	0	0	1	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	0	0	0	0	0	4	0	6
Grand Total	6	0	7	1	19	1	0	0	1	0	19	1	55
Apprch %	46.2	0	53.8	4.8	90.5	4.8	0	0	100	0	95	5	
Total %	10.9	0	12.7	1.8	34.5	1.8	0	0	1.8	0	34.5	1.8	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	**2**	0	**2**	4
07:45 AM	**2**	0	**3**	**5**	0	1	0	1	0	0	0	0	0	0	0	0	**6**
Total Volume	2	0	4	6	0	3	0	3	0	0	0	0	0	3	0	3	12
% App. Total	33.3	0	66.7		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.333	.300	.000	.750	.000	.750	.000	.000	.000	.000	.000	.375	.000	.375	.500



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Motorcycles_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016
Page No : 1

Groups Printed- Bank 1

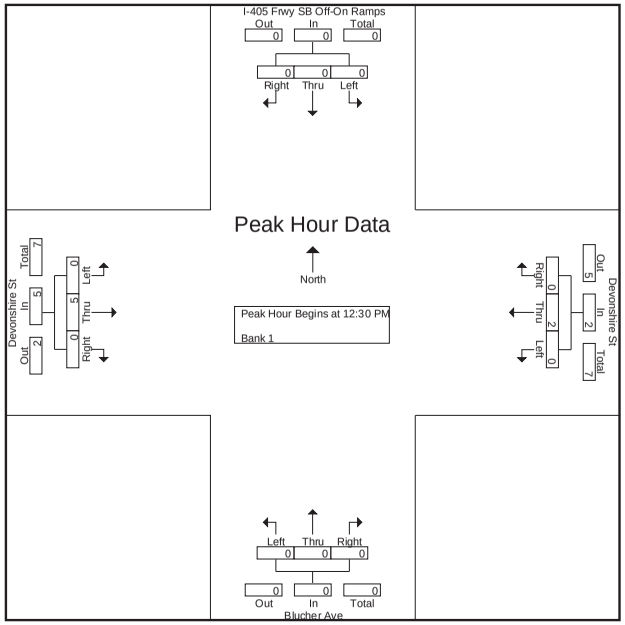
	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
01:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	4	0	5
Grand Total	0	0	0	0	4	0	0	0	0	0	6	0	10
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	40	0	0	0	0	0	60	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Motorcycles_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016
Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.583



CITY TRAFFIC COUNTERS

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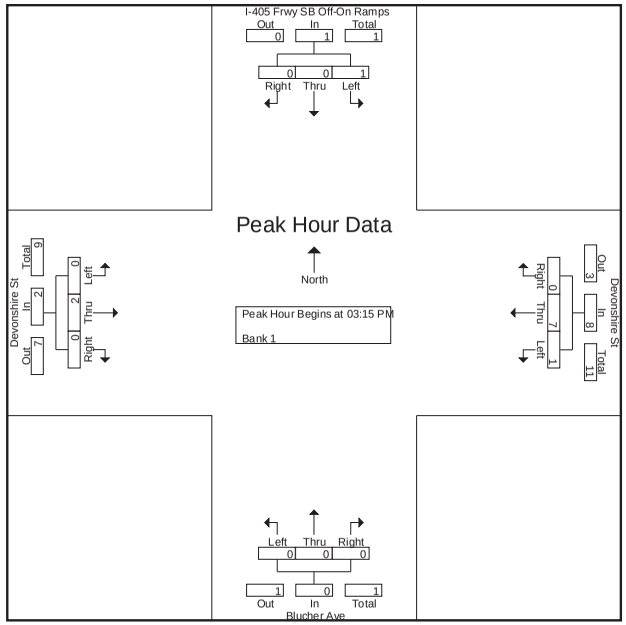
File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
03:30 PM	**1**	0	0	**1**	0	2	0	2	0	0	0	0	0	**2**	0	**2**	**5**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	0	0	0	0	4
Total Volume	1	0	0	1	1	7	0	8	0	0	0	0	0	2	0	2	11
% App. Total	100	0	0		12.5	87.5	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.250	.583	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.550



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 2

	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
07:15 AM	0	0	0	0	5	0	0	0	0	0	1	0	6
07:30 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
07:45 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
Total	0	0	0	0	16	0	0	0	0	0	6	0	22
08:00 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
08:15 AM	1	0	0	0	2	0	0	0	0	0	6	0	9
08:30 AM	1	0	0	0	2	0	0	0	0	0	2	0	5
08:45 AM	1	0	0	0	0	0	0	0	0	0	2	0	3
Total	3	0	0	0	6	0	0	0	0	0	13	0	22
09:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	4	0	5
03:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
03:15 PM	1	0	0	0	2	0	0	0	0	0	3	0	6
03:30 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
03:45 PM	0	0	0	0	0	1	0	0	0	0	3	0	4
Total	1	0	0	0	6	1	0	0	0	0	11	0	19
04:00 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
04:15 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
04:30 PM	0	0	0	0	2	1	0	0	0	0	3	0	6
04:45 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	0	8	1	0	0	0	0	10	0	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:30 PM	1	0	0	0	0	0	0	0	0	0	3	0	4
Total	1	0	0	0	1	0	0	0	0	0	7	0	9
Grand Total	5	0	0	0	38	2	0	0	0	0	51	0	96
Apprch %	100	0	0	0	95	5	0	0	0	0	100	0	
Total %	5.2	0	0	0	39.6	2.1	0	0	0	0	53.1	0	

CITY TRAFFIC COUNTERS

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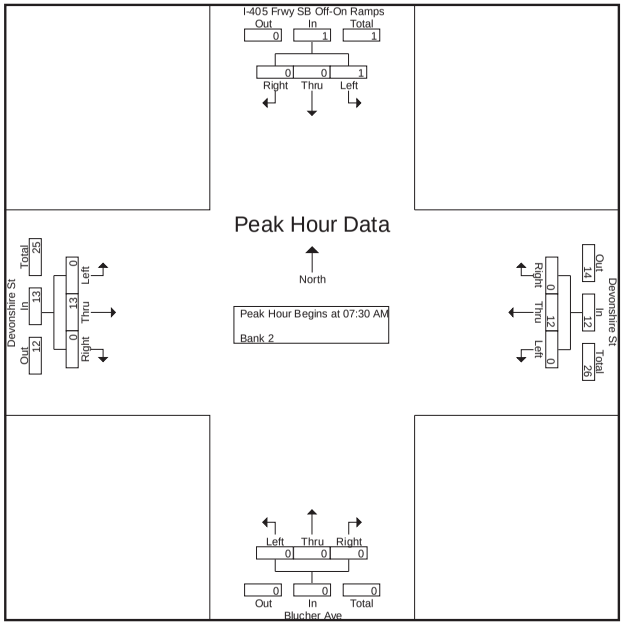
File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016

Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2	6
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:15 AM	**1**	0	0	**1**	0	2	0	2	0	0	0	0	0	**6**	0	**6**	**9**
Total Volume	1	0	0	1	0	12	0	12	0	0	0	0	0	13	0	13	26
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.542	.000	.542	.722



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Buses_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016
Page No : 1

Groups Printed- Bank 1

	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
01:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	4	0	5
Grand Total	0	0	0	0	4	0	0	0	0	0	6	0	10
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	40	0	0	0	0	0	60	0	

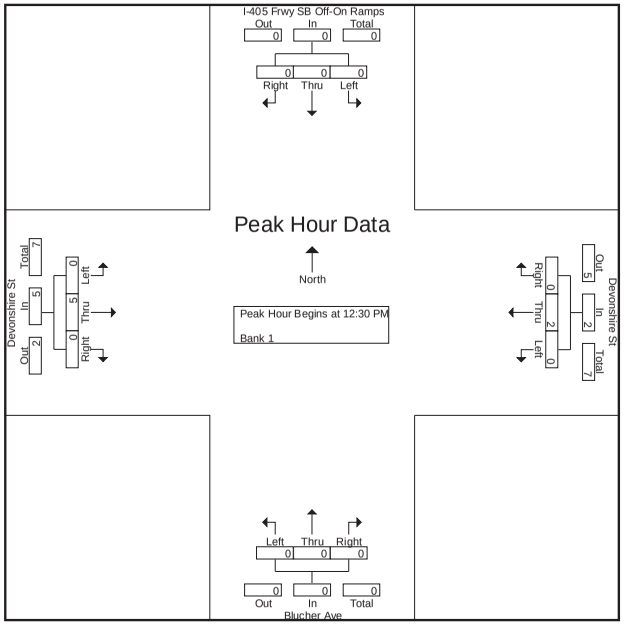
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Buses_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016

Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.583

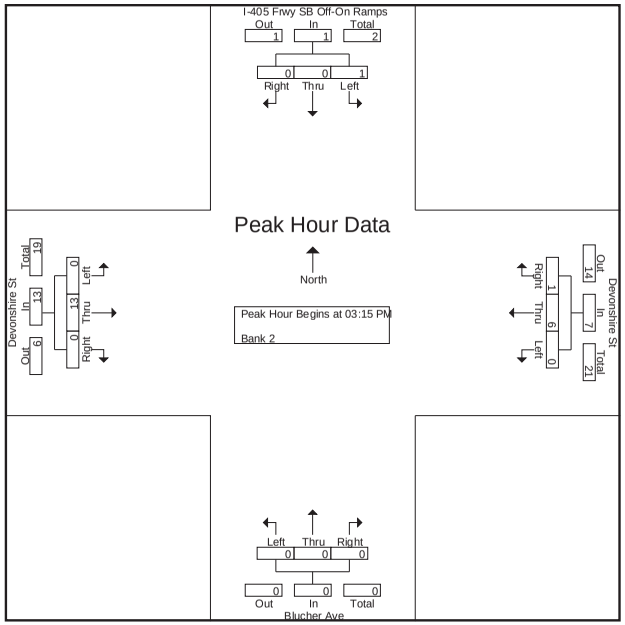


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	0	3	0	3	**6**
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
03:45 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	3	0	3	4
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**4**	0	**4**	6
Total Volume	1	0	0	1	0	6	1	7	0	0	0	0	0	13	0	13	21
% App. Total	100	0	0		0	85.7	14.3		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.750	.250	.875	.000	.000	.000	.000	.000	.813	.000	.813	.875



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Unshifted

	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	2	0	2	1	0	0	0	0	3	0	8
07:15 AM	0	0	1	0	7	1	0	0	0	0	3	0	12
07:30 AM	0	0	2	0	5	1	0	0	0	0	2	0	10
07:45 AM	1	1	1	0	3	0	0	0	1	0	1	0	8
Total	1	1	6	0	17	3	0	0	1	0	9	0	38
08:00 AM	0	0	4	0	6	0	0	0	0	0	2	0	12
08:15 AM	1	0	3	0	2	3	0	0	0	0	2	0	11
08:30 AM	1	0	2	0	3	0	0	0	0	0	4	0	10
08:45 AM	2	0	2	0	7	2	0	0	0	0	6	0	19
Total	4	0	11	0	18	5	0	0	0	0	14	0	52
09:00 AM	1	0	1	0	2	1	0	0	0	0	4	0	9
09:15 AM	1	0	3	0	6	0	0	0	0	0	4	0	14
09:30 AM	1	0	1	0	4	1	0	0	0	0	2	0	9
09:45 AM	0	0	2	0	6	0	0	0	0	0	2	0	10
Total	3	0	7	0	18	2	0	0	0	0	12	0	42
03:00 PM	1	0	2	0	3	1	0	0	0	0	1	0	8
03:15 PM	0	0	2	0	2	0	0	0	0	0	1	0	5
03:30 PM	1	0	1	0	4	1	0	0	0	0	2	0	9
03:45 PM	2	0	2	0	5	0	0	0	0	0	12	0	21
Total	4	0	7	0	14	2	0	0	0	0	16	0	43
04:00 PM	1	0	1	0	5	1	0	0	0	0	5	0	13
04:15 PM	0	0	2	0	2	0	0	0	1	0	3	0	8
04:30 PM	1	0	0	0	2	0	0	0	0	0	2	0	5
04:45 PM	0	0	1	0	4	0	0	0	0	0	7	0	12
Total	2	0	4	0	13	1	0	0	1	0	17	0	38
05:00 PM	0	0	6	0	2	0	0	0	1	0	0	0	9
05:15 PM	1	0	4	0	2	0	0	0	0	0	7	0	14
05:30 PM	0	0	2	0	1	0	0	0	0	0	2	0	5
05:45 PM	1	0	1	0	1	0	0	0	0	0	3	0	6
Total	2	0	13	0	6	0	0	0	1	0	12	0	34
Grand Total	16	1	48	0	86	13	0	0	3	0	80	0	247
Apprch %	24.6	1.5	73.8	0	86.9	13.1	0	0	100	0	100	0	
Total %	6.5	0.4	19.4	0	34.8	5.3	0	0	1.2	0	32.4	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
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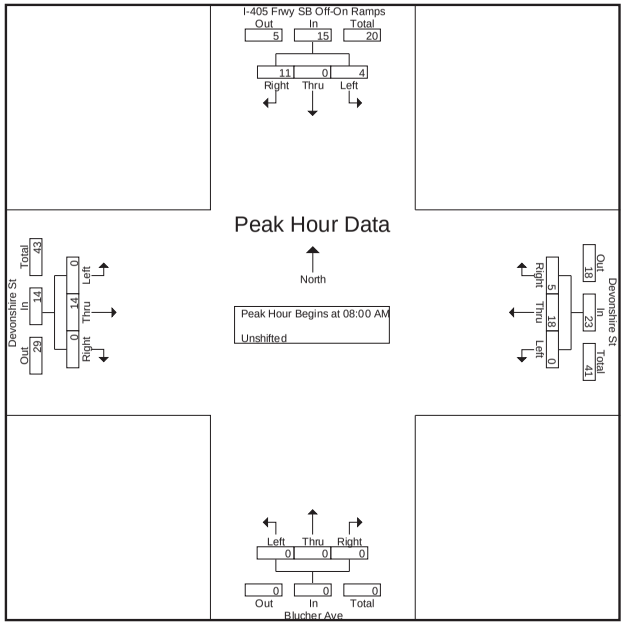
	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	**4**	**4**	0	6	0	6	0	0	0	0	0	2	0	2	12
08:15 AM	1	0	3	4	0	2	**3**	5	0	0	0	0	0	2	0	2	11
08:30 AM	1	0	2	3	0	3	0	3	0	0	0	0	0	4	0	4	10
08:45 AM	**2**	0	2	4	0	**7**	2	**9**	0	0	0	0	0	**6**	0	**6**	**19**
Total Volume	4	0	11	15	0	18	5	23	0	0	0	0	0	14	0	14	52
% App. Total	26.7	0	73.3		0	78.3	21.7		0	0	0		0	100	0		
PHF	.500	.000	.688	.938	.000	.643	.417	.639	.000	.000	.000	.000	.000	.583	.000	.583	.684



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_2-Axle_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016
Page No : 1

Groups Printed- Unshifted

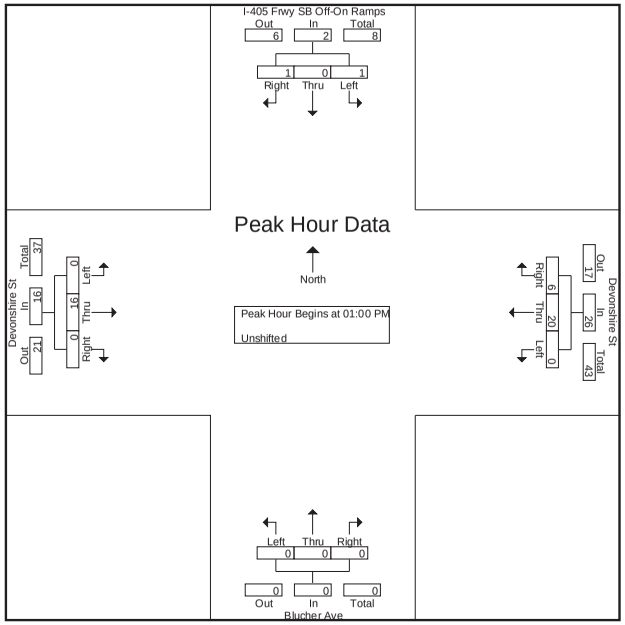
	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
12:00 PM	0	0	1	0	6	0	0	0	1	0	4	0	12
12:15 PM	0	0	0	0	3	1	0	0	0	0	1	0	5
12:30 PM	2	0	0	0	1	0	0	0	1	0	2	0	6
12:45 PM	1	0	0	0	2	0	0	0	0	0	3	0	6
Total	3	0	1	0	12	1	0	0	2	0	10	0	29
01:00 PM	0	0	1	0	4	2	0	0	0	0	3	0	10
01:15 PM	1	0	0	0	7	2	0	0	0	0	5	0	15
01:30 PM	0	0	0	0	4	1	0	0	0	0	6	0	11
01:45 PM	0	0	0	0	5	1	0	0	0	0	2	0	8
Total	1	0	1	0	20	6	0	0	0	0	16	0	44
Grand Total	4	0	2	0	32	7	0	0	2	0	26	0	73
Apprch %	66.7	0	33.3	0	82.1	17.9	0	0	100	0	100	0	
Total %	5.5	0	2.7	0	43.8	9.6	0	0	2.7	0	35.6	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_2-Axle_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016
Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	**1**	**1**	0	4	**2**	6	0	0	0	0	0	3	0	3	10
01:15 PM	**1**	0	0	1	0	**7**	2	**9**	0	0	0	0	0	5	0	5	**15**
01:30 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	**6**	0	**6**	11
01:45 PM	0	0	0	0	0	5	1	6	0	0	0	0	0	2	0	2	8
Total Volume	1	0	1	2	0	20	6	26	0	0	0	0	0	16	0	16	44
% App. Total	50	0	50		0	76.9	23.1		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.000	.714	.750	.722	.000	.000	.000	.000	.000	.667	.000	.667	.733

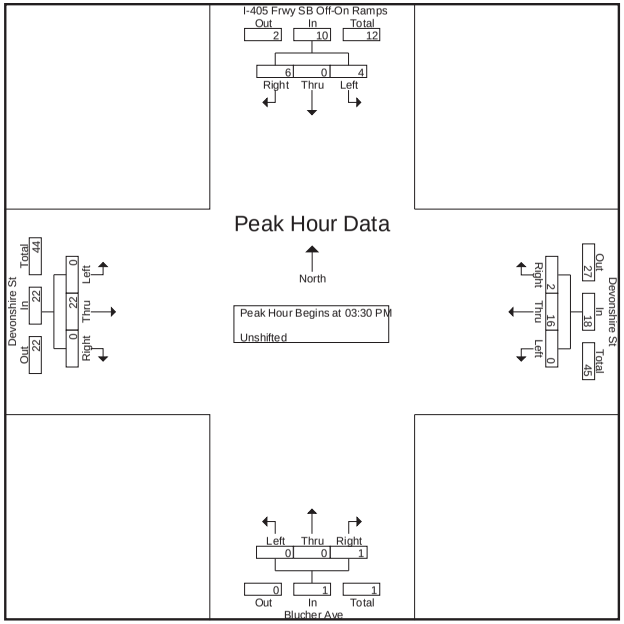


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	1	0	1	2	0	4	**1**	5	0	0	0	0	0	2	0	2	9
03:45 PM	**2**	0	**2**	**4**	0	**5**	0	5	0	0	0	0	0	**12**	0	**12**	**21**
04:00 PM	1	0	1	2	0	5	1	**6**	0	0	0	0	0	5	0	5	13
04:15 PM	0	0	2	2	0	2	0	2	0	0	**1**	**1**	0	3	0	3	8
Total Volume	4	0	6	10	0	16	2	18	0	0	1	1	0	22	0	22	51
% App. Total	40	0	60		0	88.9	11.1		0	0	100		0	100	0		
PHF	.500	.000	.750	.625	.000	.800	.500	.750	.000	.000	.250	.250	.000	.458	.000	.458	.607



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 1

	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	1	0	3
07:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	3
07:45 AM	0	0	2	0	1	0	0	0	0	0	0	0	3
Total	1	0	3	0	3	0	0	0	0	0	2	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
08:30 AM	0	0	0	0	1	0	0	0	0	0	4	0	5
08:45 AM	0	0	1	0	1	0	0	0	0	0	2	0	4
Total	0	0	1	0	2	0	0	0	0	0	13	0	16
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	0	0	0	0	0	1	0	0	0	0	2	0	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	1	0	0	0	0	4	0	5
03:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
Grand Total	2	0	4	0	8	1	0	0	0	0	21	0	36
Apprch %	33.3	0	66.7	0	88.9	11.1	0	0	0	0	100	0	
Total %	5.6	0	11.1	0	22.2	2.8	0	0	0	0	58.3	0	

CITY TRAFFIC COUNTERS

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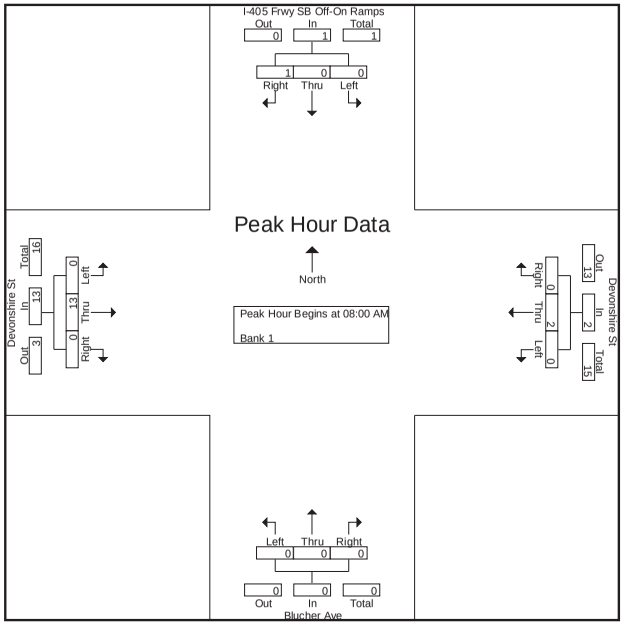
File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016

Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	4
08:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	4	0	4	**5**
08:45 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	2	0	2	4
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	0	13	0	13	16
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.813	.000	.813	.800



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_3-Axle_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016
Page No : 1

Groups Printed- Unshifted

	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
12:00 PM	0	0	1	0	6	0	0	0	1	0	4	0	12
12:15 PM	0	0	0	0	3	1	0	0	0	0	1	0	5
Total	0	0	1	0	9	1	0	0	1	0	5	0	17
01:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
Total	0	0	1	0	1	0	0	0	0	0	2	0	4
Grand Total	0	0	2	0	10	1	0	0	1	0	7	0	21
Apprch %	0	0	100	0	90.9	9.1	0	0	100	0	100	0	
Total %	0	0	9.5	0	47.6	4.8	0	0	4.8	0	33.3	0	

CITY TRAFFIC COUNTERS

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File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_3-Axle_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016

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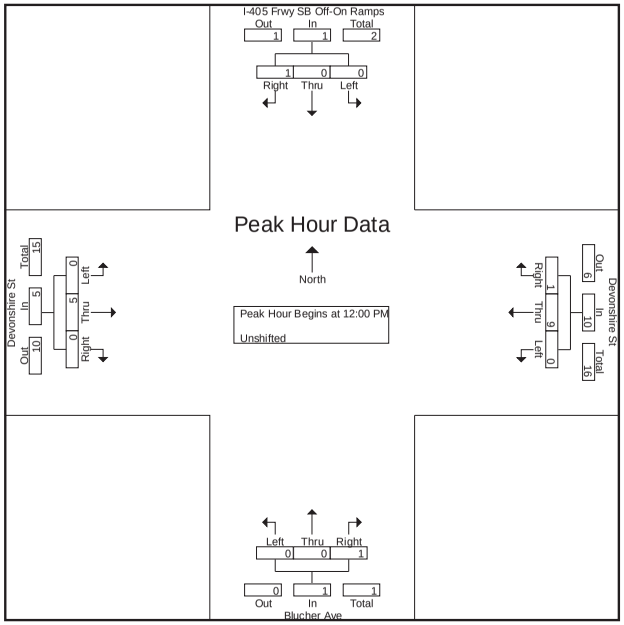
	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	**1**	**1**	0	**6**	0	**6**	0	0	**1**	**1**	0	**4**	0	**4**	**12**
12:15 PM	0	0	0	0	0	3	**1**	4	0	0	0	0	0	1	0	1	5
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	9	1	10	0	0	1	1	0	5	0	5	17
% App. Total	0	0	100		0	90	10		0	0	100		0	100	0		
PHF	.000	.000	.250	.250	.000	.375	.250	.417	.000	.000	.250	.250	.000	.313	.000	.313	.354



CITY TRAFFIC COUNTERS

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File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
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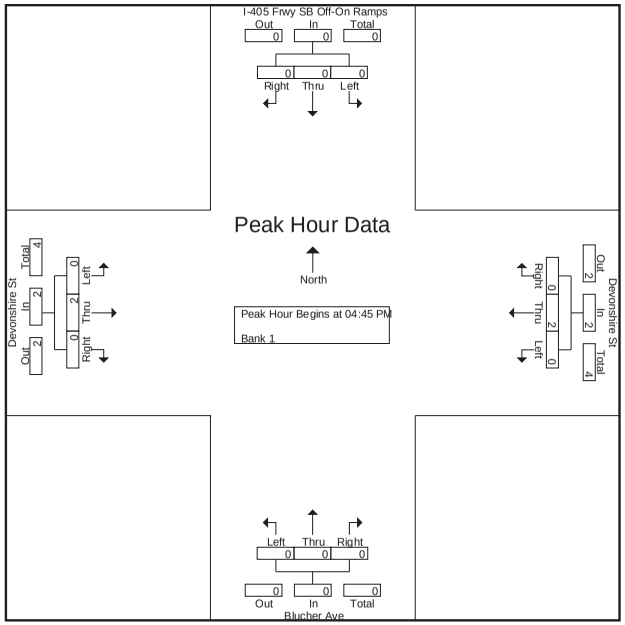
	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	1.00



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Unshifted

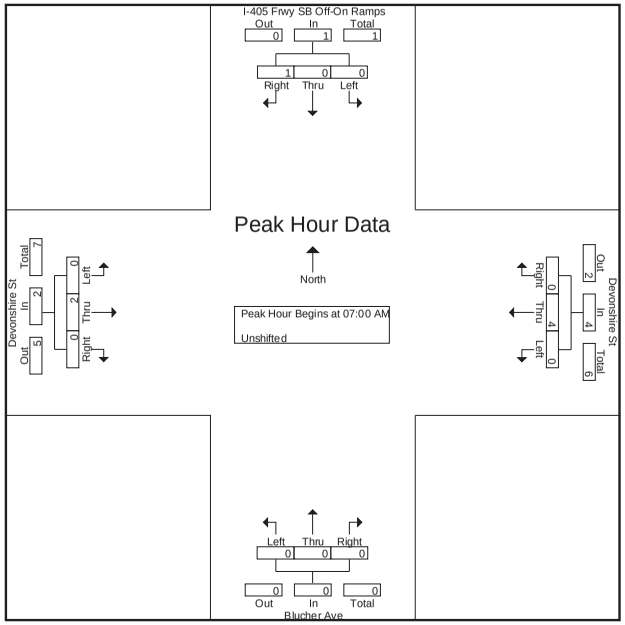
	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
Total	0	0	1	0	4	0	0	0	0	0	2	0	7
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
09:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	1	0	0	0	0	1	0	4
03:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
Grand Total	0	0	1	0	9	1	0	0	0	0	8	0	19
Apprch %	0	0	100	0	90	10	0	0	0	0	100	0	
Total %	0	0	5.3	0	47.4	5.3	0	0	0	0	42.1	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	1	0	4	0	4	0	0	0	0	0	2	0	2	7
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.583



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_4-Axle_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016
Page No : 1

Groups Printed- Unshifted

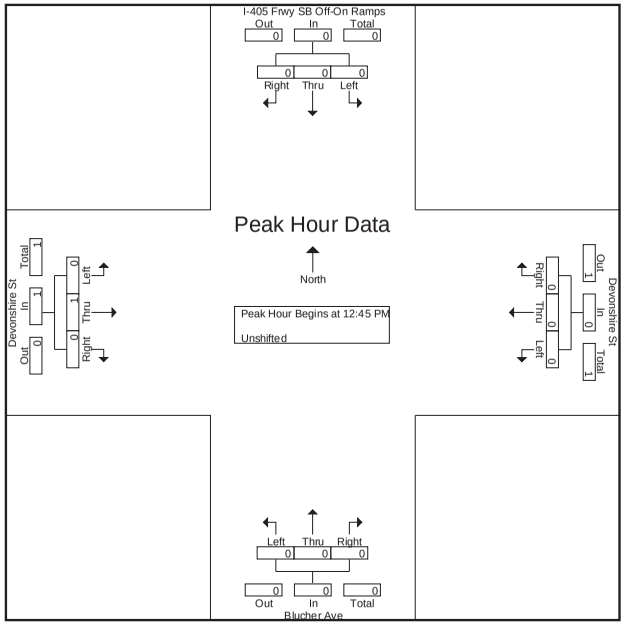
	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	
Total %	0	0	0	0	0	0	0	0	0	0	100	0	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_4-Axle_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016
Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

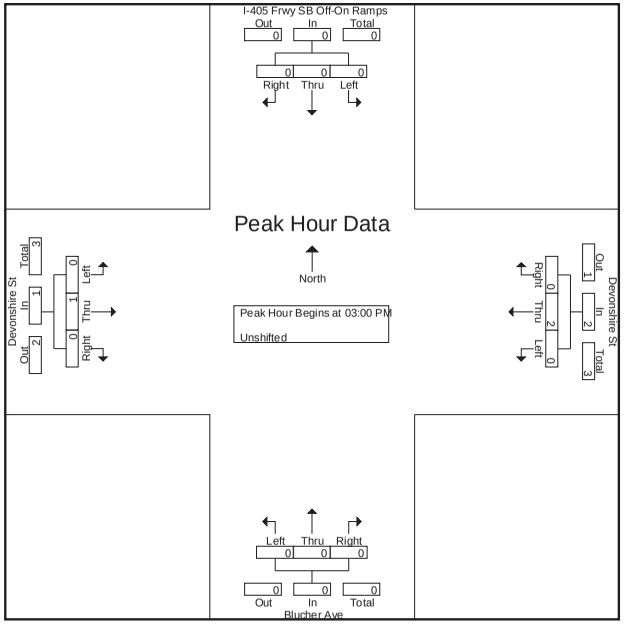


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	1	1	0	4	1	5	0	0	0	0	0	1	0	1	7
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	2	0	1	0	1	0	0	0	0	0	1	0	1	4
Grand Total	4	0	2	6	0	12	1	13	0	0	0	0	0	9	0	9	28
Apprch %	66.7	0	33.3		0	92.3	7.7		0	0	0		0	100	0		
Total %	14.3	0	7.1	21.4	0	42.9	3.6	46.4	0	0	0	0	0	32.1	0	32.1	

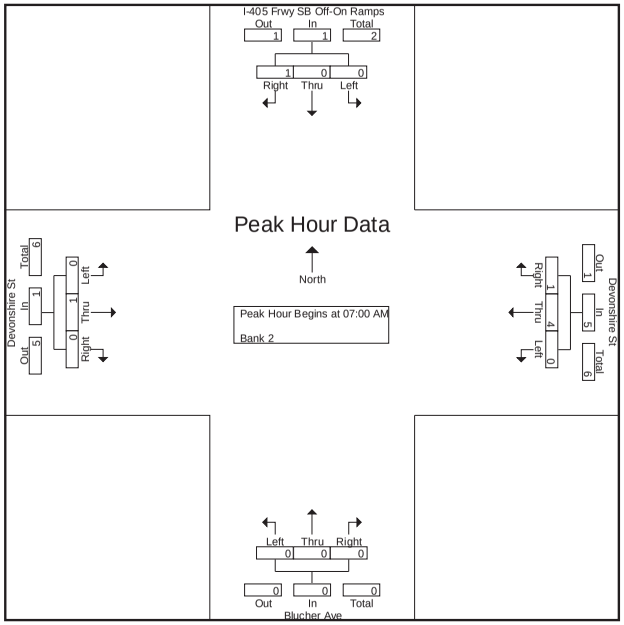
CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016

Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**1**	0	**1**	2
07:45 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	1	0	4	1	5	0	0	0	0	0	1	0	1	7
% App. Total	0	0	100		0	80	20		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.333	.250	.417	.000	.000	.000	.000	.000	.250	.000	.250	.583



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_5+-Axles_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016
Page No : 1

Groups Printed- Unshifted

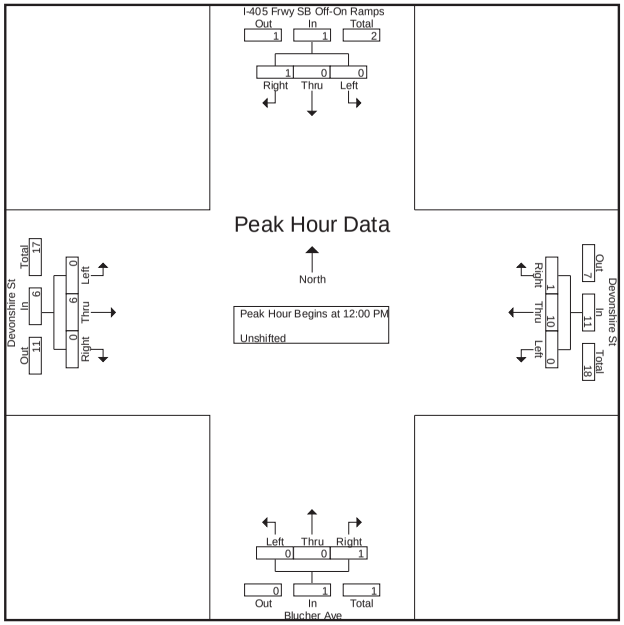
	I-405 Frwy SB Off-On Ramps Southbound			Devonshire St Westbound			Blucher Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
12:00 PM	0	0	1	0	6	0	0	0	1	0	4	0	12
12:15 PM	0	0	0	0	3	1	0	0	0	0	1	0	5
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	1	0	10	1	0	0	1	0	6	0	19
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	1	0	0	0	2	1	0	0	0	0	0	0	4
Total	1	0	0	0	2	1	0	0	0	0	1	0	5
Grand Total	1	0	1	0	12	2	0	0	1	0	7	0	24
Apprch %	50	0	50	0	85.7	14.3	0	0	100	0	100	0	
Total %	4.2	0	4.2	0	50	8.3	0	0	4.2	0	29.2	0	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_5+-Axles_Mid_Day
Site Code : 00000000
Start Date : 11/17/2016

Page No : 2

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	**1**	**1**	0	**6**	0	**6**	0	0	**1**	**1**	0	**4**	0	**4**	**12**
12:15 PM	0	0	0	0	0	3	**1**	4	0	0	0	0	0	1	0	1	5
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	1	1	0	10	1	11	0	0	1	1	0	6	0	6	19
% App. Total	0	0	100		0	90.9	9.1		0	0	100		0	100	0		
PHF	.000	.000	.250	.250	.000	.417	.250	.458	.000	.000	.250	.250	.000	.375	.000	.375	.396

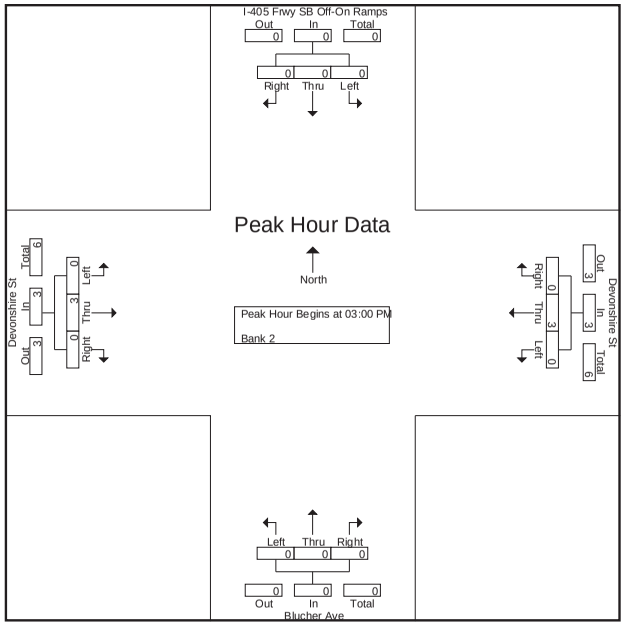


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 52_I-405FrwySBRamps-Blucher_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy SB Off-On Ramps Southbound				Devonshire St Westbound				Blucher Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	**2**
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750	.750



CITY TRAFFIC COUNTERS

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INT. 53

File Name : 53_I-405FrwyNBRamps_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Unshifted

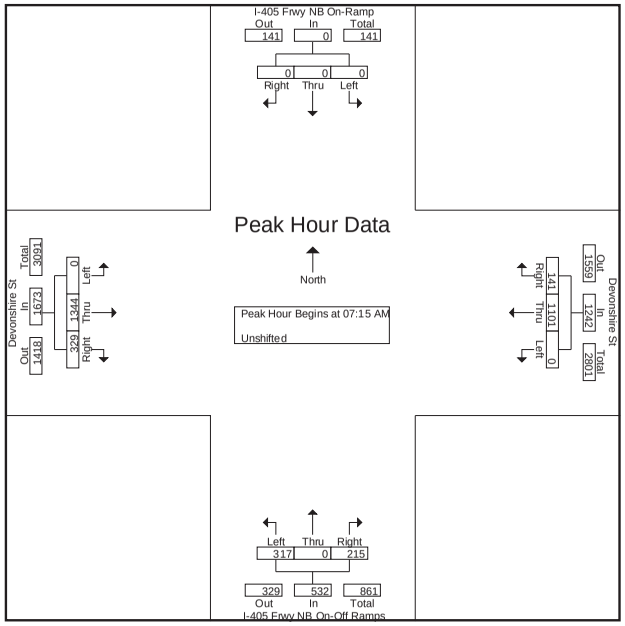
	I-405 Frwy NB On-Ramp Southbound			Devonshire St Westbound			I-405 Frwy NB On-Off Ramps Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	261	32	64	0	41	0	278	42	718
07:15 AM	0	0	0	0	290	44	70	0	48	0	303	61	816
07:30 AM	0	0	0	0	277	47	110	0	51	0	319	76	880
07:45 AM	0	0	0	0	261	29	87	0	58	0	347	106	888
Total	0	0	0	0	1089	152	331	0	198	0	1247	285	3302
08:00 AM	0	0	0	0	273	21	50	0	58	0	375	86	863
08:15 AM	0	0	0	0	210	27	56	0	56	0	343	59	751
08:30 AM	0	0	0	0	205	31	42	0	56	0	244	56	634
08:45 AM	0	0	0	0	148	10	53	1	35	0	193	41	481
Total	0	0	0	0	836	89	201	1	205	0	1155	242	2729
09:00 AM	0	0	0	0	105	15	38	0	53	0	186	42	439
09:15 AM	0	0	0	0	152	16	46	0	50	0	163	22	449
09:30 AM	0	0	0	0	156	17	41	0	43	0	131	15	403
09:45 AM	0	0	0	0	115	16	58	0	53	0	136	27	405
Total	0	0	0	0	528	64	183	0	199	0	616	106	1696
12:00 PM	0	0	0	0	200	13	46	0	50	0	150	30	489
12:15 PM	0	0	0	0	164	20	63	0	62	0	151	22	482
12:30 PM	0	0	0	0	207	20	70	1	57	0	154	39	548
12:45 PM	0	0	0	0	206	20	51	0	52	0	137	34	500
Total	0	0	0	0	777	73	230	1	221	0	592	125	2019
01:00 PM	0	0	0	0	203	19	56	0	34	0	205	38	555
01:15 PM	0	0	0	0	184	14	62	0	56	0	165	31	512
01:30 PM	0	0	0	0	171	12	67	0	55	0	176	27	508
01:45 PM	0	0	0	0	199	20	56	0	51	0	147	39	512
Total	0	0	0	0	757	65	241	0	196	0	693	135	2087
03:00 PM	0	0	0	0	233	42	60	0	48	0	246	59	688
03:15 PM	0	0	0	0	238	27	59	0	37	0	280	56	697
03:30 PM	0	0	0	0	251	14	71	0	47	0	257	68	708
03:45 PM	0	0	0	0	250	14	52	0	51	0	295	56	718
Total	0	0	0	0	972	97	242	0	183	0	1078	239	2811
04:00 PM	0	0	0	0	246	16	54	0	53	0	306	58	733
04:15 PM	0	0	0	0	259	10	42	0	51	0	288	59	709
04:30 PM	0	0	0	0	235	20	46	1	49	0	298	61	710
04:45 PM	0	0	0	0	256	10	37	0	53	0	293	54	703
Total	0	0	0	0	996	56	179	1	206	0	1185	232	2855
05:00 PM	0	0	0	0	269	10	62	0	50	0	304	44	739
05:15 PM	0	0	0	0	257	19	46	0	65	0	302	53	742
05:30 PM	0	0	0	0	256	15	43	0	55	0	327	57	753
05:45 PM	0	0	0	0	217	18	46	0	58	0	282	52	673
Total	0	0	0	0	999	62	197	0	228	0	1215	206	2907
Grand Total	0	0	0	0	6954	658	1804	3	1636	0	7781	1570	20406
Apprch %	0	0	0	0	91.4	8.6	52.4	0.1	47.5	0	83.2	16.8	
Total %	0	0	0	0	34.1	3.2	8.8	0	8	0	38.1	7.7	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**290**	44	**334**	70	0	48	118	0	303	61	364	816
07:30 AM	0	0	0	0	0	277	**47**	324	**110**	0	51	**161**	0	319	76	395	880
07:45 AM	0	0	0	0	0	261	29	290	87	0	**58**	145	0	347	**106**	453	**888**
08:00 AM	0	0	0	0	0	273	21	294	50	0	58	108	0	**375**	86	**461**	863
Total Volume	0	0	0	0	0	1101	141	1242	317	0	215	532	0	1344	329	1673	3447
% App. Total	0	0	0		0	88.6	11.4		59.6	0	40.4		0	80.3	19.7		
PHF	.000	.000	.000	.000	.000	.949	.750	.930	.720	.000	.927	.826	.000	.896	.776	.907	.970

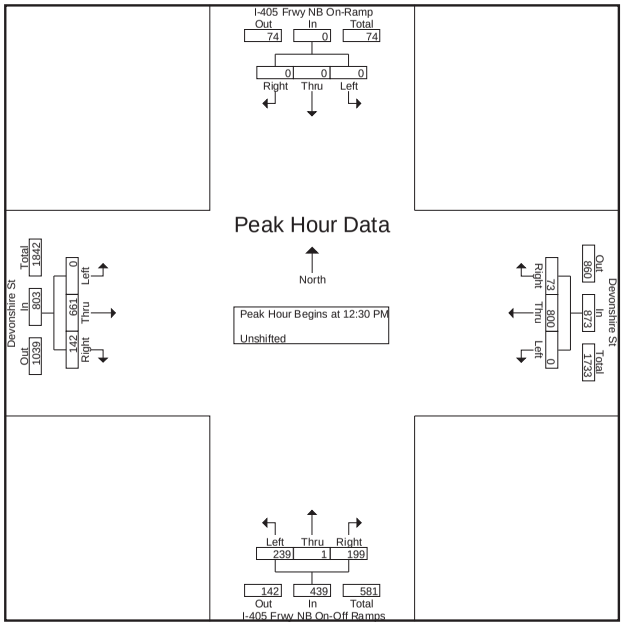


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	**207**	**20**	**227**	**70**	**1**	**57**	**128**	0	154	**39**	193	548
12:45 PM	0	0	0	0	0	206	20	226	51	0	52	103	0	137	34	171	500
01:00 PM	0	0	0	0	0	203	19	222	56	0	34	90	0	**205**	38	**243**	**555**
01:15 PM	0	0	0	0	0	184	14	198	62	0	56	118	0	165	31	196	512
Total Volume	0	0	0	0	0	800	73	873	239	1	199	439	0	661	142	803	2115
% App. Total	0	0	0		0	91.6	8.4		54.4	0.2	45.3		0	82.3	17.7		
PHF	.000	.000	.000	.000	.000	.966	.913	.961	.854	.250	.873	.857	.000	.806	.910	.826	.953

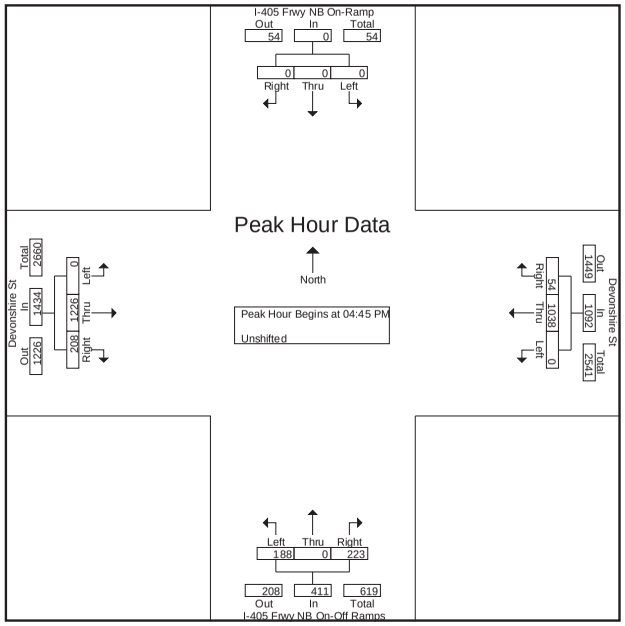


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	256	10	266	37	0	53	90	0	293	54	347	703
05:00 PM	0	0	0	0	0	**269**	10	**279**	**62**	0	50	**112**	0	304	44	348	739
05:15 PM	0	0	0	0	0	257	**19**	276	46	0	**65**	111	0	302	53	355	742
05:30 PM	0	0	0	0	0	256	15	271	43	0	55	98	0	**327**	**57**	**384**	**753**
Total Volume	0	0	0	0	0	1038	54	1092	188	0	223	411	0	1226	208	1434	2937
% App. Total	0	0	0		0	95.1	4.9		45.7	0	54.3		0	85.5	14.5		
PHF	.000	.000	.000	.000	.000	.965	.711	.978	.758	.000	.858	.917	.000	.937	.912	.934	.975



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 1

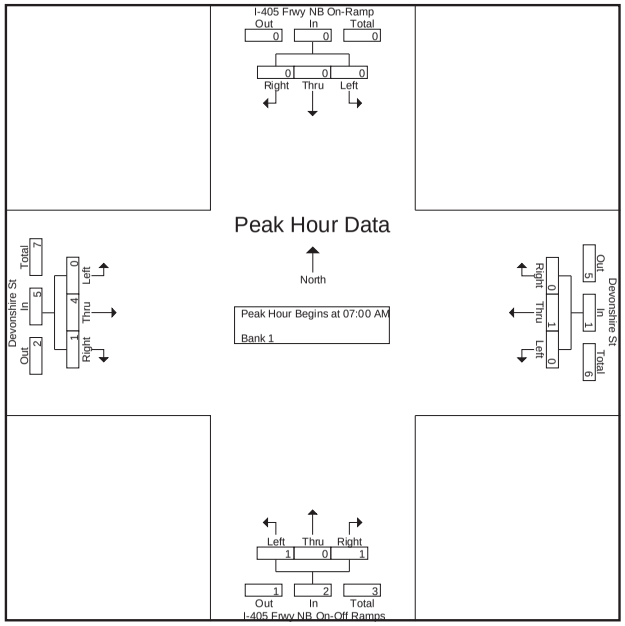
	I-405 Frwy NB On-Ramp Southbound			Devonshire St Westbound			I-405 Frwy NB On-Off Ramps Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	1	0	0	0	2	0	3
Total	0	0	0	0	1	0	1	0	1	0	4	1	8
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
09:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
12:15 PM	0	0	0	0	1	0	0	0	1	0	0	1	3
12:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	2
12:45 PM	0	0	0	0	0	0	1	0	0	0	3	0	4
Total	0	0	0	0	1	1	1	0	2	0	3	1	9
01:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
Total	0	0	0	0	0	1	1	0	0	0	3	0	5
03:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
03:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
03:30 PM	0	0	0	0	2	1	0	0	1	0	1	1	6
Total	0	0	0	0	3	1	1	0	3	0	1	1	10
04:00 PM	0	0	0	0	1	0	3	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	2	0	0	0	1	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	1	1	5	0	0	0	3	0	10
05:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
05:30 PM	0	0	0	0	1	0	1	0	1	0	1	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	1	0	1	0	4	0	4	0	10
Grand Total	0	0	0	0	9	4	10	0	10	0	21	3	57
Apprch %	0	0	0	0	69.2	30.8	50	0	50	0	87.5	12.5	
Total %	0	0	0	0	15.8	7	17.5	0	17.5	0	36.8	5.3	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1	2
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	**2**	2
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	**2**	0	2	**3**
Total Volume	0	0	0	0	0	1	0	1	1	0	1	2	0	4	1	5	8
% App. Total	0	0	0		0	100	0		50	0	50		0	80	20		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.500	.000	.500	.250	.625	.667

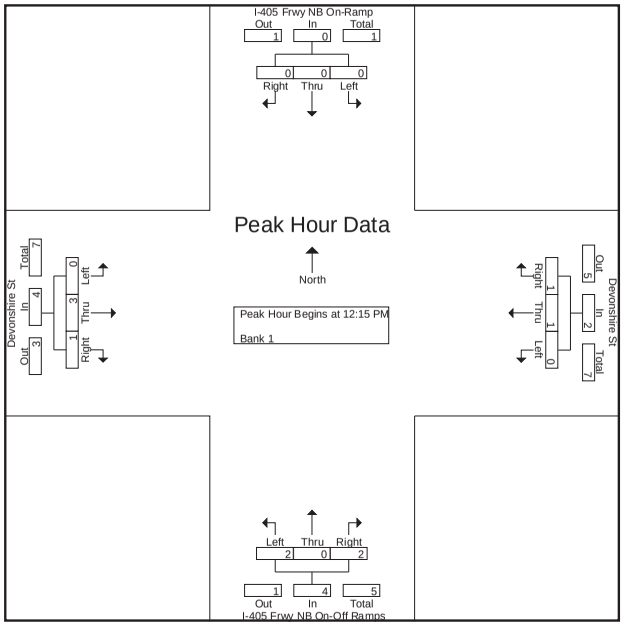


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	**1**	1	3
12:30 PM	0	0	0	0	0	0	**1**	1	0	0	1	1	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	**3**	0	**3**	**4**
01:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	2	2	0	2	4	0	3	1	4	10
% App. Total	0	0	0		0	50	50		50	0	50		0	75	25		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.500	.000	.500	1.00	.000	.250	.250	.333	.625

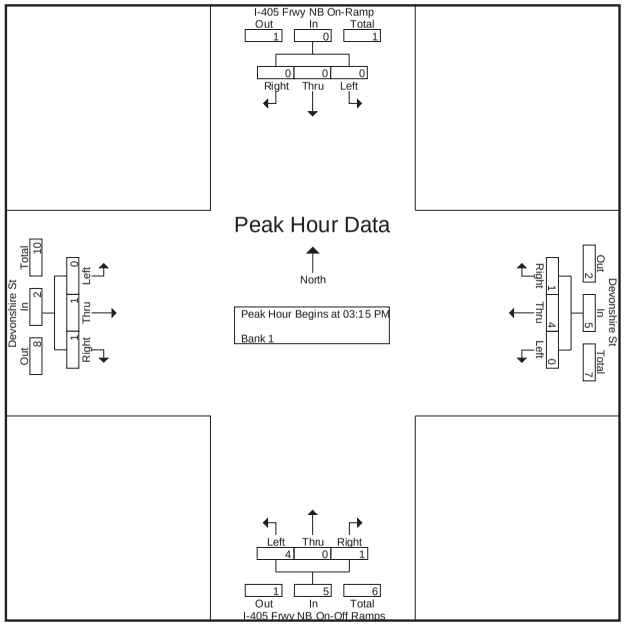


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
03:30 PM	0	0	0	0	0	**2**	**1**	**3**	0	0	**1**	1	0	**1**	**1**	**2**	**6**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	1	0	1	**3**	0	0	**3**	0	0	0	0	4
Total Volume	0	0	0	0	0	4	1	5	4	0	1	5	0	1	1	2	12
% App. Total	0	0	0		0	80	20		80	0	20		0	50	50		
PHF	.000	.000	.000	.000	.000	.500	.250	.417	.333	.000	.250	.417	.000	.250	.250	.250	.500



CITY TRAFFIC COUNTERS

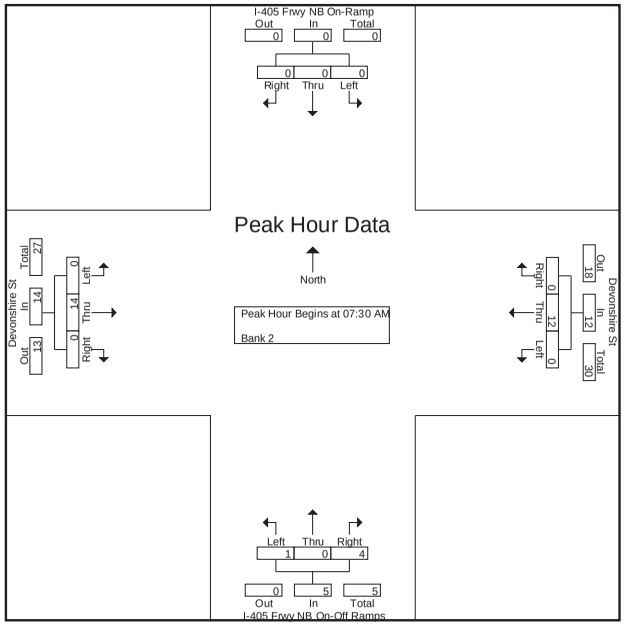
www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

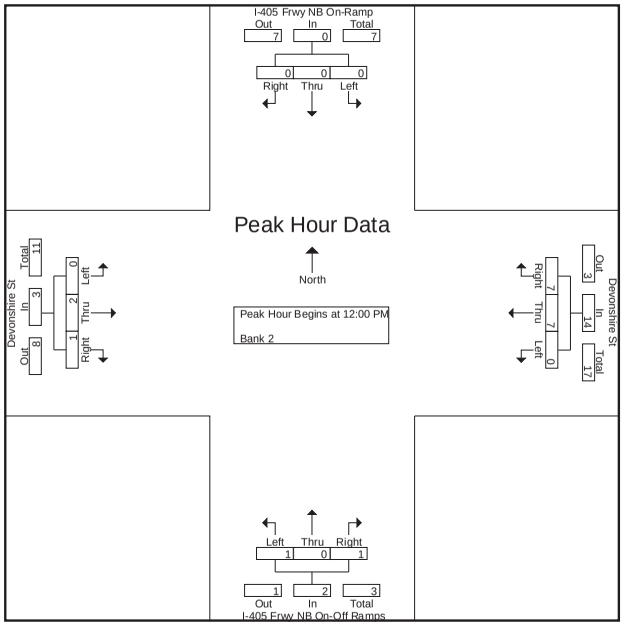
Groups Printed- Bank 2

	I-405 Frwy NB On-Ramp Southbound			Devonshire St Westbound			I-405 Frwy NB On-Off Ramps Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	1	0	0	2	0	1	0	7
07:15 AM	0	0	0	0	6	0	0	0	1	0	1	0	8
07:30 AM	0	0	0	0	3	0	1	0	1	0	2	0	7
07:45 AM	0	0	0	0	4	0	0	0	1	0	2	0	7
Total	0	0	0	0	16	1	1	0	5	0	6	0	29
08:00 AM	0	0	0	0	3	0	0	0	1	0	3	0	7
08:15 AM	0	0	0	0	2	0	0	0	1	0	7	0	10
08:30 AM	0	0	0	0	2	0	0	0	1	0	3	0	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	7	0	0	0	3	0	16	0	26
09:00 AM	0	0	0	0	1	0	0	0	1	0	2	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	1	0	4	0	6
12:00 PM	0	0	0	0	4	4	0	0	1	0	0	0	9
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:30 PM	0	0	0	0	1	1	0	0	0	0	0	1	3
12:45 PM	0	0	0	0	2	2	1	0	0	0	0	0	5
Total	0	0	0	0	7	7	1	0	1	0	2	1	19
01:00 PM	0	0	0	0	1	1	0	0	0	0	3	0	5
01:15 PM	0	0	0	0	1	1	0	0	0	0	4	0	6
01:30 PM	0	0	0	0	1	1	0	0	0	0	1	0	3
01:45 PM	0	0	0	0	2	2	0	0	0	0	0	0	4
Total	0	0	0	0	5	5	0	0	0	0	8	0	18
03:00 PM	0	0	0	0	2	2	0	0	0	0	1	1	6
03:15 PM	0	0	0	0	2	2	0	0	0	0	4	0	8
03:30 PM	0	0	0	0	2	2	0	0	0	0	3	0	7
03:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	6	6	0	0	0	0	11	1	24
04:00 PM	0	0	0	0	2	2	0	0	0	0	4	0	8
04:15 PM	0	0	0	0	2	2	0	0	0	0	1	1	6
04:30 PM	0	0	0	0	2	2	1	0	1	0	3	0	9
04:45 PM	0	0	0	0	2	2	0	0	0	0	2	0	6
Total	0	0	0	0	8	8	1	0	1	0	10	1	29
05:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
Total	0	0	0	0	1	0	0	0	0	0	8	0	9
Grand Total	0	0	0	0	51	27	3	0	11	0	65	3	160
Apprch %	0	0	0	0	65.4	34.6	21.4	0	78.6	0	95.6	4.4	
Total %	0	0	0	0	31.9	16.9	1.9	0	6.9	0	40.6	1.9	

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	3	0	3	**1**	0	**1**	**2**	0	2	0	2	7
07:45 AM	0	0	0	0	0	**4**	0	**4**	0	0	1	1	0	2	0	2	7
08:00 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	3	0	3	7
08:15 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	**7**	0	**7**	**10**
Total Volume	0	0	0	0	0	12	0	12	1	0	4	5	0	14	0	14	31
% App. Total	0	0	0		0	100	0		20	0	80		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	1.00	.625	.000	.500	.000	.500	.775



	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**4**	**4**	**8**	0	0	**1**	**1**	0	0	0	0	**9**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
12:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	**1**	1	3
12:45 PM	0	0	0	0	0	2	2	4	**1**	0	0	1	0	0	0	0	5
Total Volume	0	0	0	0	0	7	7	14	1	0	1	2	0	2	1	3	19
% App. Total	0	0	0		0	50	50		50	0	50		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.438	.438	.438	.250	.000	.250	.500	.000	.250	.250	.375	.528

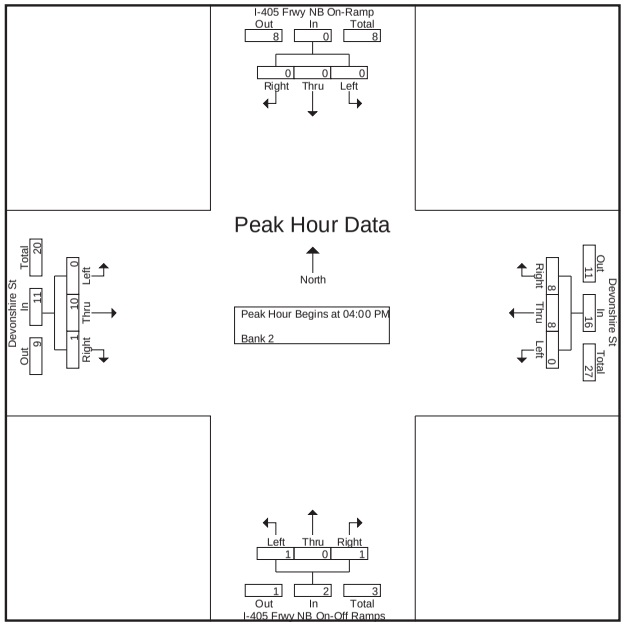


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	**2**	**4**	0	0	0	0	0	**4**	0	**4**	8
04:15 PM	0	0	0	0	0	2	2	4	0	0	0	0	0	1	**1**	2	6
04:30 PM	0	0	0	0	0	2	2	4	**1**	0	**1**	**2**	0	3	0	3	**9**
04:45 PM	0	0	0	0	0	2	2	4	0	0	0	0	0	2	0	2	6
Total Volume	0	0	0	0	0	8	8	16	1	0	1	2	0	10	1	11	29
% App. Total	0	0	0		0	50	50		50	0	50		0	90.9	9.1		
PHF	.000	.000	.000	.000	.000	1.00	1.00	1.00	.250	.000	.250	.250	.000	.625	.250	.688	.806



CITY TRAFFIC COUNTERS

www.ctcounters.com

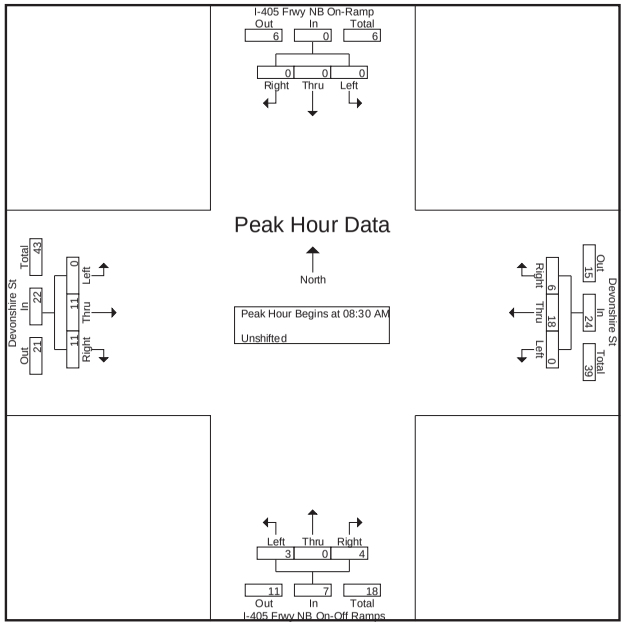
File Name : 53_I-405FrwyNBRamps_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Unshifted

	I-405 Frwy NB On-Ramp Southbound			Devonshire St Westbound			I-405 Frwy NB On-Off Ramps Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	0	0	0	0	3	0	6
07:15 AM	0	0	0	0	6	0	1	0	2	0	2	1	12
07:30 AM	0	0	0	0	4	0	1	0	0	0	2	0	7
07:45 AM	0	0	0	0	1	1	2	0	0	0	3	0	7
Total	0	0	0	0	14	1	4	0	2	0	10	1	32
08:00 AM	0	0	0	0	6	0	0	0	1	0	2	0	9
08:15 AM	0	0	0	0	3	2	0	0	1	0	3	0	9
08:30 AM	0	0	0	0	3	3	0	0	1	0	3	2	12
08:45 AM	0	0	0	0	8	0	2	0	2	0	2	6	20
Total	0	0	0	0	20	5	2	0	5	0	10	8	50
09:00 AM	0	0	0	0	2	1	1	0	0	0	3	2	9
09:15 AM	0	0	0	0	5	2	0	0	1	0	3	1	12
09:30 AM	0	0	0	0	3	0	2	0	1	0	2	0	8
09:45 AM	0	0	0	0	5	2	2	0	0	0	2	0	11
Total	0	0	0	0	15	5	5	0	2	0	10	3	40
12:00 PM	0	0	0	0	5	1	0	0	0	0	4	1	11
12:15 PM	0	0	0	0	3	0	0	0	1	0	1	0	5
12:30 PM	0	0	0	0	1	0	1	0	0	0	1	0	3
12:45 PM	0	0	0	0	4	0	1	0	1	0	0	1	7
Total	0	0	0	0	13	1	2	0	2	0	6	2	26
01:00 PM	0	0	0	0	2	1	0	0	3	0	3	0	9
01:15 PM	0	0	0	0	2	1	0	0	0	0	1	2	6
01:30 PM	0	0	0	0	3	0	1	0	0	0	0	2	6
01:45 PM	0	0	0	0	1	1	0	0	2	0	2	1	7
Total	0	0	0	0	8	3	1	0	5	0	6	5	28
03:00 PM	0	0	0	0	3	0	1	0	2	0	2	0	8
03:15 PM	0	0	0	0	1	0	0	0	2	0	1	0	4
03:30 PM	0	0	0	0	3	0	1	0	1	0	3	0	8
03:45 PM	0	0	0	0	4	0	0	0	1	0	12	2	19
Total	0	0	0	0	11	0	2	0	6	0	18	2	39
04:00 PM	0	0	0	0	6	1	1	0	2	0	2	3	15
04:15 PM	0	0	0	0	2	1	0	0	2	0	2	1	8
04:30 PM	0	0	0	0	1	0	1	0	1	0	3	0	6
04:45 PM	0	0	0	0	1	1	2	0	2	0	7	0	13
Total	0	0	0	0	10	3	4	0	7	0	14	4	42
05:00 PM	0	0	0	0	1	0	1	0	0	0	3	0	5
05:15 PM	0	0	0	0	2	0	0	0	1	0	6	2	11
05:30 PM	0	0	0	0	1	0	0	0	0	0	1	1	3
05:45 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
Total	0	0	0	0	6	0	1	0	1	0	14	3	25
Grand Total	0	0	0	0	97	18	21	0	30	0	88	28	282
Apprch %	0	0	0	0	84.3	15.7	41.2	0	58.8	0	75.9	24.1	
Total %	0	0	0	0	34.4	6.4	7.4	0	10.6	0	31.2	9.9	

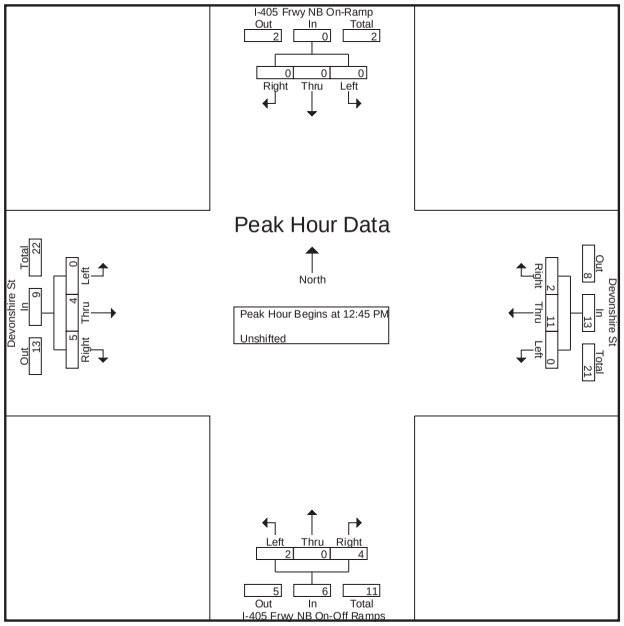
File Name : 53_I-405FrwyNBRamps_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	3	**3**	6	0	0	1	1	0	**3**	2	5	12
08:45 AM	0	0	0	0	0	**8**	0	**8**	**2**	0	**2**	**4**	0	2	**6**	**8**	**20**
09:00 AM	0	0	0	0	0	2	1	3	1	0	0	1	0	3	2	5	9
09:15 AM	0	0	0	0	0	5	2	7	0	0	1	1	0	3	1	4	12
Total Volume	0	0	0	0	0	18	6	24	3	0	4	7	0	11	11	22	53
% App. Total	0	0	0		0	75	25		42.9	0	57.1		0	50	50		
PHF	.000	.000	.000	.000	.000	.563	.500	.750	.375	.000	.500	.438	.000	.917	.458	.688	.663



File Name : 53_I-405FrwyNBRamps_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	**4**	0	**4**	**1**	0	1	2	0	0	1	1	7
01:00 PM	0	0	0	0	0	2	**1**	3	0	0	**3**	**3**	0	**3**	0	**3**	**9**
01:15 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	**2**	3	6
01:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	0	2	2	6
Total Volume	0	0	0	0	0	11	2	13	2	0	4	6	0	4	5	9	28
% App. Total	0	0	0		0	84.6	15.4		33.3	0	66.7		0	44.4	55.6		
PHF	.000	.000	.000	.000	.000	.688	.500	.813	.500	.000	.333	.500	.000	.333	.625	.750	.778



CITY TRAFFIC COUNTERS

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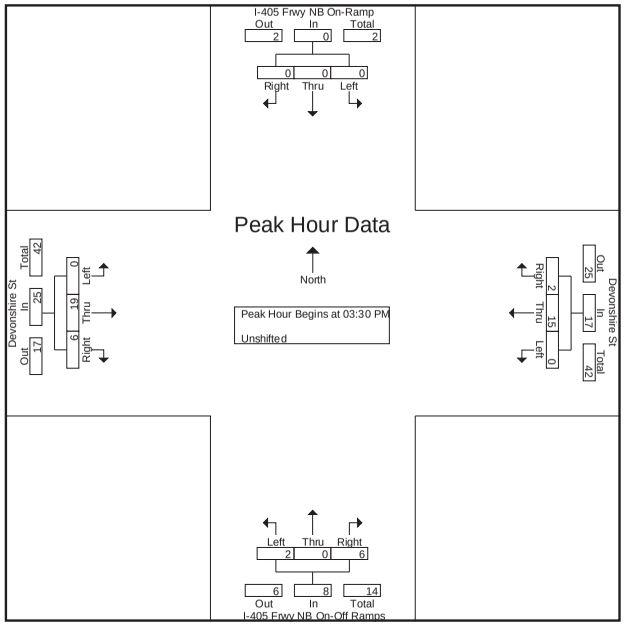
File Name : 53_I-405FrwyNBRamps_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	3	0	3	**1**	0	1	2	0	3	0	3	8
03:45 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	**12**	2	**14**	**19**
04:00 PM	0	0	0	0	0	**6**	**1**	**7**	1	0	**2**	**3**	0	2	**3**	5	15
04:15 PM	0	0	0	0	0	2	1	3	0	0	2	2	0	2	1	3	8
Total Volume	0	0	0	0	0	15	2	17	2	0	6	8	0	19	6	25	50
% App. Total	0	0	0		0	88.2	11.8		25	0	75		0	76	24		
PHF	.000	.000	.000	.000	.000	.625	.500	.607	.500	.000	.750	.667	.000	.396	.500	.446	.658



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 1

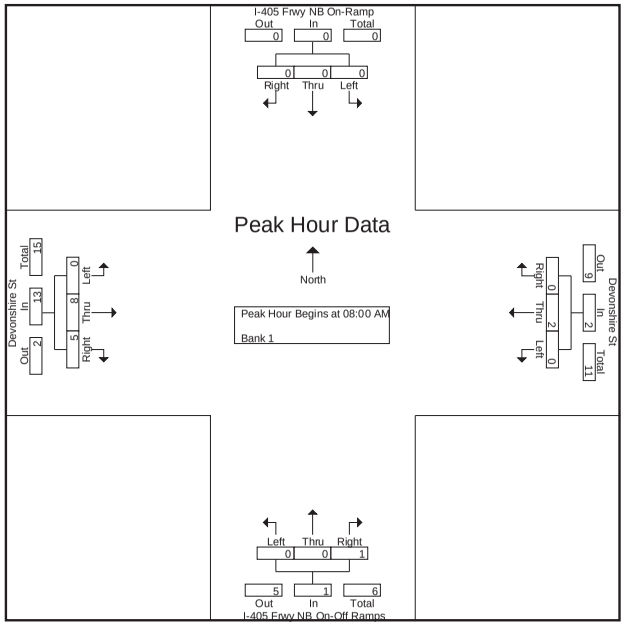
	I-405 Frwy NB On-Ramp Southbound			Devonshire St Westbound			I-405 Frwy NB On-Off Ramps Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
07:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	1	0	0	0	2	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	4
08:30 AM	0	0	0	0	1	0	0	0	0	0	3	1	5
08:45 AM	0	0	0	0	1	0	0	0	1	0	1	1	4
Total	0	0	0	0	2	0	0	0	1	0	8	5	16
09:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
09:15 AM	0	0	0	0	0	0	1	0	0	0	0	2	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	1	1	0	0	0	2	2	6
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	0	2	2	5
01:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	2
01:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	2
01:30 PM	0	0	0	0	2	0	0	0	1	0	1	3	7
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	2	0	0	0	3	0	1	6	12
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
Total	0	0	0	0	1	1	0	0	0	0	2	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
Grand Total	0	0	0	0	8	3	3	0	4	0	19	15	52
Apprch %	0	0	0	0	72.7	27.3	42.9	0	57.1	0	55.9	44.1	
Total %	0	0	0	0	15.4	5.8	5.8	0	7.7	0	36.5	28.8	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	**2**	**4**	4
08:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**3**	1	4	**5**
08:45 AM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	1	1	2	4
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	8	5	13	16
% App. Total	0	0	0		0	100	0		0	0	100		0	61.5	38.5		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.667	.625	.813	.800

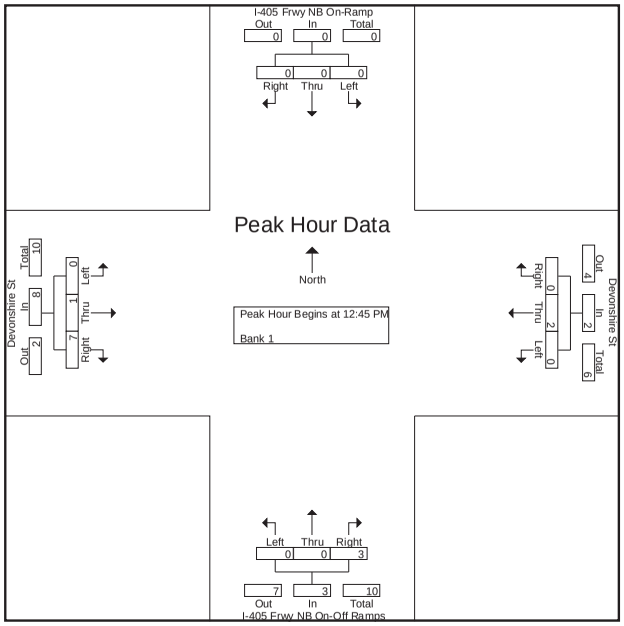


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	1	1	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
01:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	1	1	0	**1**	**3**	**4**	**7**
Total Volume	0	0	0	0	0	2	0	2	0	0	3	3	0	1	7	8	13
% App. Total	0	0	0		0	100	0		0	0	100		0	12.5	87.5		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.750	.750	.000	.250	.583	.500	.464

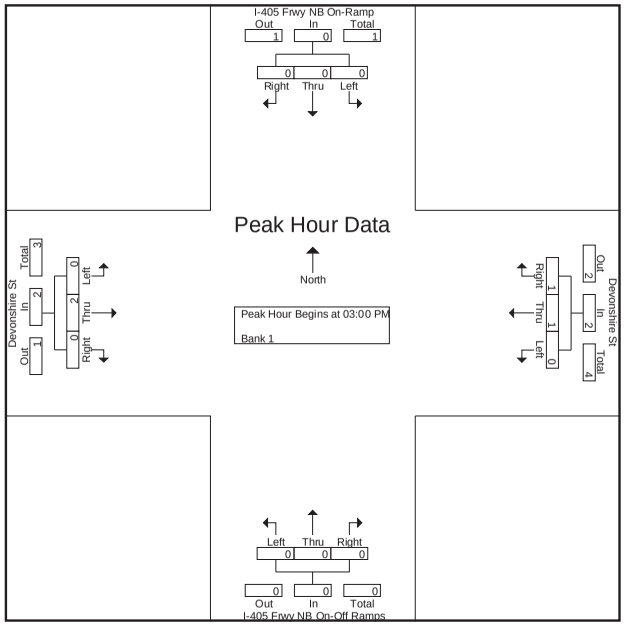


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
03:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	1	0	1	**2**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		0	50	50		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.000	.500	.000	.500	.500



CITY TRAFFIC COUNTERS

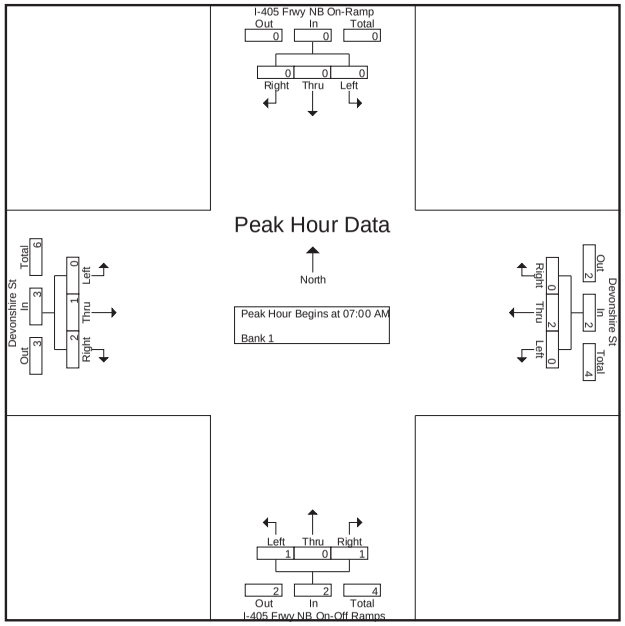
www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

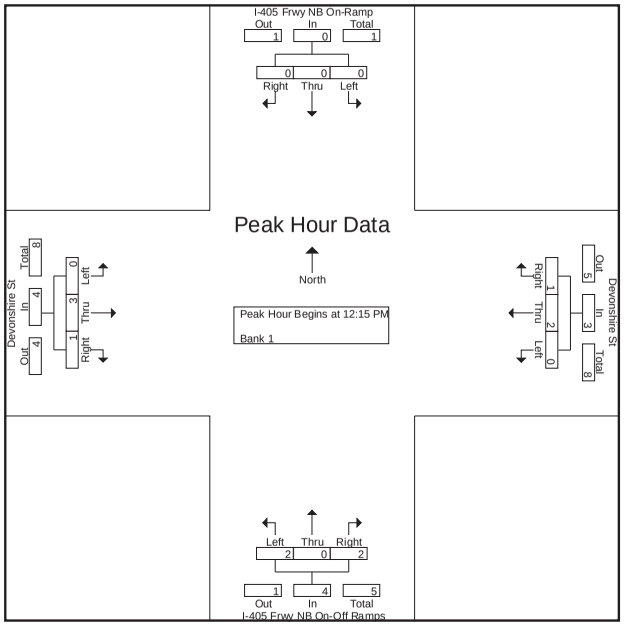
Groups Printed- Bank 1

	I-405 Frwy NB On-Ramp Southbound			Devonshire St Westbound			I-405 Frwy NB On-Off Ramps Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	0	0	0	1	2	4
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	2	0	1	0	1	0	1	2	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
09:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
12:15 PM	0	0	0	0	1	0	0	0	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45 PM	0	0	0	0	0	1	1	0	0	0	3	0	5
Total	0	0	0	0	1	1	1	0	2	0	3	1	9
01:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
01:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	1	1	0	0	0	3	0	7
03:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
03:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	1	0	1	1	3
Total	0	0	0	0	0	0	1	0	3	0	1	1	6
04:00 PM	0	0	0	0	1	0	3	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	2	0	0	0	1	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	1	5	0	0	0	2	0	9
05:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
05:30 PM	0	0	0	0	1	0	1	0	1	0	1	0	4
Total	0	0	0	0	1	0	1	0	4	0	2	0	8
Grand Total	0	0	0	0	10	3	10	0	10	0	15	4	52
Apprch %	0	0	0	0	76.9	23.1	50	0	50	0	78.9	21.1	
Total %	0	0	0	0	19.2	5.8	19.2	0	19.2	0	28.8	7.7	

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	**2**	**3**	**4**
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	1	0	1	2	0	1	2	3	7
% App. Total	0	0	0		0	100	0		50	0	50		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.250	.500	.000	.250	.250	.250	.438



	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	**1**	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	**1**	1	**1**	0	0	1	0	**3**	0	**3**	**5**
01:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Volume	0	0	0	0	0	2	1	3	2	0	2	4	0	3	1	4	11
% App. Total	0	0	0		0	66.7	33.3		50	0	50		0	75	25		
PHF	.000	.000	.000	.000	.000	.500	.250	.750	.500	.000	.500	1.00	.000	.250	.250	.333	.550



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
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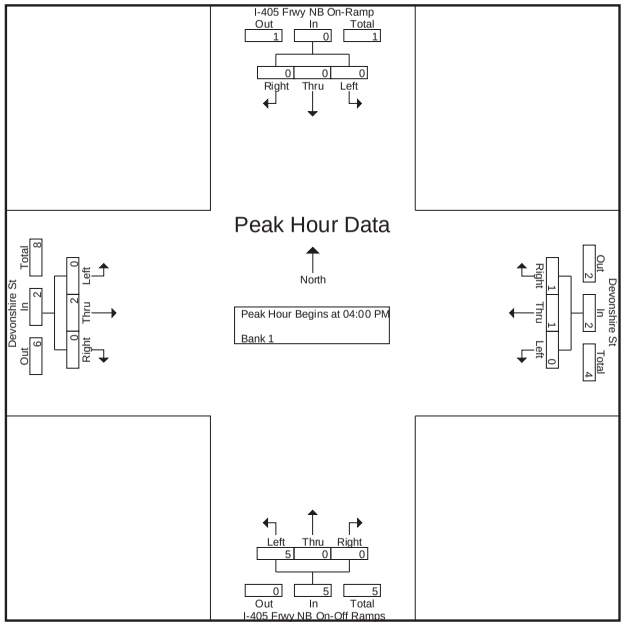
	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	**3**	0	0	**3**	0	0	0	0	**4**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	**1**	1	2	0	0	2	0	**1**	0	**1**	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	1	2	5	0	0	5	0	2	0	2	9
% App. Total	0	0	0		0	50	50		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.417	.000	.000	.417	.000	.500	.000	.500	.563



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 2

	I-405 Frwy NB On-Ramp Southbound			Devonshire St Westbound			I-405 Frwy NB On-Off Ramps Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	2	0	0	0	0	0	3
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	2	0	0	0	1	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
09:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
09:15 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	0	0	0	3	0	0	0	0	0	3	0	6
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	2	0	1	0	3
Total	0	0	0	0	1	0	0	0	2	0	1	0	4
01:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	2	0	4
03:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	2
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
03:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	3	1	0	0	0	0	1	2	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
Total	0	0	0	0	0	0	1	0	0	0	2	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	2	0	3
Grand Total	0	0	0	0	10	1	4	0	4	0	14	2	35
Apprch %	0	0	0	0	90.9	9.1	50	0	50	0	87.5	12.5	
Total %	0	0	0	0	28.6	2.9	11.4	0	11.4	0	40	5.7	

CITY TRAFFIC COUNTERS

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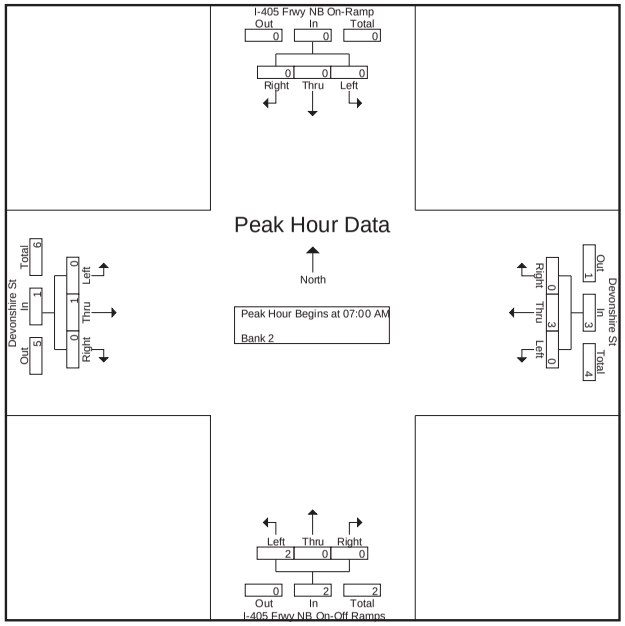
File Name : 53_I-405FrwyNBRamps_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	**1**	**2**	0	0	**2**	0	0	0	0	**3**
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	2	0	0	2	0	1	0	1	6
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.000	.250	.000	.250	.500

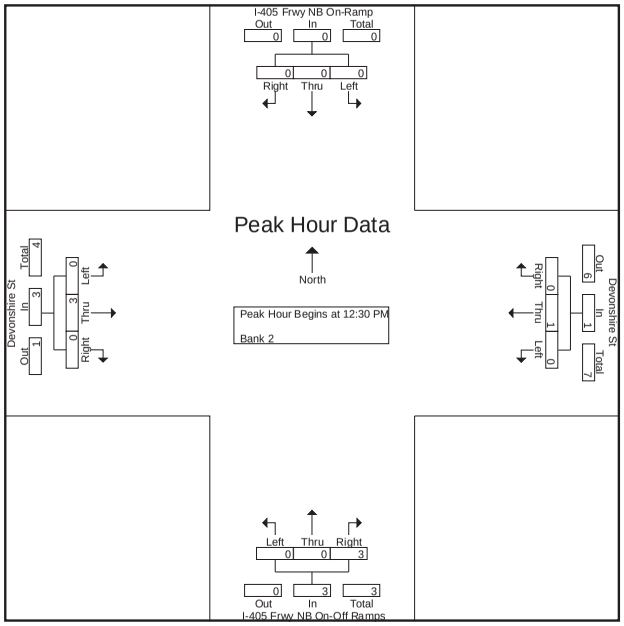


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	**1**	0	**1**	**3**
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	3	3	0	3	0	3	7
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.375	.375	.000	.750	.000	.750	.583

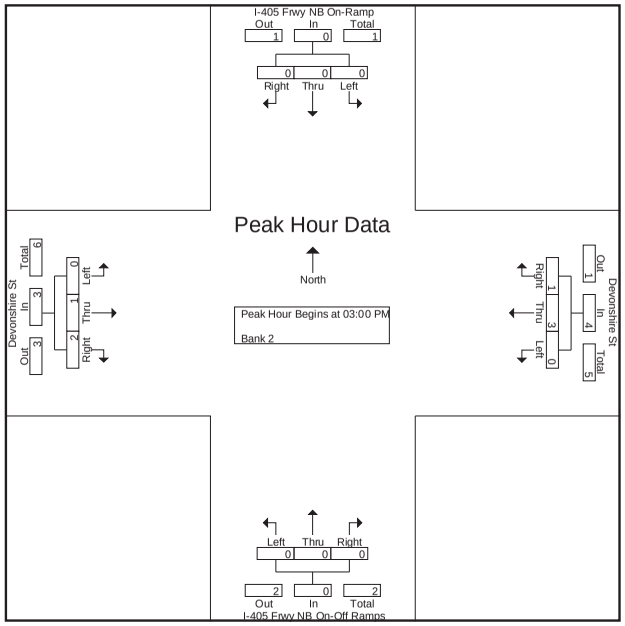


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 53_I-405FrwyNBRamps_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	I-405 Frwy NB On-Ramp Southbound				Devonshire St Westbound				I-405 Frwy NB On-Off Ramps Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	**1**	**2**
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	1	2
Total Volume	0	0	0	0	0	3	1	4	0	0	0	0	0	1	2	3	7
% App. Total	0	0	0		0	75	25		0	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.750	.250	1.00	.000	.000	.000	.000	.000	.250	.500	.750	.875



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 54_Sepulveda_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Unshifted

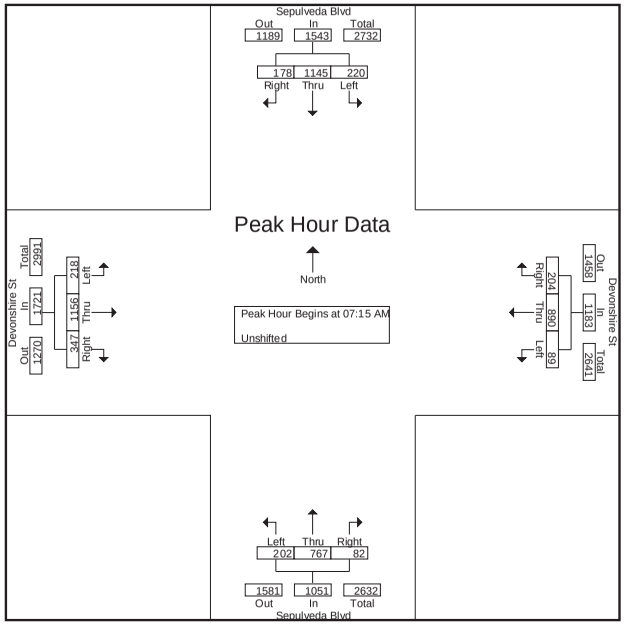
	Sepulveda Blvd Southbound			Devonshire St Westbound			Sepulveda Blvd Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	62	264	39	18	208	33	60	167	27	45	258	77	1258
07:15 AM	57	243	41	24	273	29	51	188	26	53	290	73	1348
07:30 AM	57	285	39	28	279	59	51	219	12	47	268	80	1424
07:45 AM	49	304	34	19	149	77	57	210	23	55	300	94	1371
Total	225	1096	153	89	909	198	219	784	88	200	1116	324	5401
08:00 AM	57	313	64	18	189	39	43	150	21	63	298	100	1355
08:15 AM	59	305	46	21	156	28	41	131	17	57	277	90	1228
08:30 AM	56	268	55	29	138	21	34	133	23	47	242	75	1121
08:45 AM	30	237	58	20	96	21	28	145	23	46	190	61	955
Total	202	1123	223	88	579	109	146	559	84	213	1007	326	4659
09:00 AM	33	187	44	12	93	33	14	118	24	42	173	57	830
09:15 AM	25	173	56	13	101	22	53	119	8	45	162	51	828
09:30 AM	22	143	53	13	79	25	30	126	16	44	151	45	747
09:45 AM	22	127	65	12	75	26	38	109	18	45	146	43	726
Total	102	630	218	50	348	106	135	472	66	176	632	196	3131
12:00 PM	31	166	74	14	104	25	54	168	19	61	125	35	876
12:15 PM	22	168	51	20	93	24	49	142	21	61	106	47	804
12:30 PM	29	165	75	14	113	29	38	165	37	72	104	49	890
12:45 PM	23	153	84	18	123	29	51	154	30	85	102	41	893
Total	105	652	284	66	433	107	192	629	107	279	437	172	3463
01:00 PM	22	148	71	15	96	36	57	154	25	88	102	41	855
01:15 PM	33	144	77	15	115	17	41	156	24	76	122	45	865
01:30 PM	35	174	52	17	101	26	45	189	25	85	121	50	920
01:45 PM	21	189	79	16	116	25	56	191	23	69	113	51	949
Total	111	655	279	63	428	104	199	690	97	318	458	187	3589
03:00 PM	41	224	53	13	155	20	77	229	28	99	151	65	1155
03:15 PM	47	264	77	24	159	38	62	219	29	96	203	46	1264
03:30 PM	36	234	76	25	169	31	70	236	30	93	186	57	1243
03:45 PM	31	228	76	34	164	39	63	237	36	97	228	54	1287
Total	155	950	282	96	647	128	272	921	123	385	768	222	4949
04:00 PM	36	256	70	29	161	28	62	262	35	94	243	60	1336
04:15 PM	44	246	73	18	165	36	64	249	38	92	236	55	1316
04:30 PM	45	251	52	11	150	36	68	289	41	98	220	53	1314
04:45 PM	45	255	63	24	172	28	50	275	36	93	240	51	1332
Total	170	1008	258	82	648	128	244	1075	150	377	939	219	5298
05:00 PM	49	267	75	18	172	26	73	307	43	95	247	55	1427
05:15 PM	36	253	73	14	198	29	55	282	41	96	265	56	1398
05:30 PM	48	268	87	12	174	35	81	303	45	108	264	58	1483
05:45 PM	44	292	87	14	152	26	44	278	50	93	243	54	1377
Total	177	1080	322	58	696	116	253	1170	179	392	1019	223	5685
Grand Total	1247	7194	2019	592	4688	996	1660	6300	894	2340	6376	1869	36175
Apprch %	11.9	68.8	19.3	9.4	74.7	15.9	18.7	71.2	10.1	22.1	60.2	17.7	
Total %	3.4	19.9	5.6	1.6	13	2.8	4.6	17.4	2.5	6.5	17.6	5.2	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 54_Sepulveda_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**57**	243	41	341	24	273	29	326	51	188	**26**	265	53	290	73	416	1348
07:30 AM	57	285	39	381	**28**	**279**	59	**366**	51	**219**	12	282	47	268	80	395	**1424**
07:45 AM	49	304	34	387	19	149	**77**	245	**57**	210	23	**290**	55	**300**	94	449	1371
08:00 AM	57	**313**	**64**	**434**	18	189	39	246	43	150	21	214	**63**	298	**100**	**461**	1355
Total Volume	220	1145	178	1543	89	890	204	1183	202	767	82	1051	218	1156	347	1721	5498
% App. Total	14.3	74.2	11.5		7.5	75.2	17.2		19.2	73	7.8		12.7	67.2	20.2		
PHF	.965	.915	.695	.889	.795	.797	.662	.808	.886	.876	.788	.906	.865	.963	.868	.933	.965



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 54_Sepulveda_Devonshire_Cars
Site Code : 00000000
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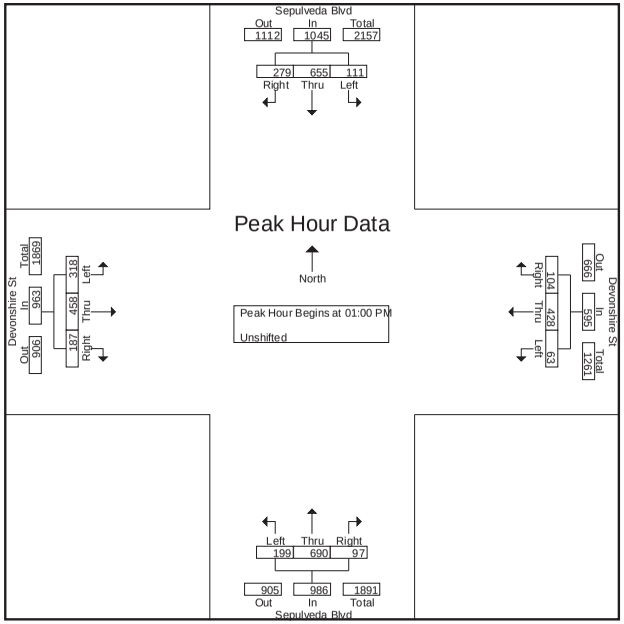
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	22	148	71	241	15	96	**36**	147	**57**	154	**25**	236	**88**	102	41	231	855
01:15 PM	33	144	77	254	15	115	17	147	41	156	24	221	76	**122**	45	243	865
01:30 PM	**35**	174	52	261	**17**	101	26	144	45	189	25	259	85	121	50	**256**	920
01:45 PM	21	**189**	**79**	**289**	16	**116**	25	**157**	56	**191**	23	**270**	69	113	**51**	233	**949**
Total Volume	111	655	279	1045	63	428	104	595	199	690	97	986	318	458	187	963	3589
% App. Total	10.6	62.7	26.7		10.6	71.9	17.5		20.2	70	9.8		33	47.6	19.4		
PHF	.793	.866	.883	.904	.926	.922	.722	.947	.873	.903	.970	.913	.903	.939	.917	.940	.945



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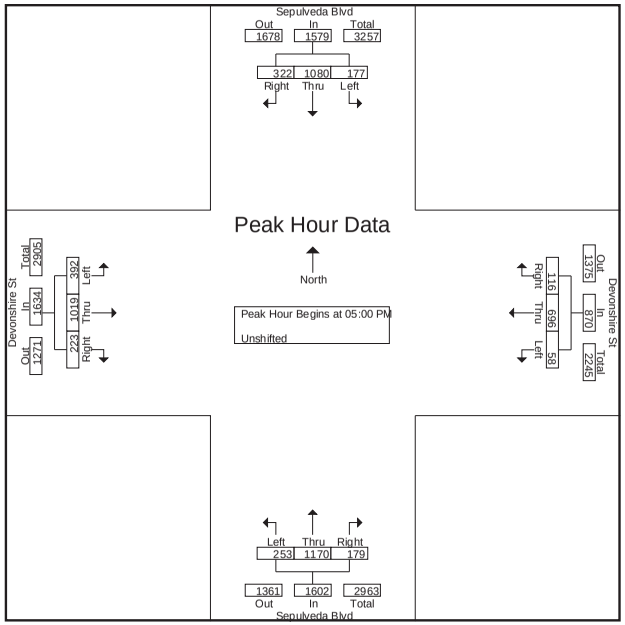
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**49**	267	75	391	**18**	172	26	216	73	**307**	43	423	95	247	55	397	1427
05:15 PM	36	253	73	362	14	**198**	29	**241**	55	282	41	378	96	**265**	56	417	1398
05:30 PM	48	268	**87**	403	12	174	**35**	221	**81**	303	45	**429**	**108**	264	**58**	**430**	**1483**
05:45 PM	44	**292**	87	**423**	14	152	26	192	44	278	**50**	372	93	243	54	390	1377
Total Volume	177	1080	322	1579	58	696	116	870	253	1170	179	1602	392	1019	223	1634	5685
% App. Total	11.2	68.4	20.4		6.7	80	13.3		15.8	73	11.2		24	62.4	13.6		
PHF	.903	.925	.925	.933	.806	.879	.829	.902	.781	.953	.895	.934	.907	.961	.961	.950	.958



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 54_Sepulveda_Devonshire_Motorcycles
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Groups Printed- Unshifted

	Sepulveda Blvd Southbound			Devonshire St Westbound			Sepulveda Blvd Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	0	2	1	0	1	0	0	1	0	0	1	2	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30 AM	0	0	0	1	0	0	0	1	0	0	1	0	3
Total	0	0	0	1	0	0	0	1	1	0	3	0	6
09:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
09:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	0	0	0	1	2	0	0	2	0	0	1	0	6
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:30 PM	0	1	0	0	1	0	0	1	1	0	1	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	1	1	1	3
Total	0	1	0	0	2	0	0	1	1	1	3	1	10
01:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	0	1	0	0	0	0	1	1	0	0	1	1	5
Total	0	2	0	0	0	0	1	4	0	0	1	1	9
03:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
03:30 PM	0	5	0	0	2	0	1	0	0	1	1	0	10
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	3	0	1	0	0	1	3	0	15
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	1	1	0	0	1	0	5
04:45 PM	0	1	0	0	0	0	0	1	0	0	2	0	4
Total	0	2	0	1	1	0	1	2	0	0	3	0	10
05:00 PM	0	2	0	0	0	0	0	0	0	0	2	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
05:30 PM	0	0	0	0	1	0	0	1	0	0	2	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	2	0	0	1	0	0	1	0	0	8	0	12
Grand Total	0	16	1	3	10	0	3	12	2	2	23	4	76
Apprch %	0	94.1	5.9	23.1	76.9	0	17.6	70.6	11.8	6.9	79.3	13.8	
Total %	0	21.1	1.3	3.9	13.2	0	3.9	15.8	2.6	2.6	30.3	5.3	

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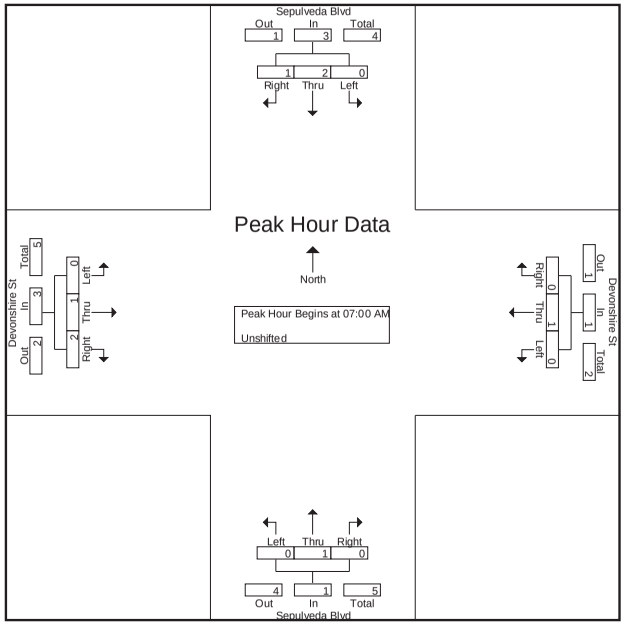
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	2
07:15 AM	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**3**
07:30 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	1	2
Total Volume	0	2	1	3	0	1	0	1	0	1	0	1	0	1	2	3	8
% App. Total	0	66.7	33.3		0	100	0		0	100	0		0	33.3	66.7		
PHF	.000	.250	.250	.375	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.250	.375	.667



CITY TRAFFIC COUNTERS

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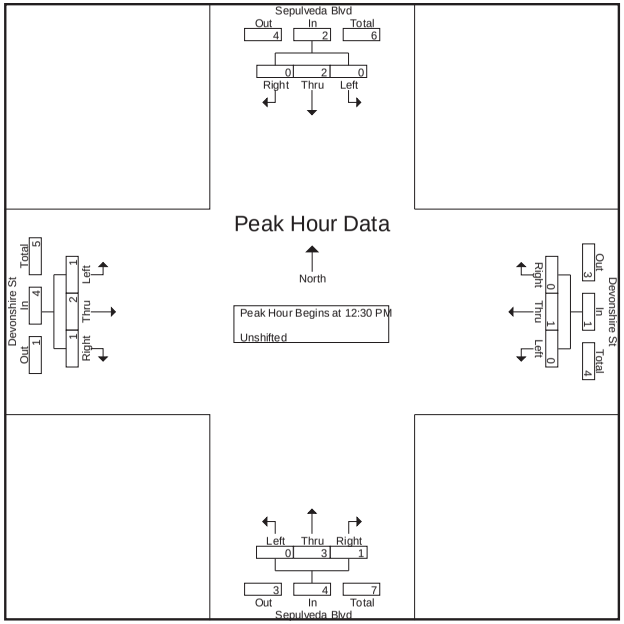
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	**1**	0	**1**	0	**1**	0	**1**	0	1	**1**	**2**	0	**1**	0	1	**5**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	**1**	**3**	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	1	0	1	0	0	0	0	0	**2**	0	2	0	0	0	0	3
Total Volume	0	2	0	2	0	1	0	1	0	3	1	4	1	2	1	4	11
% App. Total	0	100	0		0	100	0		0	75	25		25	50	25		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.375	.250	.500	.250	.500	.250	.333	.550



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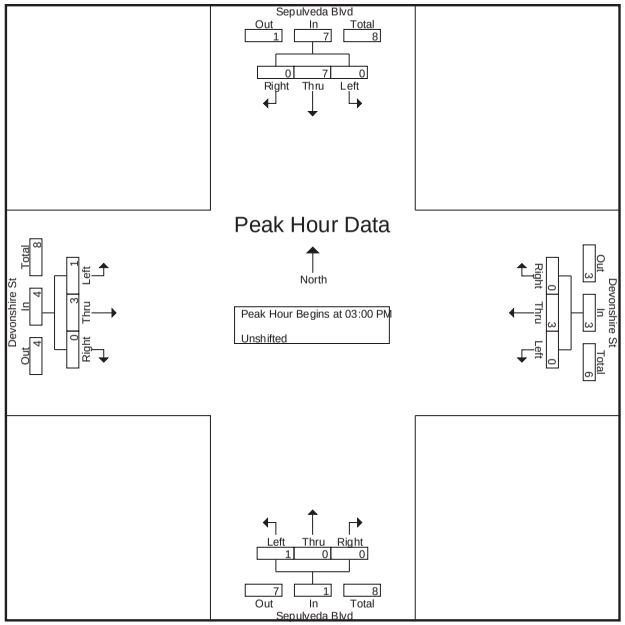
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
03:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
03:30 PM	0	**5**	0	**5**	0	**2**	0	**2**	**1**	0	0	**1**	**1**	1	0	2	**10**
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	7	0	7	0	3	0	3	1	0	0	1	1	3	0	4	15
% App. Total	0	100	0		0	100	0		100	0	0		25	75	0		
PHF	.000	.350	.000	.350	.000	.375	.000	.375	.250	.000	.000	.250	.250	.375	.000	.500	.375



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Groups Printed- Unshifted

	Sepulveda Blvd Southbound			Devonshire St Westbound			Sepulveda Blvd Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	2	0	1	5	0	1	3	0	1	0	1	14
07:15 AM	0	1	0	0	5	0	1	2	0	1	1	0	11
07:30 AM	0	2	0	0	1	0	2	1	0	1	2	0	9
07:45 AM	1	2	0	0	3	0	1	1	0	1	2	0	11
Total	1	7	0	1	14	0	5	7	0	4	5	1	45
08:00 AM	0	3	1	0	1	0	1	2	0	0	2	2	12
08:15 AM	0	5	0	0	2	0	0	1	0	1	3	4	16
08:30 AM	0	0	0	0	2	0	0	3	0	1	2	1	9
08:45 AM	0	3	0	0	0	0	0	3	0	0	3	0	9
Total	0	11	1	0	5	0	1	9	0	2	10	7	46
09:00 AM	0	1	0	0	1	0	0	0	2	1	2	0	7
09:15 AM	0	2	0	0	0	0	0	4	0	0	1	0	7
09:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
09:45 AM	0	1	0	0	0	0	0	2	0	0	1	0	4
Total	0	4	0	0	1	0	0	7	3	1	4	0	20
12:00 PM	0	2	0	0	4	0	0	4	1	0	1	0	12
12:15 PM	0	2	0	0	0	0	0	1	1	0	1	0	5
12:30 PM	0	1	1	0	0	0	0	2	0	0	1	0	5
12:45 PM	0	1	1	0	1	0	0	1	0	0	1	0	5
Total	0	6	2	0	5	0	0	8	2	0	4	0	27
01:00 PM	0	1	1	0	0	0	0	2	1	1	2	0	8
01:15 PM	1	2	0	0	1	0	0	0	0	1	3	0	8
01:30 PM	0	2	0	0	1	0	0	2	0	0	0	1	6
01:45 PM	0	2	0	0	2	0	0	1	0	0	0	0	5
Total	1	7	1	0	4	0	0	5	1	2	5	1	27
03:00 PM	0	4	0	0	2	0	0	3	0	0	0	1	10
03:15 PM	1	0	0	0	2	0	0	1	1	0	3	0	8
03:30 PM	0	1	0	0	2	0	0	1	2	0	5	0	11
03:45 PM	0	1	0	0	0	0	0	3	0	1	2	0	7
Total	1	6	0	0	6	0	0	8	3	1	10	1	36
04:00 PM	0	2	0	0	2	0	0	5	1	0	3	1	14
04:15 PM	0	1	0	0	1	0	1	1	0	0	1	0	5
04:30 PM	1	3	0	0	2	0	0	5	0	1	3	0	15
04:45 PM	0	2	0	0	0	0	0	2	0	1	1	0	6
Total	1	8	0	0	5	0	1	13	1	2	8	1	40
05:00 PM	0	0	0	0	0	0	0	1	1	1	2	0	5
05:15 PM	0	3	0	0	1	0	0	1	0	1	0	0	6
05:30 PM	0	2	0	0	0	0	0	2	0	1	3	0	8
Total	0	5	0	0	1	0	0	4	1	3	5	0	19
Grand Total	4	54	4	1	41	0	7	61	11	15	51	11	260
Apprch %	6.5	87.1	6.5	2.4	97.6	0	8.9	77.2	13.9	19.5	66.2	14.3	
Total %	1.5	20.8	1.5	0.4	15.8	0	2.7	23.5	4.2	5.8	19.6	4.2	

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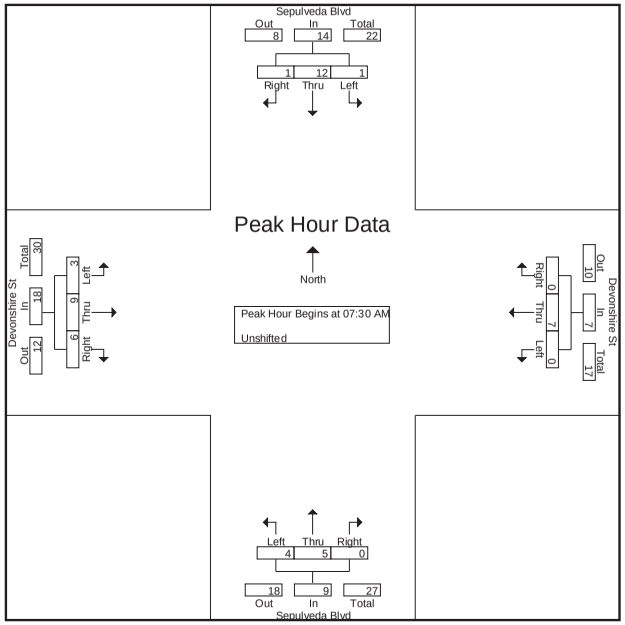
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	1	0	1	**2**	1	0	**3**	**1**	2	0	3	9
07:45 AM	**1**	2	0	3	0	**3**	0	**3**	1	1	0	2	1	2	0	3	11
08:00 AM	0	3	**1**	4	0	1	0	1	1	**2**	0	3	0	2	2	4	12
08:15 AM	0	**5**	0	**5**	0	2	0	2	0	1	0	1	1	**3**	**4**	**8**	**16**
Total Volume	1	12	1	14	0	7	0	7	4	5	0	9	3	9	6	18	48
% App. Total	7.1	85.7	7.1		0	100	0		44.4	55.6	0		16.7	50	33.3		
PHF	.250	.600	.250	.700	.000	.583	.000	.583	.500	.625	.000	.750	.750	.750	.375	.563	.750



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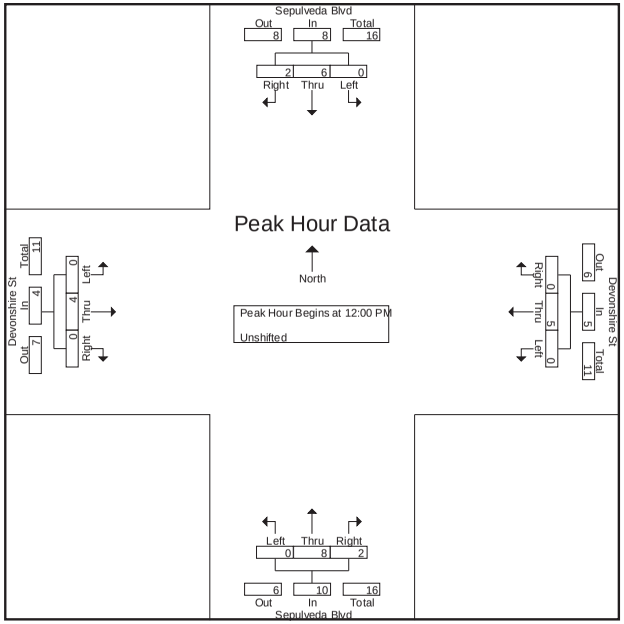
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**2**	0	**2**	0	**4**	0	**4**	0	**4**	**1**	**5**	0	**1**	0	**1**	**12**
12:15 PM	0	2	0	2	0	0	0	0	0	1	1	2	0	1	0	1	5
12:30 PM	0	1	**1**	2	0	0	0	0	0	2	0	2	0	1	0	1	5
12:45 PM	0	1	1	2	0	1	0	1	0	1	0	1	0	1	0	1	5
Total Volume	0	6	2	8	0	5	0	5	0	8	2	10	0	4	0	4	27
% App. Total	0	75	25		0	100	0		0	80	20		0	100	0		
PHF	.000	.750	.500	1.00	.000	.313	.000	.313	.000	.500	.500	.500	.000	1.00	.000	1.00	.563



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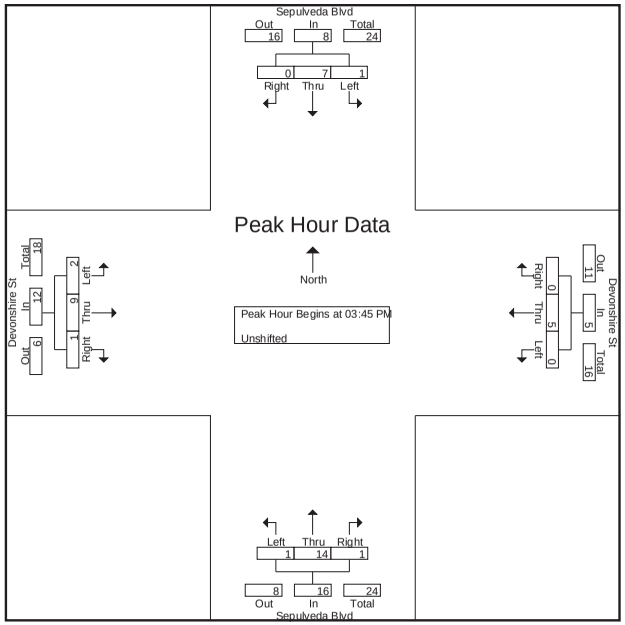
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	**1**	2	0	3	7
04:00 PM	0	2	0	2	0	**2**	0	**2**	0	**5**	**1**	**6**	0	**3**	**1**	**4**	14
04:15 PM	0	1	0	1	0	1	0	1	**1**	1	0	2	0	1	0	1	5
04:30 PM	**1**	**3**	0	**4**	0	2	0	2	0	5	0	5	1	3	0	4	**15**
Total Volume	1	7	0	8	0	5	0	5	1	14	1	16	2	9	1	12	41
% App. Total	12.5	87.5	0		0	100	0		6.2	87.5	6.2		16.7	75	8.3		
PHF	.250	.583	.000	.500	.000	.625	.000	.625	.250	.700	.250	.667	.500	.750	.250	.750	.683



CITY TRAFFIC COUNTERS

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File Name : 54_Sepulveda_Devonshire_2-Axle
Site Code : 00000000
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Groups Printed- Unshifted

	Sepulveda Blvd Southbound			Devonshire St Westbound			Sepulveda Blvd Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	4	1	1	1	0	0	7	1	0	3	0	19
07:15 AM	0	3	1	0	5	0	0	3	0	0	4	0	16
07:30 AM	1	6	0	0	3	0	0	1	0	0	1	1	13
07:45 AM	0	2	0	1	1	0	1	5	1	1	1	1	14
Total	2	15	2	2	10	0	1	16	2	1	9	2	62
08:00 AM	0	5	1	1	5	0	0	2	0	1	2	0	17
08:15 AM	1	6	1	0	2	0	1	4	0	3	4	2	24
08:30 AM	2	6	0	0	4	0	3	4	0	0	4	1	24
08:45 AM	0	3	3	1	4	2	0	5	0	1	4	2	25
Total	3	20	5	2	15	2	4	15	0	5	14	5	90
09:00 AM	1	6	2	1	1	0	0	2	1	0	1	2	17
09:15 AM	0	0	1	1	3	1	3	2	0	2	1	1	15
09:30 AM	1	3	0	0	3	1	0	2	1	1	4	4	20
09:45 AM	0	5	1	0	4	1	2	2	2	0	3	0	20
Total	2	14	4	2	11	3	5	8	4	3	9	7	72
12:00 PM	0	0	0	0	4	0	2	6	0	2	1	1	16
12:15 PM	1	3	0	0	3	0	1	3	0	1	0	2	14
12:30 PM	0	5	0	0	0	1	1	3	2	0	0	1	13
12:45 PM	1	2	1	0	2	2	1	4	1	0	0	2	16
Total	2	10	1	0	9	3	5	16	3	3	1	6	59
01:00 PM	0	4	1	1	0	1	2	2	0	2	4	0	17
01:15 PM	0	3	1	0	2	0	0	5	0	0	1	0	12
01:30 PM	0	1	0	1	1	0	1	4	0	2	1	0	11
01:45 PM	1	2	0	0	1	0	1	3	0	1	3	0	12
Total	1	10	2	2	4	1	4	14	0	5	9	0	52
03:00 PM	1	1	2	0	1	0	0	5	1	1	3	0	15
03:15 PM	2	1	0	0	1	0	0	1	0	1	2	0	8
03:30 PM	0	0	1	2	2	1	0	0	0	0	4	1	11
03:45 PM	1	1	2	0	2	0	0	3	0	1	10	1	21
Total	4	3	5	2	6	1	0	9	1	3	19	2	55
04:00 PM	0	6	2	0	4	0	1	8	2	1	3	0	27
04:15 PM	0	4	1	0	2	0	1	4	1	1	3	0	17
04:30 PM	2	1	0	0	2	1	0	0	0	1	3	0	10
04:45 PM	2	1	0	0	0	0	1	0	0	1	6	0	11
Total	4	12	3	0	8	1	3	12	3	4	15	0	65
05:00 PM	0	1	0	0	2	0	0	0	0	1	2	0	6
05:15 PM	0	3	1	0	0	1	0	3	2	3	3	1	17
05:30 PM	0	4	1	0	1	0	0	1	0	1	1	0	9
05:45 PM	0	0	0	0	2	0	0	4	2	1	2	1	12
Total	0	8	2	0	5	1	0	8	4	6	8	2	44
Grand Total	18	92	24	10	68	12	22	98	17	30	84	24	499
Apprch %	13.4	68.7	17.9	11.1	75.6	13.3	16.1	71.5	12.4	21.7	60.9	17.4	
Total %	3.6	18.4	4.8	2	13.6	2.4	4.4	19.6	3.4	6	16.8	4.8	

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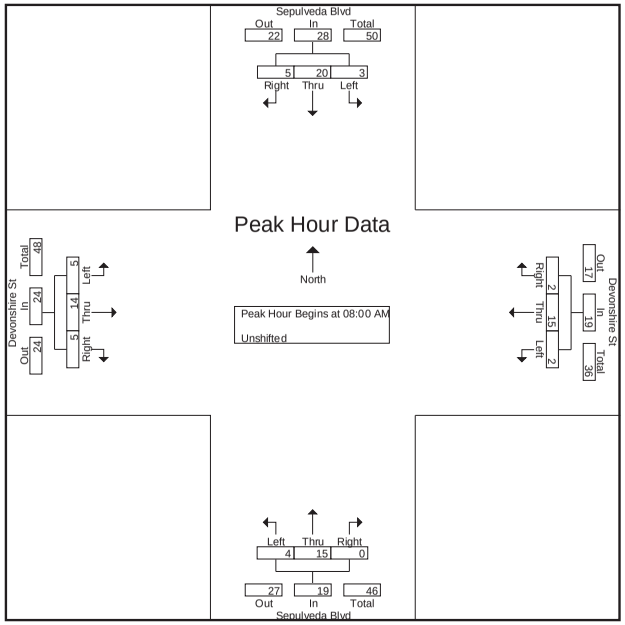
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	5	1	6	**1**	**5**	0	6	0	2	0	2	1	2	0	3	17
08:15 AM	1	**6**	1	**8**	0	2	0	2	1	4	0	5	**3**	**4**	**2**	**9**	24
08:30 AM	**2**	6	0	8	0	4	0	4	**3**	4	0	**7**	0	4	1	5	24
08:45 AM	0	3	**3**	6	1	4	**2**	**7**	0	**5**	0	5	1	4	2	7	**25**
Total Volume	3	20	5	28	2	15	2	19	4	15	0	19	5	14	5	24	90
% App. Total	10.7	71.4	17.9		10.5	78.9	10.5		21.1	78.9	0		20.8	58.3	20.8		
PHF	.375	.833	.417	.875	.500	.750	.250	.679	.333	.750	.000	.679	.417	.875	.625	.667	.900



CITY TRAFFIC COUNTERS
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File Name : 54_Sepulveda_Devonshire_2-Axle
Site Code : 00000000
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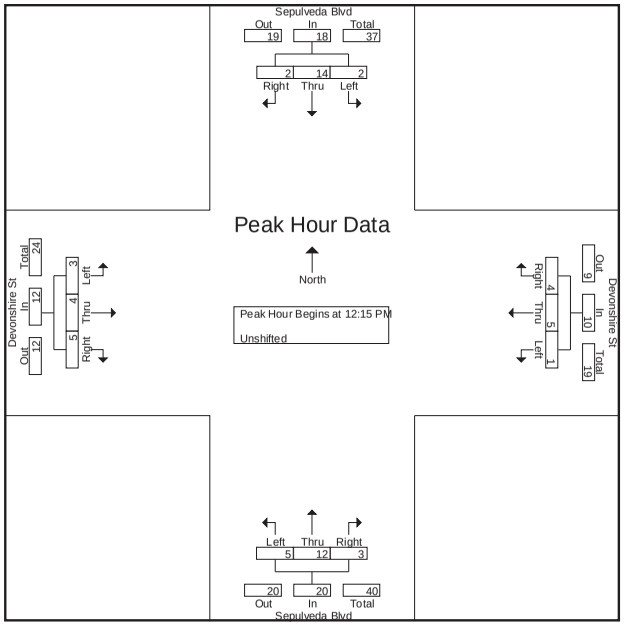
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	**1**	3	0	4	0	**3**	0	3	1	3	0	4	1	0	**2**	3	14
12:30 PM	0	**5**	0	**5**	0	0	1	1	1	3	**2**	**6**	0	0	1	1	13
12:45 PM	1	2	**1**	4	0	2	**2**	**4**	1	**4**	1	6	0	0	2	2	16
01:00 PM	0	4	1	5	**1**	0	1	2	**2**	2	0	4	**2**	**4**	0	**6**	**17**
Total Volume	2	14	2	18	1	5	4	10	5	12	3	20	3	4	5	12	60
% App. Total	11.1	77.8	11.1		10	50	40		25	60	15		25	33.3	41.7		
PHF	.500	.700	.500	.900	.250	.417	.500	.625	.625	.750	.375	.833	.375	.250	.625	.500	.882



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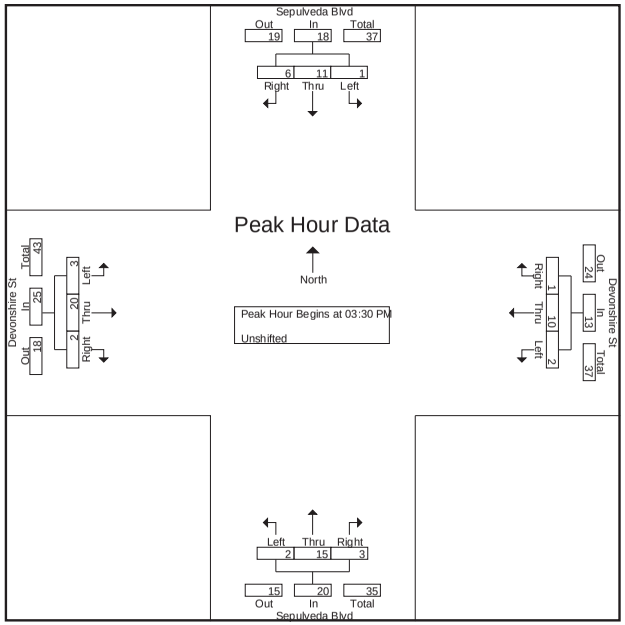
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	1	1	**2**	2	**1**	**5**	0	0	0	0	0	4	**1**	5	11
03:45 PM	**1**	1	**2**	4	0	2	0	2	0	3	0	3	**1**	**10**	1	**12**	21
04:00 PM	0	**6**	2	**8**	0	**4**	0	4	**1**	**8**	**2**	**11**	1	3	0	4	**27**
04:15 PM	0	4	1	5	0	2	0	2	1	4	1	6	1	3	0	4	17
Total Volume	1	11	6	18	2	10	1	13	2	15	3	20	3	20	2	25	76
% App. Total	5.6	61.1	33.3		15.4	76.9	7.7		10	75	15		12	80	8		
PHF	.250	.458	.750	.563	.250	.625	.250	.650	.500	.469	.375	.455	.750	.500	.500	.521	.704



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Groups Printed- Bank 1

	Sepulveda Blvd Southbound			Devonshire St Westbound			Sepulveda Blvd Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	1	0	0	1	0	0	1	0	0	1	0	5
07:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
07:30 AM	0	1	0	0	0	0	1	2	0	0	2	0	6
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	1	4	0	0	3	0	1	4	0	0	3	0	16
08:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
08:15 AM	1	2	1	1	0	0	0	0	0	0	1	0	6
08:30 AM	2	0	2	0	2	0	0	1	0	1	0	1	9
08:45 AM	0	0	0	0	0	0	0	2	0	0	2	2	6
Total	3	2	4	1	2	0	0	3	0	1	4	3	23
09:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	4
09:30 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
09:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	4
Total	1	1	0	1	2	1	0	0	2	1	1	1	11
12:00 PM	0	4	0	0	0	0	0	0	0	0	1	0	5
12:15 PM	0	0	0	0	0	0	0	1	1	1	0	0	3
12:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:45 PM	0	1	2	0	0	0	0	0	0	0	0	0	3
Total	0	5	2	0	0	0	0	2	1	1	2	0	13
01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	2
01:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
01:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	1	0	1	2	1	7
03:00 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
03:15 PM	0	1	0	0	0	1	0	1	0	1	0	0	4
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	1	1	0	0	0	1	0	3	0	2	1	1	10
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	3
Total	0	0	0	0	0	0	0	2	0	1	1	0	4
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:30 PM	0	2	0	0	0	0	0	0	1	0	1	0	4
Total	0	3	0	0	2	0	0	0	1	0	2	0	8
Grand Total	6	16	6	2	11	2	1	15	4	7	16	6	92
Apprch %	21.4	57.1	21.4	13.3	73.3	13.3	5	75	20	24.1	55.2	20.7	
Total %	6.5	17.4	6.5	2.2	12	2.2	1.1	16.3	4.3	7.6	17.4	6.5	

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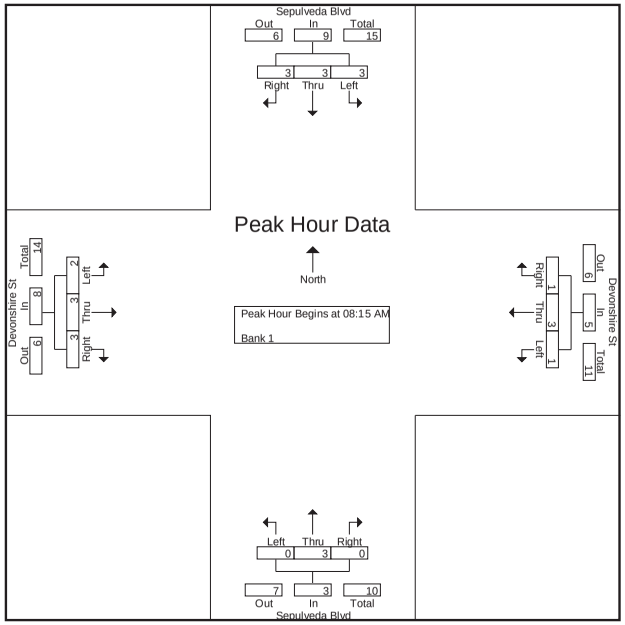
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	1	**2**	1	**4**	**1**	0	0	1	0	0	0	0	0	1	0	1	6
08:30 AM	**2**	0	**2**	4	0	**2**	0	**2**	0	1	0	1	**1**	0	1	2	**9**
08:45 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	**2**	**2**	**4**	6
09:00 AM	0	1	0	1	0	1	**1**	2	0	0	0	0	1	0	0	1	4
Total Volume	3	3	3	9	1	3	1	5	0	3	0	3	2	3	3	8	25
% App. Total	33.3	33.3	33.3		20	60	20		0	100	0		25	37.5	37.5		
PHF	.375	.375	.375	.563	.250	.375	.250	.625	.000	.375	.000	.375	.500	.375	.375	.500	.694



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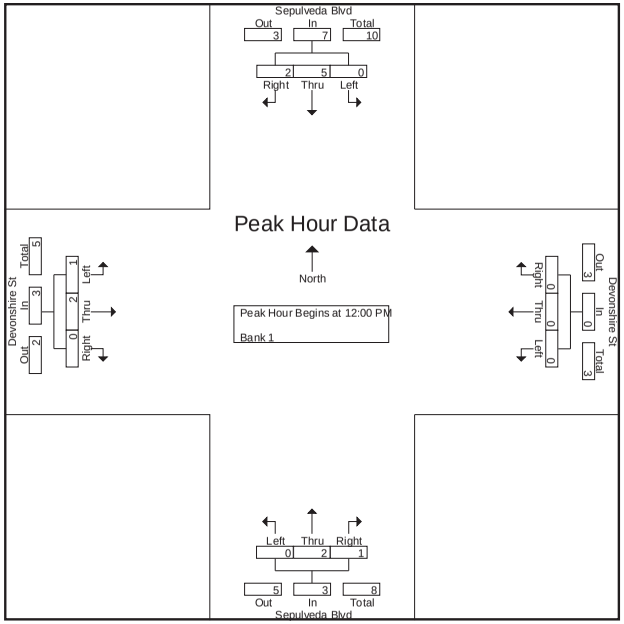
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**5**
12:15 PM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	**1**	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
12:45 PM	0	1	**2**	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	5	2	7	0	0	0	0	0	2	1	3	1	2	0	3	13
% App. Total	0	71.4	28.6		0	0	0		0	66.7	33.3		33.3	66.7	0		
PHF	.000	.313	.250	.438	.000	.000	.000	.000	.000	.500	.250	.375	.250	.500	.000	.750	.650



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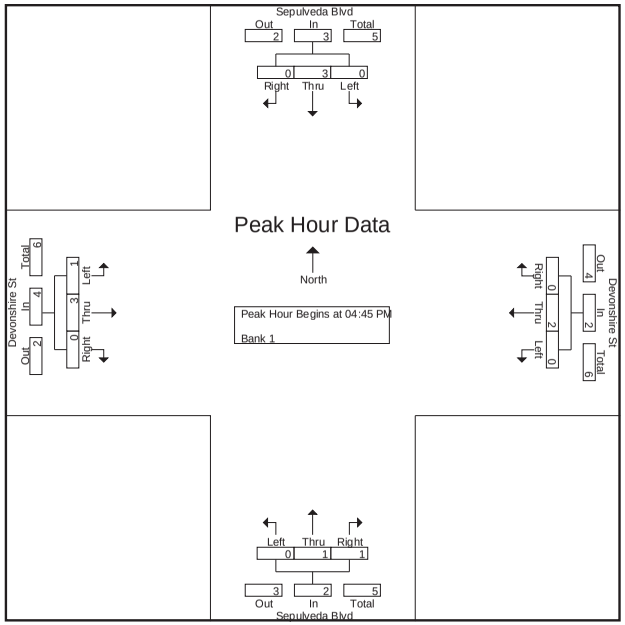
	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**	**1**	0	**2**	3
05:00 PM	0	1	0	1	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	**1**	1	0	1	0	1	**4**
Total Volume	0	3	0	3	0	2	0	2	0	1	1	2	1	3	0	4	11
% App. Total	0	100	0		0	100	0		0	50	50		25	75	0		
PHF	.000	.375	.000	.375	.000	.500	.000	.500	.000	.250	.250	.500	.250	.750	.000	.500	.688



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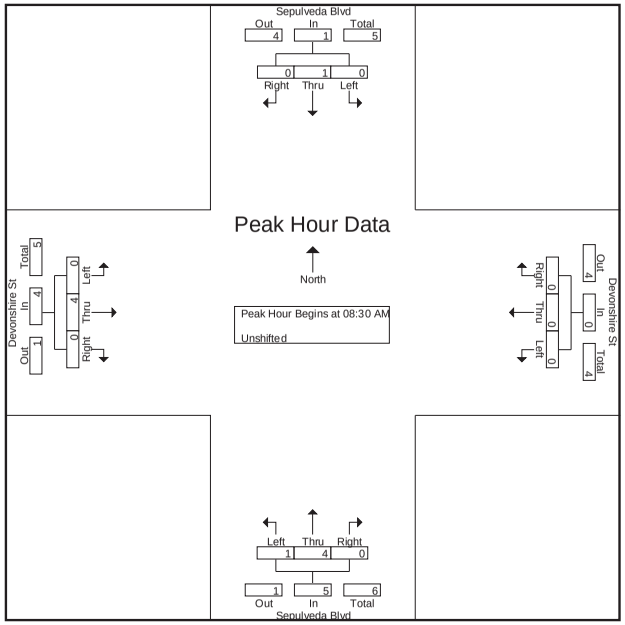
Groups Printed- Unshifted

	Sepulveda Blvd Southbound			Devonshire St Westbound			Sepulveda Blvd Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
07:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	2	1	0	0	3	0	0	2	0	0	0	0	8
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
08:45 AM	0	1	0	0	0	0	0	0	0	0	2	0	3
Total	0	1	0	1	1	0	0	2	0	0	2	0	7
09:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	1	0	2	3	0	0	2	0	8
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	1	0	0	1	2	6
01:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
Total	1	0	0	0	0	0	0	0	0	0	1	0	2
03:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
Total	0	1	0	0	1	0	1	1	0	0	1	0	5
04:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	1	0	0	0	0	0	0	0	0	2	0	3
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	3	4	0	1	9	0	3	9	0	0	9	2	40
Apprch %	42.9	57.1	0	10	90	0	25	75	0	0	81.8	18.2	
Total %	7.5	10	0	2.5	22.5	0	7.5	22.5	0	0	22.5	5	

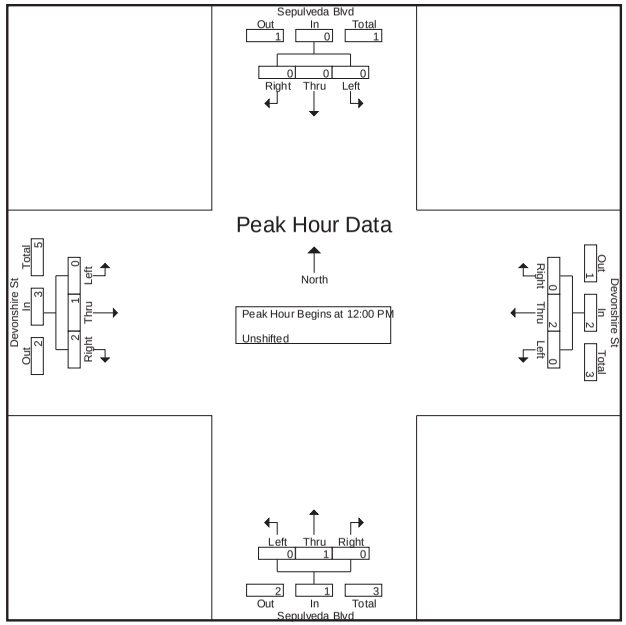
File Name : 54_Sepulveda_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
08:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**3**
09:00 AM	0	0	0	0	0	0	0	0	**1**	1	0	2	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
Total Volume	0	1	0	1	0	0	0	0	1	4	0	5	0	4	0	4	10
% App. Total	0	100	0		0	0	0		20	80	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.500	.000	.625	.000	.500	.000	.500	.833



File Name : 54_Sepulveda_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	**1**	**2**	**3**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	1	0	1	0	1	2	3	6
% App. Total	0	0	0		0	100	0		0	100	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.250	.500	.375	.500

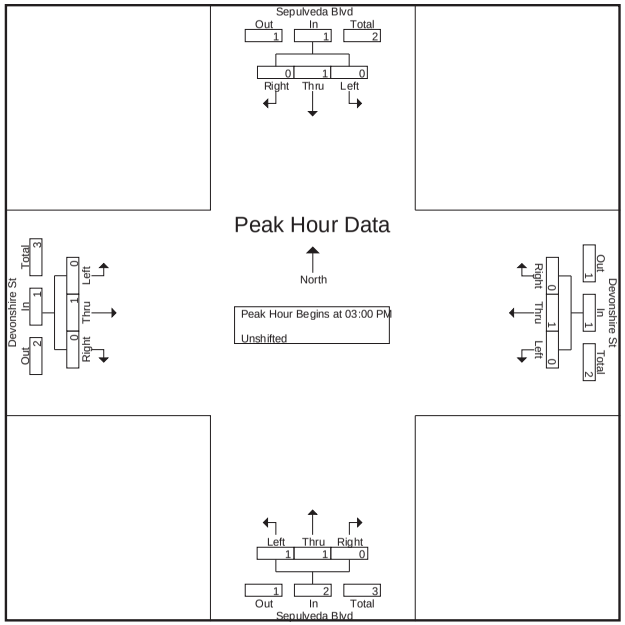


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 54_Sepulveda_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	**2**
03:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
Total Volume	0	1	0	1	0	1	0	1	1	1	0	2	0	1	0	1	5
% App. Total	0	100	0		0	100	0		50	50	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.250	.250	.000	.250	.000	.250	.000	.250	.625



CITY TRAFFIC COUNTERS

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File Name : 54_Sepulveda_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 2

	Sepulveda Blvd Southbound			Devonshire St Westbound			Sepulveda Blvd Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	2	0	0	0	0	1	0	0	0	0	3
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
07:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	1	3	3	0	0	1	0	1	0	0	0	1	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	1	0	0	0	0	0	1	0	0	1	0	3
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	0	0	0	1	0	0	2	0	5
09:00 AM	0	0	2	0	0	0	1	0	0	1	0	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	2	0	0	0	1	0	0	3	0	0	8
12:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	2
12:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	1	0	0	0	0	1	0	2	4
Total	1	0	1	0	1	1	0	0	0	1	0	2	7
01:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
01:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
01:30 PM	0	0	0	0	0	1	0	1	1	0	0	0	3
01:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	1	1	0	1	1	4	0	0	8
03:30 PM	0	0	1	0	1	0	0	1	0	0	0	0	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	1	0	1	0	0	1	0	0	1	0	4
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	1	0	0	1	0	0	0	0	1	1	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	1	0	1	0	1	3
Grand Total	4	6	7	0	4	3	1	5	1	10	4	4	49
Apprch %	23.5	35.3	41.2	0	57.1	42.9	14.3	71.4	14.3	55.6	22.2	22.2	
Total %	8.2	12.2	14.3	0	8.2	6.1	2	10.2	2	20.4	8.2	8.2	

CITY TRAFFIC COUNTERS
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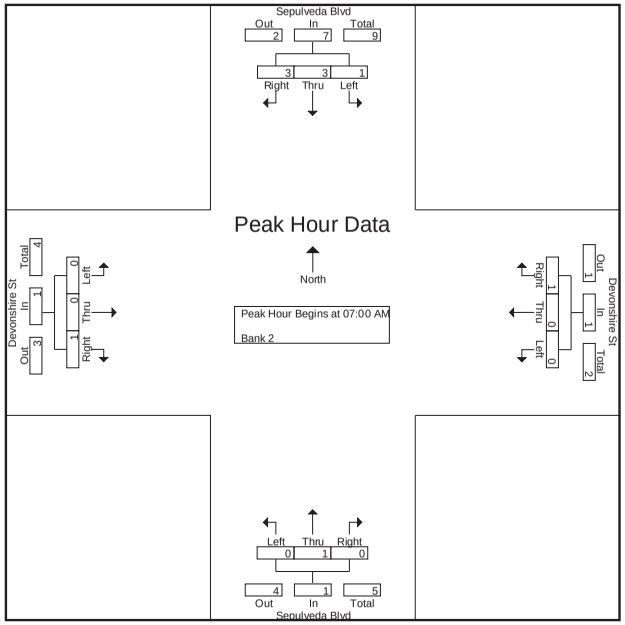
File Name : 54_Sepulveda_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	**2**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
07:15 AM	0	0	**2**	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
07:45 AM	0	0	1	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
Total Volume	1	3	3	7	0	0	1	1	0	1	0	1	0	0	1	1	10
% App. Total	14.3	42.9	42.9		0	0	100		0	100	0		0	0	100		
PHF	.250	.375	.375	.583	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.250	.250	.833



CITY TRAFFIC COUNTERS
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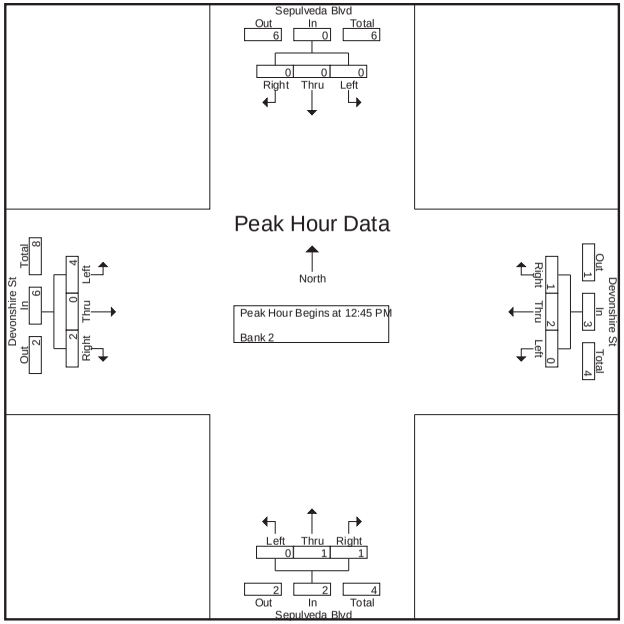
File Name : 54_Sepulveda_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1	0	**2**	**3**	**4**
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	2
01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
01:30 PM	0	0	0	0	0	0	**1**	1	0	**1**	**1**	**2**	0	0	0	0	3
Total Volume	0	0	0	0	0	2	1	3	0	1	1	2	4	0	2	6	11
% App. Total	0	0	0		0	66.7	33.3		0	50	50		66.7	0	33.3		
PHF	.000	.000	.000	.000	.000	.500	.250	.750	.000	.250	.250	.250	.500	.000	.250	.500	.688



CITY TRAFFIC COUNTERS

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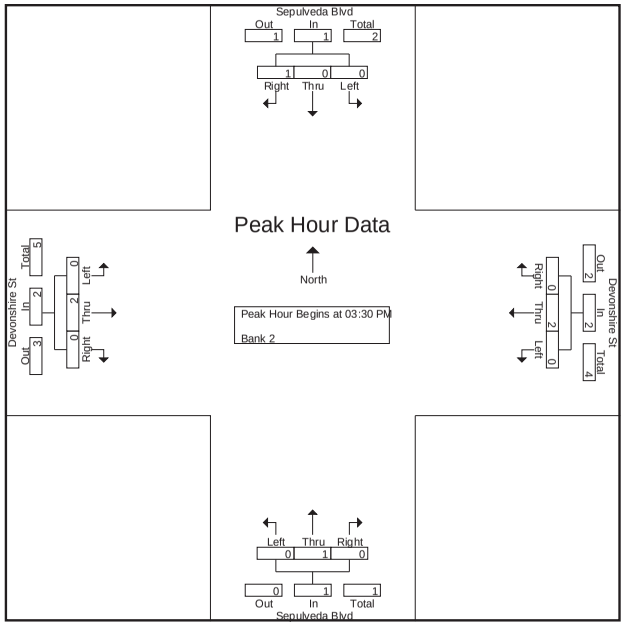
File Name : 54_Sepulveda_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Sepulveda Blvd Southbound				Devonshire St Westbound				Sepulveda Blvd Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	**1**	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	**3**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	1	1	0	2	0	2	0	1	0	1	0	2	0	2	6
% App. Total	0	0	100		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500	.500



CITY TRAFFIC COUNTERS

www.ctcounters.com

INT. 55

File Name : 55_Lemona_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Unshifted

	Lemona Ave Southbound			Devonshire St Westbound			Lemona Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	9	3	10	3	253	4	7	3	8	6	286	7	599
07:15 AM	10	2	10	12	315	3	11	4	7	15	311	8	708
07:30 AM	9	1	15	13	316	13	19	12	8	24	287	8	725
07:45 AM	26	15	12	8	222	10	8	15	8	25	307	8	664
Total	54	21	47	36	1106	30	45	34	31	70	1191	31	2696
08:00 AM	13	13	19	4	204	2	3	3	3	16	311	8	599
08:15 AM	10	5	11	7	207	1	3	5	1	9	297	10	566
08:30 AM	7	4	4	0	156	4	7	2	4	12	271	2	473
08:45 AM	5	2	7	3	133	4	3	2	5	6	213	6	389
Total	35	24	41	14	700	11	16	12	13	43	1092	26	2027
09:00 AM	7	2	8	4	112	4	5	3	3	11	174	9	342
09:15 AM	5	2	3	5	108	3	2	1	4	11	153	7	304
09:30 AM	2	1	6	1	104	2	3	0	1	5	157	6	288
09:45 AM	2	2	4	1	89	2	5	3	2	9	145	7	271
Total	16	7	21	11	413	11	15	7	10	36	629	29	1205
12:00 PM	2	0	6	1	103	4	4	5	5	10	117	10	267
12:15 PM	2	1	3	6	112	7	5	7	6	21	93	8	271
12:30 PM	12	5	24	4	118	5	4	6	7	19	117	4	325
12:45 PM	5	3	17	4	118	5	3	2	4	10	114	10	295
Total	21	9	50	15	451	21	16	20	22	60	441	32	1158
01:00 PM	1	0	7	3	124	5	9	3	3	6	124	4	289
01:15 PM	4	3	13	3	99	4	5	2	1	9	127	4	274
01:30 PM	1	2	7	4	111	3	5	0	2	9	134	3	281
01:45 PM	6	3	10	4	141	3	4	1	5	13	122	6	318
Total	12	8	37	14	475	15	23	6	11	37	507	17	1162
03:00 PM	6	2	8	5	180	2	1	3	4	12	183	5	411
03:15 PM	3	5	10	4	182	11	10	2	3	10	213	18	471
03:30 PM	4	3	10	5	164	11	11	5	5	6	198	13	435
03:45 PM	4	4	7	4	201	9	4	5	8	12	235	18	511
Total	17	14	35	18	727	33	26	15	20	40	829	54	1828
04:00 PM	1	1	9	9	178	7	2	0	5	9	263	8	492
04:15 PM	5	6	4	6	184	4	6	3	5	10	260	8	501
04:30 PM	4	3	12	8	201	4	7	1	4	8	252	13	517
04:45 PM	4	2	5	10	199	8	7	2	7	10	260	12	526
Total	14	12	30	33	762	23	22	6	21	37	1035	41	2036
05:00 PM	3	2	11	3	207	8	2	6	11	12	277	11	553
05:15 PM	4	4	9	8	240	13	7	2	13	12	289	7	608
05:30 PM	8	5	10	9	224	2	8	4	13	12	300	8	603
05:45 PM	4	2	8	5	198	9	8	4	10	17	278	9	552
Total	19	13	38	25	869	32	25	16	47	53	1144	35	2316
Grand Total	188	108	299	166	5503	176	188	116	175	376	6868	265	14428
Apprch %	31.6	18.2	50.3	2.8	94.1	3	39.2	24.2	36.5	5	91.5	3.5	
Total %	1.3	0.7	2.1	1.2	38.1	1.2	1.3	0.8	1.2	2.6	47.6	1.8	

CITY TRAFFIC COUNTERS
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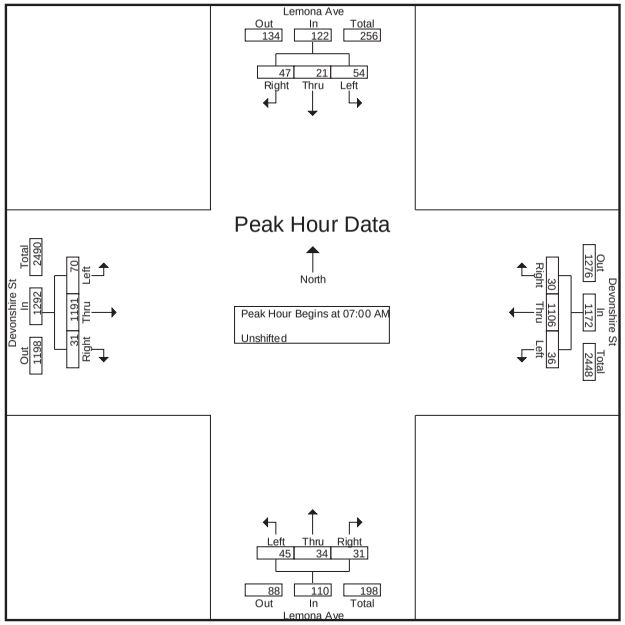
File Name : 55_Lemona_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

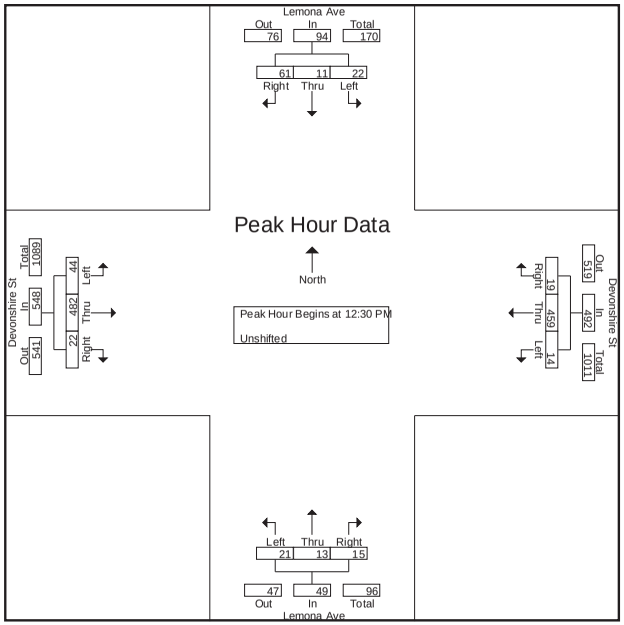
	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	9	3	10	22	3	253	4	260	7	3	**8**	18	6	286	7	299	599
07:15 AM	10	2	10	22	12	315	3	330	11	4	7	22	15	**311**	**8**	334	708
07:30 AM	9	1	**15**	25	**13**	**316**	**13**	**342**	**19**	12	8	**39**	24	287	8	319	**725**
07:45 AM	**26**	**15**	12	**53**	8	222	10	240	8	**15**	8	31	**25**	307	8	**340**	664
Total Volume	54	21	47	122	36	1106	30	1172	45	34	31	110	70	1191	31	1292	2696
% App. Total	44.3	17.2	38.5		3.1	94.4	2.6		40.9	30.9	28.2		5.4	92.2	2.4		
PHF	.519	.350	.783	.575	.692	.875	.577	.857	.592	.567	.969	.705	.700	.957	.969	.950	.930



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 55_Lemona_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	**12**	**5**	**24**	**41**	**4**	118	**5**	127	4	**6**	**7**	**17**	**19**	117	4	**140**	**325**
12:45 PM	5	3	17	25	4	118	5	127	3	2	4	9	10	114	**10**	134	295
01:00 PM	1	0	7	8	3	**124**	5	**132**	**9**	3	3	15	6	124	4	134	289
01:15 PM	4	3	13	20	3	99	4	106	5	2	1	8	9	**127**	4	140	274
Total Volume	22	11	61	94	14	459	19	492	21	13	15	49	44	482	22	548	1183
% App. Total	23.4	11.7	64.9		2.8	93.3	3.9		42.9	26.5	30.6		8	88	4		
PHF	.458	.550	.635	.573	.875	.925	.950	.932	.583	.542	.536	.721	.579	.949	.550	.979	.910



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 55_Lemona_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
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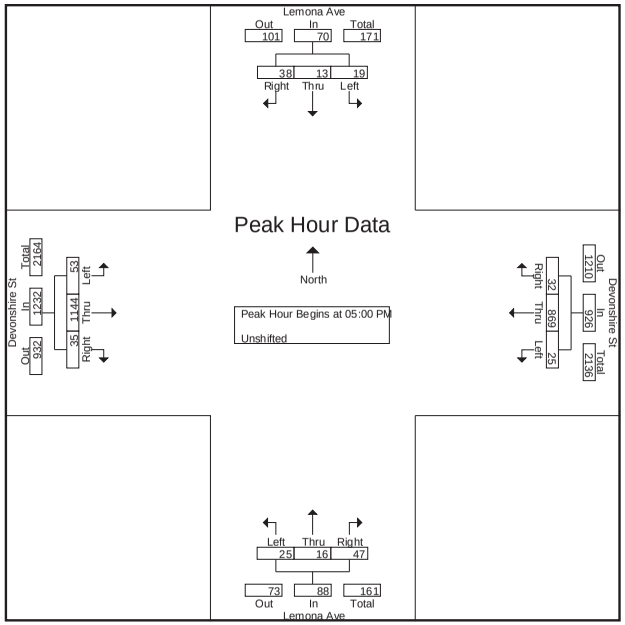
	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	2	**11**	16	3	207	8	218	2	**6**	11	19	12	277	**11**	300	553
05:15 PM	4	4	9	17	8	**240**	**13**	**261**	7	2	**13**	22	12	289	7	308	**608**
05:30 PM	**8**	**5**	10	**23**	**9**	224	2	235	**8**	4	13	**25**	12	**300**	8	**320**	603
05:45 PM	4	2	8	14	5	198	9	212	8	4	10	22	**17**	278	9	304	552
Total Volume	19	13	38	70	25	869	32	926	25	16	47	88	53	1144	35	1232	2316
% App. Total	27.1	18.6	54.3		2.7	93.8	3.5		28.4	18.2	53.4		4.3	92.9	2.8		
PHF	.594	.650	.864	.761	.694	.905	.615	.887	.781	.667	.904	.880	.779	.953	.795	.963	.952



CITY TRAFFIC COUNTERS

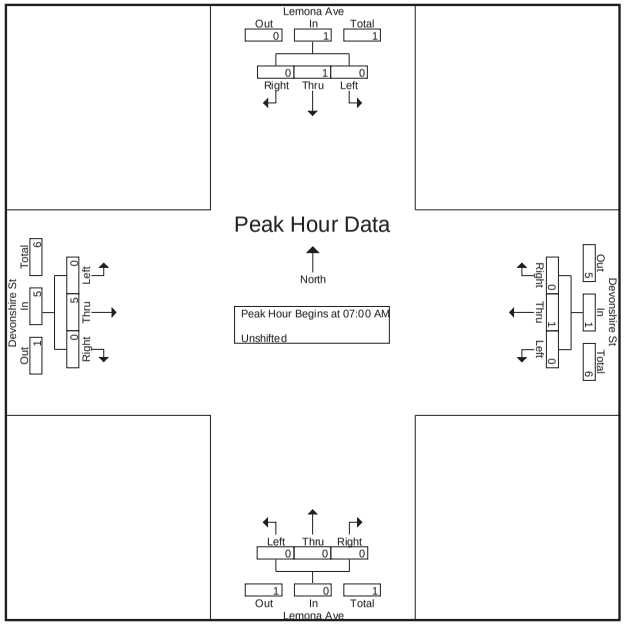
www.ctcounters.com

File Name : 55_Lemona_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

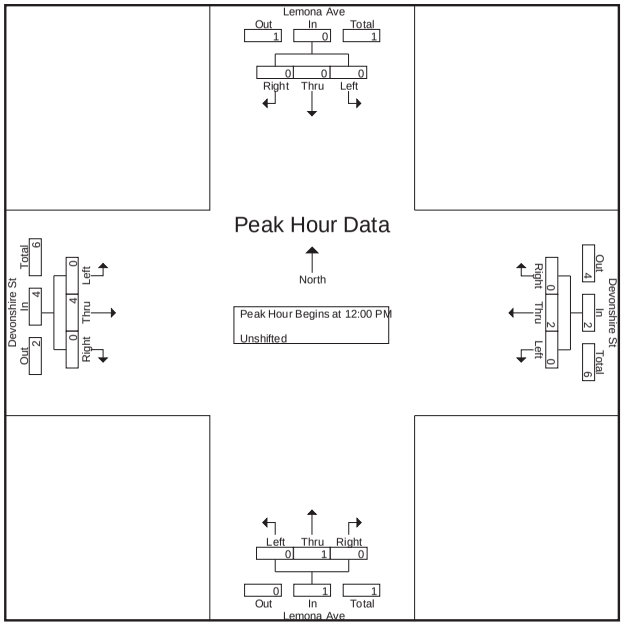
Groups Printed- Unshifted

	Lemona Ave Southbound			Devonshire St Westbound			Lemona Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	0	1	0	0	0	0	0	0	0	0	2	0	3
Total	0	1	0	0	1	0	0	0	0	0	5	0	7
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	0	0	0	1	0	0	1	0	0	1	0	3
09:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:30 PM	0	0	0	0	1	0	0	1	0	0	2	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	1	0	0	4	0	7
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	2	0	1	0	0	0	1	0	4
Total	0	0	0	0	3	0	1	0	0	0	3	0	7
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
Total	0	0	0	0	2	0	0	0	0	1	3	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
05:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	1	0	0	0	0	1	5	0	7
Grand Total	0	1	0	0	13	0	1	2	0	2	24	0	43
Apprch %	0	100	0	0	100	0	33.3	66.7	0	7.7	92.3	0	
Total %	0	2.3	0	0	30.2	0	2.3	4.7	0	4.7	55.8	0	

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	2	0	2	**3**
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	5	0	5	7
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.583



	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
12:30 PM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	**2**	0	**2**	**4**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	2	0	2	0	1	0	1	0	4	0	4	7
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500	.438

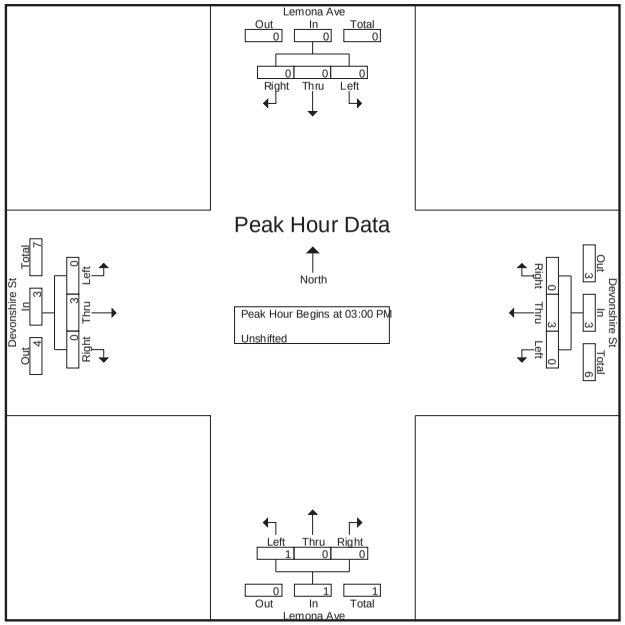


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 55_Lemona_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	0	1	0	1	**4**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	0	3	0	3	7
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.000	.250	.000	.375	.000	.375	.438



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 55_Lemona_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Unshifted

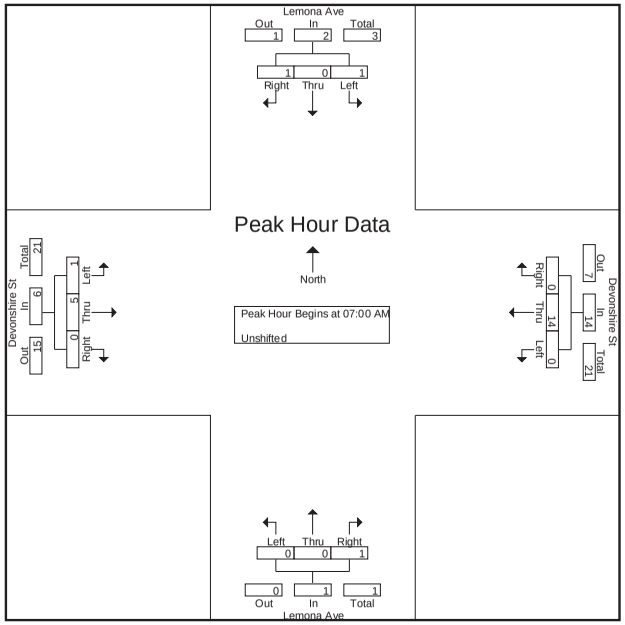
	Lemona Ave Southbound			Devonshire St Westbound			Lemona Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	5	0	0	0	0	0	0	0	6
07:15 AM	0	0	0	0	5	0	0	0	0	0	1	0	6
07:30 AM	1	0	0	0	1	0	0	0	0	0	2	0	4
07:45 AM	0	0	0	0	3	0	0	0	1	1	2	0	7
Total	1	0	1	0	14	0	0	0	1	1	5	0	23
08:00 AM	0	0	0	0	1	0	0	0	0	1	1	0	3
08:15 AM	0	1	1	0	1	0	0	0	1	0	3	0	7
08:30 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
08:45 AM	0	0	0	1	0	0	0	0	0	0	3	0	4
Total	0	1	1	1	4	0	0	0	1	1	9	0	18
09:00 AM	0	0	0	0	1	0	0	0	0	0	4	0	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	7	0	8
12:00 PM	0	0	0	0	3	0	1	0	0	1	1	0	6
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	4	0	1	0	0	1	5	0	11
01:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:15 PM	0	0	0	0	1	0	0	0	0	1	3	0	5
01:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	0	0	1	5	0	9
03:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	2
03:15 PM	0	0	0	0	2	0	0	0	0	0	5	0	7
03:30 PM	0	0	0	0	2	0	0	0	0	1	6	0	9
03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	1	0	4	0	1	0	0	1	13	0	20
04:00 PM	0	0	0	1	2	0	0	0	0	0	2	2	7
04:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
04:30 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	4	0	1	0	0	0	8	2	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	1	0	0	0	0	0	6	0	7
Grand Total	1	1	3	2	35	0	3	0	2	5	58	2	112
Apprch %	20	20	60	5.4	94.6	0	60	0	40	7.7	89.2	3.1	
Total %	0.9	0.9	2.7	1.8	31.2	0	2.7	0	1.8	4.5	51.8	1.8	

CITY TRAFFIC COUNTERS

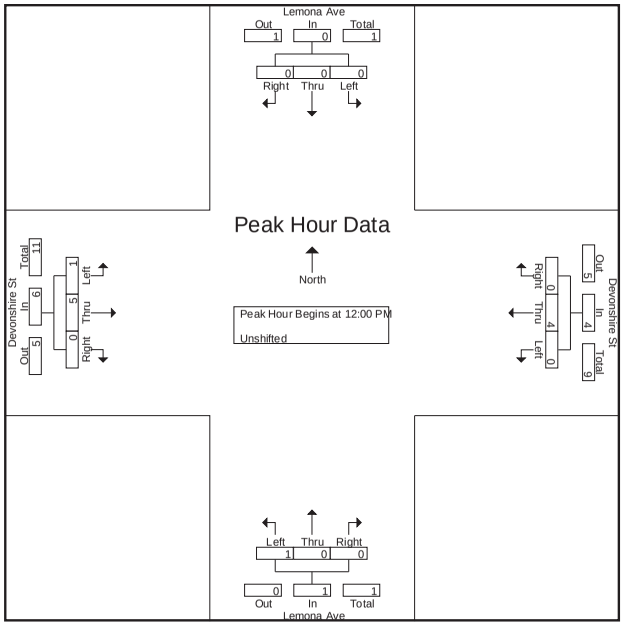
www.ctcounters.com

File Name : 55_Lemona_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	**1**	0	**5**	0	**5**	0	0	0	0	0	0	0	0	6
07:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
07:30 AM	**1**	0	0	1	0	1	0	1	0	0	0	0	0	**2**	0	2	4
07:45 AM	0	0	0	0	0	3	0	3	0	0	**1**	**1**	**1**	2	0	**3**	**7**
Total Volume	1	0	1	2	0	14	0	14	0	0	1	1	1	5	0	6	23
% App. Total	50	0	50		0	100	0		0	0	100		16.7	83.3	0		
PHF	.250	.000	.250	.500	.000	.700	.000	.700	.000	.000	.250	.250	.250	.625	.000	.500	.821



	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**3**	0	**3**	**1**	0	0	**1**	**1**	1	0	**2**	**6**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	0	4	1	0	0	1	1	5	0	6	11
% App. Total	0	0	0		0	100	0		100	0	0		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.250	.000	.000	.250	.250	.625	.000	.750	.458

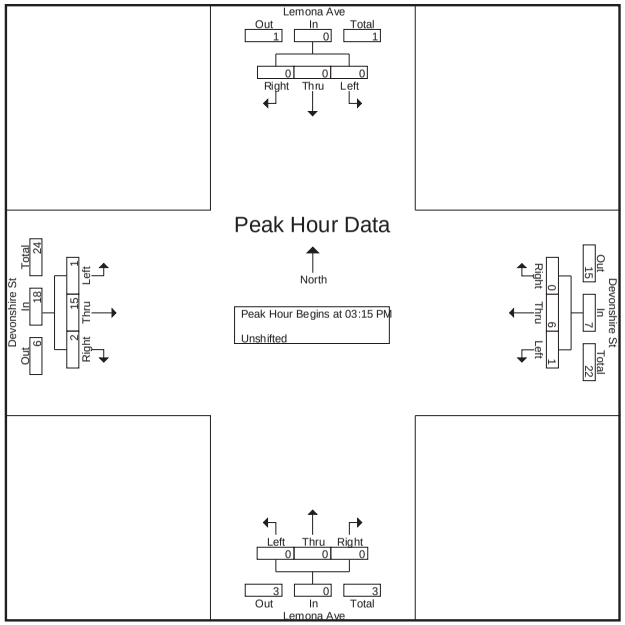


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 55_Lemona_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	5	0	5	7
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	**1**	**6**	0	**7**	**9**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:00 PM	0	0	0	0	**1**	2	0	**3**	0	0	0	0	0	2	**2**	4	7
Total Volume	0	0	0	0	1	6	0	7	0	0	0	0	1	15	2	18	25
% App. Total	0	0	0		14.3	85.7	0		0	0	0		5.6	83.3	11.1		
PHF	.000	.000	.000	.000	.250	.750	.000	.583	.000	.000	.000	.000	.250	.625	.250	.643	.694



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 55_Lemona_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Unshifted

	Lemona Ave Southbound			Devonshire St Westbound			Lemona Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	0	2	0	0	0	0	0	5	0	8
07:15 AM	0	1	0	1	5	0	0	0	0	0	3	0	10
07:30 AM	0	0	0	0	2	0	1	0	0	0	3	0	6
07:45 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
Total	0	2	0	1	11	0	1	0	0	0	13	0	28
08:00 AM	0	1	1	0	5	0	0	0	0	0	3	0	10
08:15 AM	0	0	0	1	2	1	0	0	0	0	4	0	8
08:30 AM	0	0	0	0	4	0	0	0	0	0	6	0	10
08:45 AM	0	0	1	0	5	0	0	0	0	0	4	0	10
Total	0	1	2	1	16	1	0	0	0	0	17	0	38
09:00 AM	0	1	0	0	2	0	0	0	0	0	3	0	6
09:15 AM	0	0	0	0	5	0	0	1	0	0	3	0	9
09:30 AM	0	0	0	0	3	0	1	0	0	0	3	0	7
09:45 AM	0	0	0	0	5	0	0	0	0	0	5	0	10
Total	0	1	0	0	15	0	1	1	0	0	14	0	32
12:00 PM	0	0	0	0	4	0	0	0	0	0	1	0	5
12:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	3
12:30 PM	0	0	1	0	1	0	0	1	1	0	2	0	6
12:45 PM	0	0	1	1	2	0	1	0	0	0	2	0	7
Total	0	0	3	1	8	0	1	1	1	0	6	0	21
01:00 PM	0	0	0	1	1	2	0	0	0	0	4	0	8
01:15 PM	0	0	1	0	2	1	0	0	0	0	1	0	5
01:30 PM	0	0	0	0	2	0	0	0	0	1	1	0	4
01:45 PM	0	0	0	0	1	1	0	0	0	0	4	0	6
Total	0	0	1	1	6	4	0	0	0	1	10	0	23
03:00 PM	1	0	0	1	1	1	0	0	3	0	5	0	12
03:15 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
03:30 PM	0	0	1	0	3	0	0	0	0	1	3	0	8
03:45 PM	0	0	1	1	1	0	0	0	1	0	11	0	15
Total	1	0	2	2	6	1	0	0	4	1	23	0	40
04:00 PM	0	0	0	0	3	0	1	0	0	1	4	0	9
04:15 PM	0	0	0	0	2	0	0	0	1	1	4	0	8
04:30 PM	0	0	0	0	2	0	0	0	0	0	5	0	7
04:45 PM	0	0	0	1	0	0	0	0	1	1	7	0	10
Total	0	0	0	1	7	0	1	0	2	3	20	0	34
05:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
05:15 PM	0	0	0	1	0	0	1	0	0	0	5	1	8
05:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	3
05:45 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
Total	1	0	0	1	5	0	1	0	0	0	12	1	21
Grand Total	2	4	8	8	74	6	5	2	7	5	115	1	237
Apprch %	14.3	28.6	57.1	9.1	84.1	6.8	35.7	14.3	50	4.1	95	0.8	
Total %	0.8	1.7	3.4	3.4	31.2	2.5	2.1	0.8	3	2.1	48.5	0.4	

CITY TRAFFIC COUNTERS

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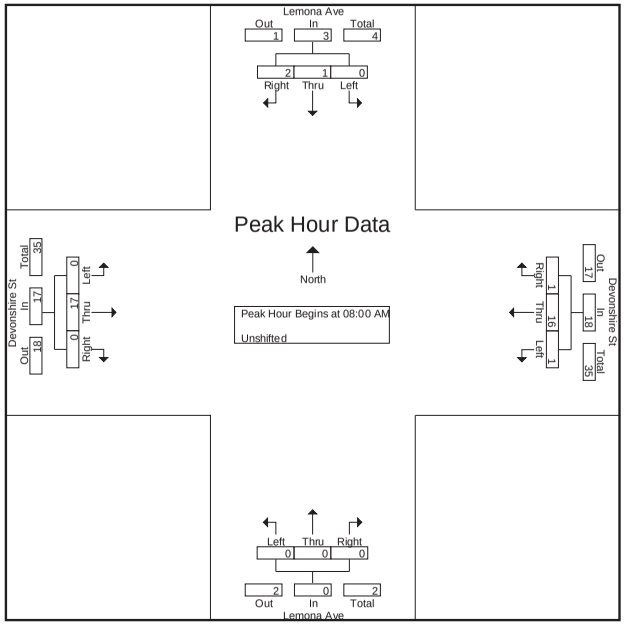
File Name : 55_Lemona_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	**1**	**2**	0	**5**	0	**5**	0	0	0	0	0	3	0	3	**10**
08:15 AM	0	0	0	0	**1**	2	**1**	4	0	0	0	0	0	4	0	4	8
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	**6**	0	**6**	10
08:45 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	4	0	4	10
Total Volume	0	1	2	3	1	16	1	18	0	0	0	0	0	17	0	17	38
% App. Total	0	33.3	66.7		5.6	88.9	5.6		0	0	0		0	100	0		
PHF	.000	.250	.500	.375	.250	.800	.250	.900	.000	.000	.000	.000	.000	.708	.000	.708	.950



CITY TRAFFIC COUNTERS

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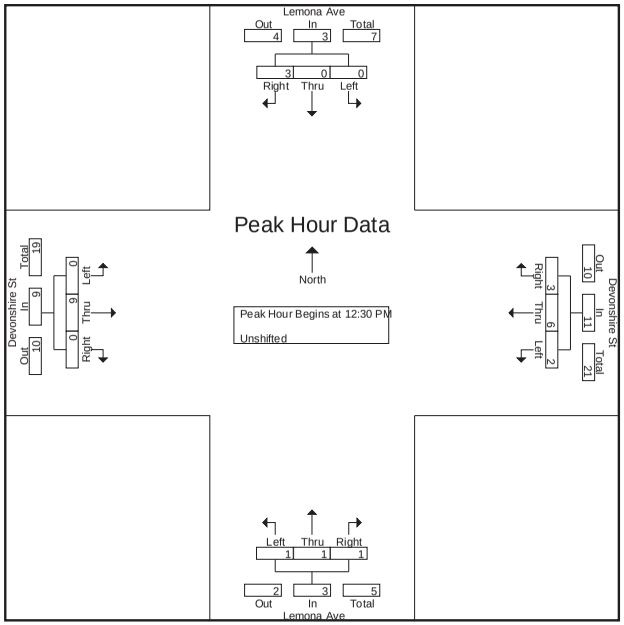
File Name : 55_Lemona_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	**1**	**1**	0	1	0	1	0	**1**	**1**	**2**	0	2	0	2	6
12:45 PM	0	0	1	1	**1**	**2**	0	3	**1**	0	0	1	0	2	0	2	7
01:00 PM	0	0	0	0	1	1	**2**	**4**	0	0	0	0	0	**4**	0	**4**	**8**
01:15 PM	0	0	1	1	0	2	1	3	0	0	0	0	0	1	0	1	5
Total Volume	0	0	3	3	2	6	3	11	1	1	1	3	0	9	0	9	26
% App. Total	0	0	100		18.2	54.5	27.3		33.3	33.3	33.3		0	100	0		
PHF	.000	.000	.750	.750	.500	.750	.375	.688	.250	.250	.250	.375	.000	.563	.000	.563	.813



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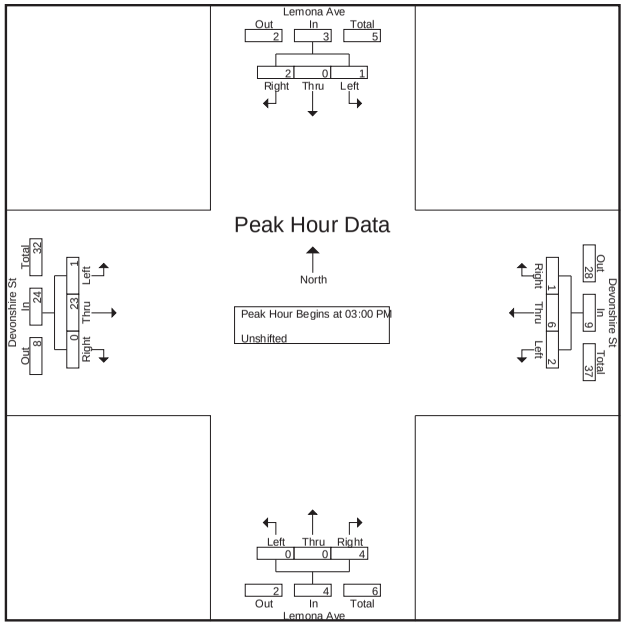
File Name : 55_Lemona_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	0	0	**1**	**1**	1	**1**	**3**	0	0	**3**	**3**	0	5	0	5	12
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
03:30 PM	0	0	**1**	1	0	**3**	0	3	0	0	0	0	**1**	3	0	4	8
03:45 PM	0	0	1	1	1	1	0	2	0	0	1	1	0	**11**	0	**11**	**15**
Total Volume	1	0	2	3	2	6	1	9	0	0	4	4	1	23	0	24	40
% App. Total	33.3	0	66.7		22.2	66.7	11.1		0	0	100		4.2	95.8	0		
PHF	.250	.000	.500	.750	.500	.500	.250	.750	.000	.000	.333	.333	.250	.523	.000	.545	.667



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File Name : 55_Lemona_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 1

	Lemona Ave Southbound			Devonshire St Westbound			Lemona Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
07:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	0	0	0	4	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	1	0	0	0	0	0	0	0	2	0	3
08:30 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	1	0	2	0	0	0	0	0	8	0	11
09:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
09:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	4	0	0	0	0	0	4	0	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	1	3
01:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
01:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	1	4
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	3	0	5
Grand Total	0	0	1	0	14	0	0	0	0	0	26	2	43
Apprch %	0	0	100	0	100	0	0	0	0	0	92.9	7.1	
Total %	0	0	2.3	0	32.6	0	0	0	0	0	60.5	4.7	

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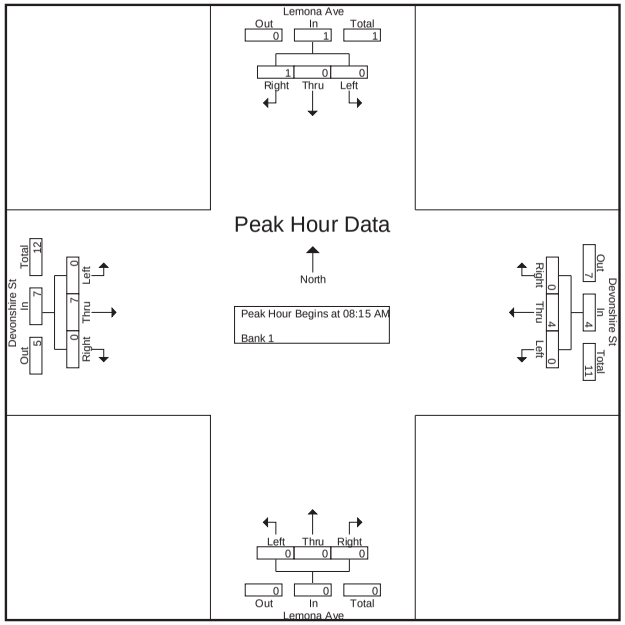
File Name : 55_Lemona_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	2	0	2	3
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	**5**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	1	0	4	0	4	0	0	0	0	0	7	0	7	12
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.600



CITY TRAFFIC COUNTERS

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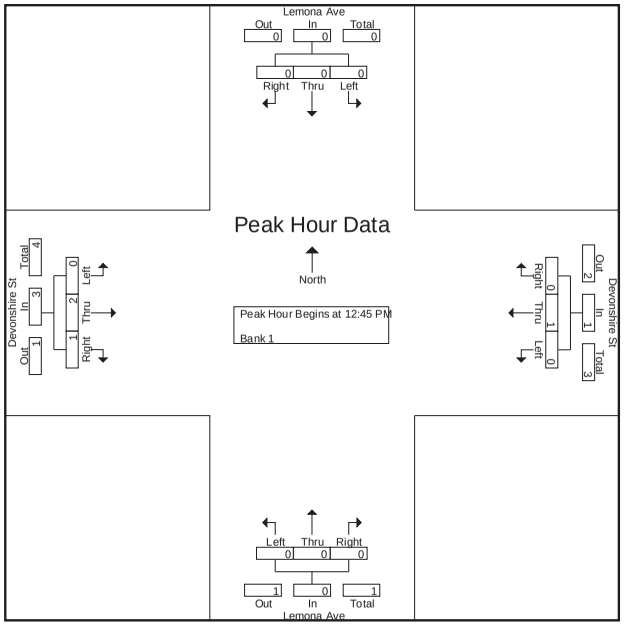
File Name : 55_Lemona_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	**2**	**2**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
% App. Total	0	0	0		0	100	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.250	.375	.500



CITY TRAFFIC COUNTERS

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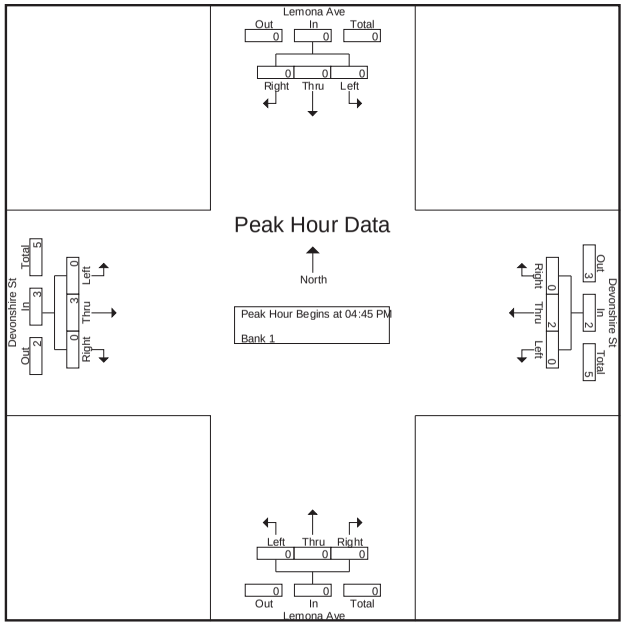
File Name : 55_Lemona_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	**2**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.625



CITY TRAFFIC COUNTERS

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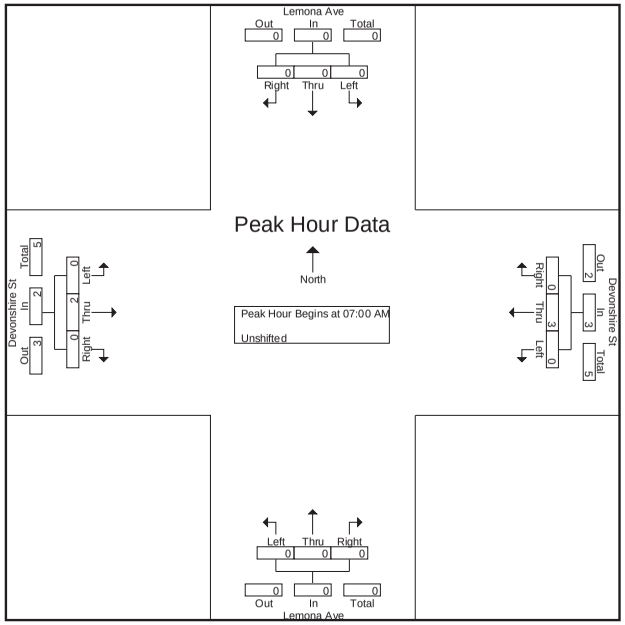
File Name : 55_Lemona_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Unshifted

	Lemona Ave Southbound			Devonshire St Westbound			Lemona Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
08:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	2	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	2	0	3
12:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	0	3
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	10	0	0	0	0	0	13	0	23
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	43.5	0	0	0	0	0	56.5	0	

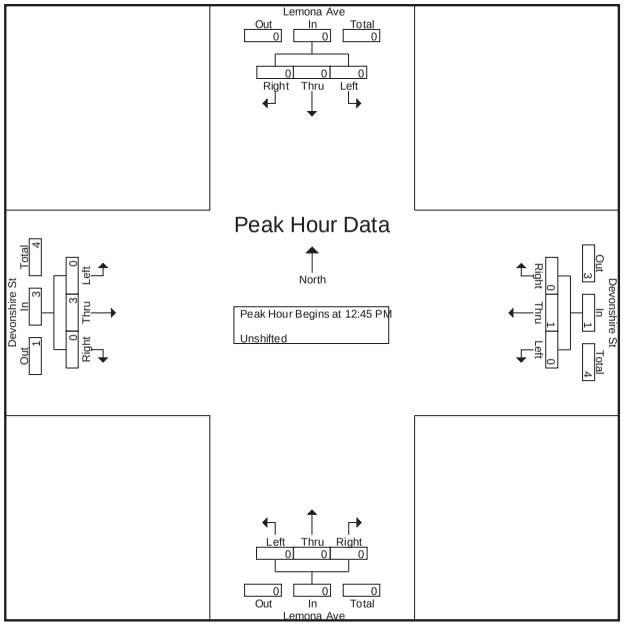
File Name : 55_Lemona_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.625



File Name : 55_Lemona_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.500



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File Name : 55_Lemona_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
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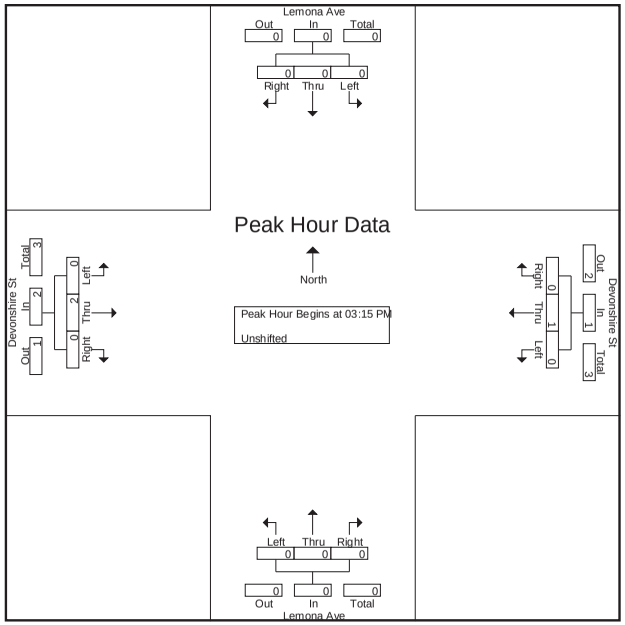
	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.750



CITY TRAFFIC COUNTERS
www.ctcounters.com

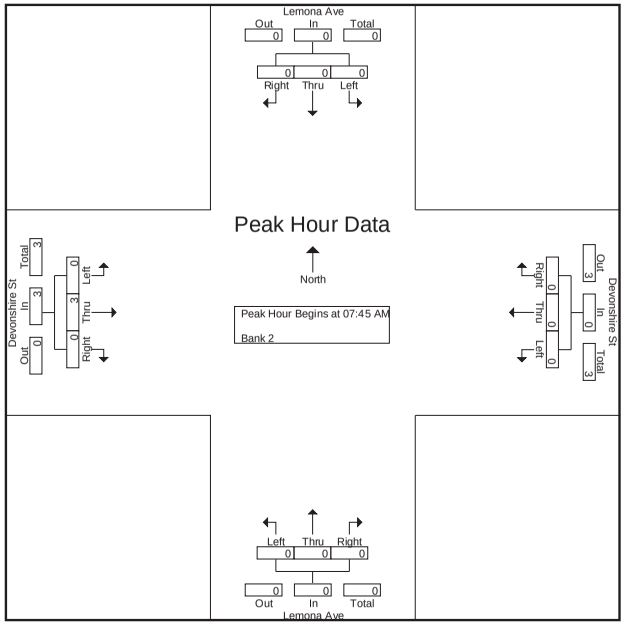
File Name : 55_Lemona_Devonshire_5+-Axles
Site Code : 00000000
Start Time : 11/16/2016
Page No : 1

Groups Printed- Bank 2

	Lemona Ave Southbound			Devonshire St Westbound			Lemona Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	0	3
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	0	3	0	0	0	0	0	4	0	7
Apprch %	0	0	0	0	100	0	0	0	0	0	100	0	
Total %	0	0	0	0	42.9	0	0	0	0	0	57.1	0	

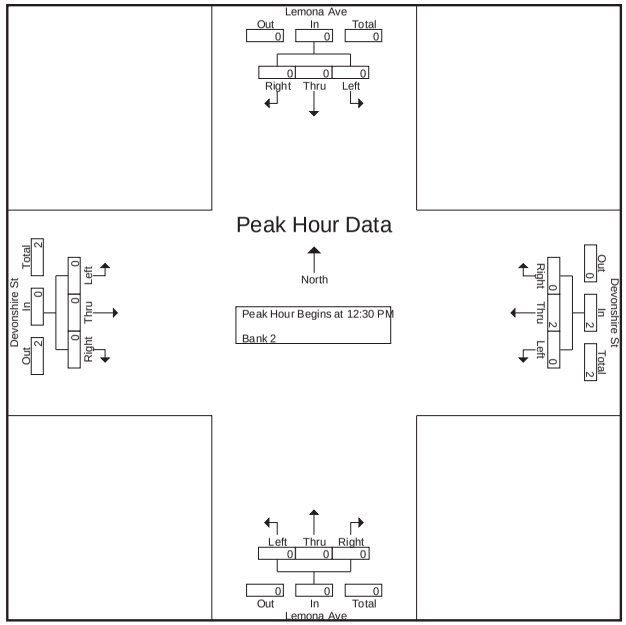
File Name : 55_Lemona_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.750



File Name : 55_Lemona_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

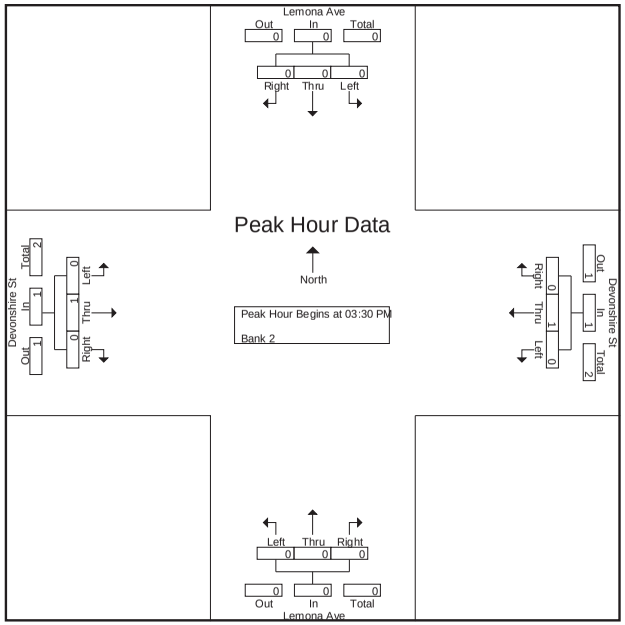
	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 55_Lemona_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Lemona Ave Southbound				Devonshire St Westbound				Lemona Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 56_Woodman_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

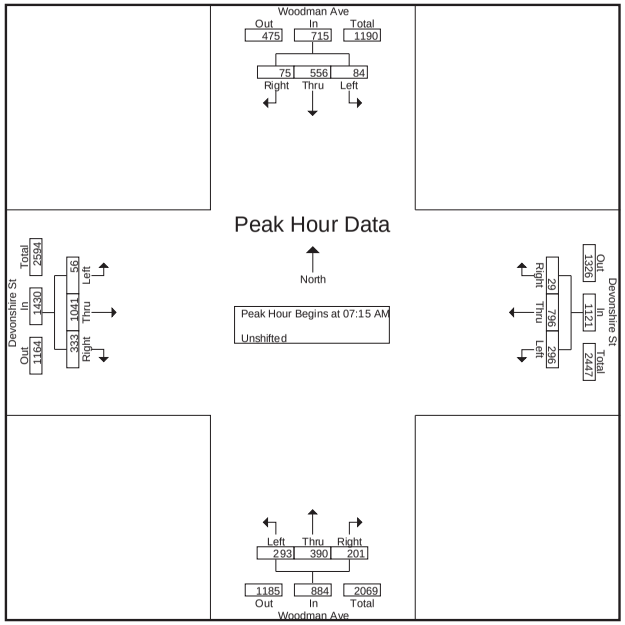
Groups Printed- Unshifted

	Woodman Ave Southbound			Devonshire St Westbound			Woodman Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	17	101	20	72	174	4	61	79	30	8	212	62	840
07:15 AM	25	120	27	64	229	3	88	116	54	9	283	50	1068
07:30 AM	18	133	20	77	223	12	95	109	48	16	263	82	1096
07:45 AM	16	152	14	91	174	6	69	102	44	16	253	107	1044
Total	76	506	81	304	800	25	313	406	176	49	1011	301	4048
08:00 AM	25	151	14	64	170	8	41	63	55	15	242	94	942
08:15 AM	31	106	18	62	151	6	48	55	30	7	246	76	836
08:30 AM	12	65	13	40	106	6	35	57	29	11	194	78	646
08:45 AM	13	72	23	40	87	5	41	53	36	8	183	50	611
Total	81	394	68	206	514	25	165	228	150	41	865	298	3035
09:00 AM	5	62	17	38	87	2	21	50	24	11	156	38	511
09:15 AM	2	59	11	20	76	4	35	45	25	12	125	41	455
09:30 AM	3	60	16	32	65	2	34	49	21	10	121	37	450
09:45 AM	7	62	15	25	56	5	31	52	23	9	131	29	445
Total	17	243	59	115	284	13	121	196	93	42	533	145	1861
12:00 PM	4	39	14	27	62	6	36	66	23	15	73	45	410
12:15 PM	7	43	16	33	76	6	33	75	22	8	61	34	414
12:30 PM	10	48	12	17	70	9	42	62	28	15	70	43	426
12:45 PM	8	57	15	39	79	5	38	62	30	19	77	43	472
Total	29	187	57	116	287	26	149	265	103	57	281	165	1722
01:00 PM	2	34	25	34	86	6	34	65	30	18	73	35	442
01:15 PM	2	50	14	34	59	5	44	50	29	16	94	42	439
01:30 PM	11	63	15	35	75	8	40	75	16	13	81	43	475
01:45 PM	7	51	14	37	91	9	47	60	30	11	89	50	496
Total	22	198	68	140	311	28	165	250	105	58	337	170	1852
03:00 PM	13	89	17	52	121	8	64	91	31	20	130	70	706
03:15 PM	11	57	15	45	114	8	66	70	52	28	110	57	633
03:30 PM	3	74	14	49	134	14	56	109	39	13	122	65	692
03:45 PM	14	70	26	48	142	6	65	91	52	27	169	64	774
Total	41	290	72	194	511	36	251	361	174	88	531	256	2805
04:00 PM	10	71	13	59	126	5	57	99	49	34	179	65	767
04:15 PM	6	77	17	67	137	6	58	111	60	30	190	61	820
04:30 PM	6	87	22	60	142	6	52	113	47	27	184	72	818
04:45 PM	16	86	23	58	164	9	51	134	53	28	197	66	885
Total	38	321	75	244	569	26	218	457	209	119	750	264	3290
05:00 PM	14	89	19	56	161	10	50	122	54	28	226	55	884
05:15 PM	16	94	23	66	163	7	65	126	47	28	237	59	931
05:30 PM	16	90	21	59	170	10	60	136	49	29	246	62	948
05:45 PM	12	102	25	57	152	9	55	131	52	32	230	55	912
Total	58	375	88	238	646	36	230	515	202	117	939	231	3675
Grand Total	362	2514	568	1557	3922	215	1612	2678	1212	571	5247	1830	22288
Apprch %	10.5	73	16.5	27.3	68.9	3.8	29.3	48.7	22	7.5	68.6	23.9	
Total %	1.6	11.3	2.5	7	17.6	1	7.2	12	5.4	2.6	23.5	8.2	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 56_Woodman_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

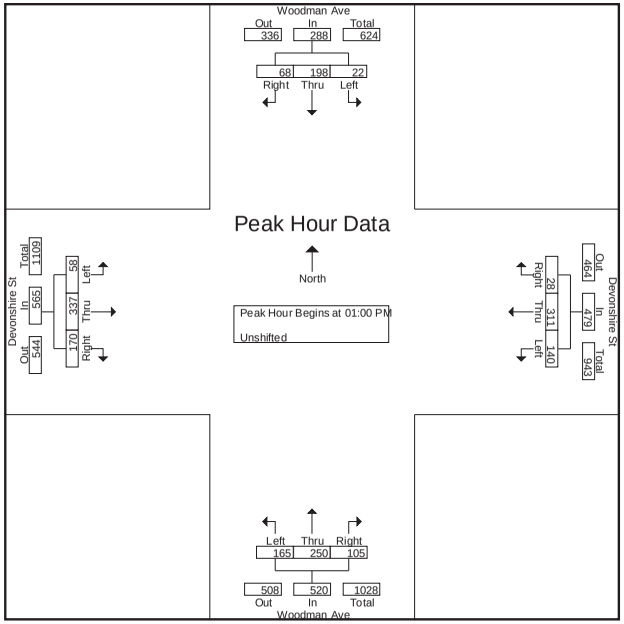
	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**25**	120	**27**	172	64	**229**	3	296	88	**116**	54	**258**	9	**283**	50	342	1068
07:30 AM	18	133	20	171	77	223	**12**	**312**	**95**	109	48	252	**16**	263	82	361	**1096**
07:45 AM	16	**152**	14	182	**91**	174	6	271	69	102	44	215	16	253	**107**	**376**	1044
08:00 AM	25	151	14	**190**	64	170	8	242	41	63	**55**	159	15	242	94	351	942
Total Volume	84	556	75	715	296	796	29	1121	293	390	201	884	56	1041	333	1430	4150
% App. Total	11.7	77.8	10.5		26.4	71	2.6		33.1	44.1	22.7		3.9	72.8	23.3		
PHF	.840	.914	.694	.941	.813	.869	.604	.898	.771	.841	.914	.857	.875	.920	.778	.951	.947



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 56_Woodman_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	2	34	**25**	61	34	86	6	126	34	65	**30**	129	**18**	73	35	126	442
01:15 PM	2	50	14	66	34	59	5	98	44	50	29	123	16	**94**	42	**152**	439
01:30 PM	**11**	**63**	15	**89**	35	75	8	118	40	**75**	16	131	13	81	43	137	475
01:45 PM	7	51	14	72	**37**	**91**	**9**	**137**	**47**	60	30	**137**	11	89	**50**	150	**496**
Total Volume	22	198	68	288	140	311	28	479	165	250	105	520	58	337	170	565	1852
% App. Total	7.6	68.8	23.6		29.2	64.9	5.8		31.7	48.1	20.2		10.3	59.6	30.1		
PHF	.500	.786	.680	.809	.946	.854	.778	.874	.878	.833	.875	.949	.806	.896	.850	.929	.933



CITY TRAFFIC COUNTERS

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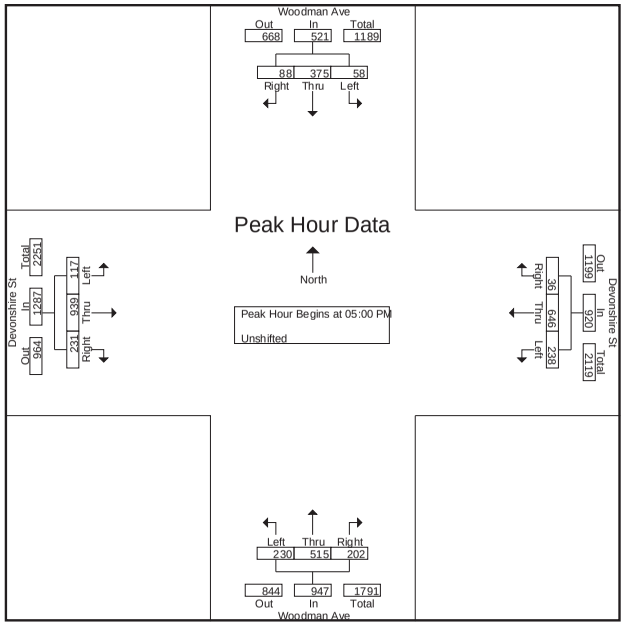
File Name : 56_Woodman_Devonshire_Cars
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	89	19	122	56	161	**10**	227	50	122	**54**	226	28	226	55	309	884
05:15 PM	**16**	94	23	133	**66**	163	7	236	**65**	126	47	238	28	237	59	324	931
05:30 PM	16	90	21	127	59	**170**	10	**239**	60	**136**	49	**245**	29	**246**	**62**	**337**	**948**
05:45 PM	12	**102**	**25**	**139**	57	152	9	218	55	131	52	238	**32**	230	55	317	912
Total Volume	58	375	88	521	238	646	36	920	230	515	202	947	117	939	231	1287	3675
% App. Total	11.1	72	16.9		25.9	70.2	3.9		24.3	54.4	21.3		9.1	73	17.9		
PHF	.906	.919	.880	.937	.902	.950	.900	.962	.885	.947	.935	.966	.914	.954	.931	.955	.969



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 1

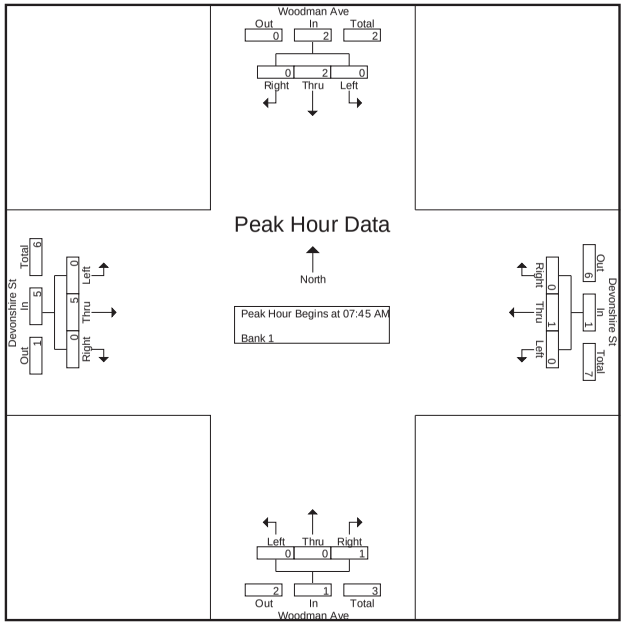
	Woodman Ave Southbound			Devonshire St Westbound			Woodman Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	1	0	0	0	0	0	0	0	0	2	0	3
Total	0	1	0	0	1	0	0	0	0	0	4	1	7
08:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
08:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	1	0	0	1	0	0	0	1	0	3	0	6
09:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
09:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	3	0	0	0	0	0	1	0	5
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:30 PM	0	0	0	0	1	0	0	0	0	1	1	0	3
12:45 PM	0	1	0	0	0	0	0	0	0	0	2	0	3
Total	0	1	0	0	2	0	0	0	0	1	4	0	8
01:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
Total	0	0	0	2	0	0	0	1	1	0	2	0	6
03:00 PM	0	0	0	1	0	0	0	0	0	0	1	1	3
03:15 PM	0	0	0	1	1	1	0	0	0	0	0	0	3
03:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	3	1	0	0	0	0	2	1	10
04:00 PM	0	0	0	1	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	1	0	1	2	0	0	0	0	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	1	0	0	0	0	0	0	4	1	6
Grand Total	0	4	0	7	10	2	2	1	2	1	20	5	54
Apprch %	0	100	0	36.8	52.6	10.5	40	20	40	3.8	76.9	19.2	
Total %	0	7.4	0	13	18.5	3.7	3.7	1.9	3.7	1.9	37	9.3	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**3**
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1	2
08:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
Total Volume	0	2	0	2	0	1	0	1	0	0	1	1	0	5	0	5	9
% App. Total	0	100	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.000	.000	.250	.250	.000	.625	.000	.625	.750

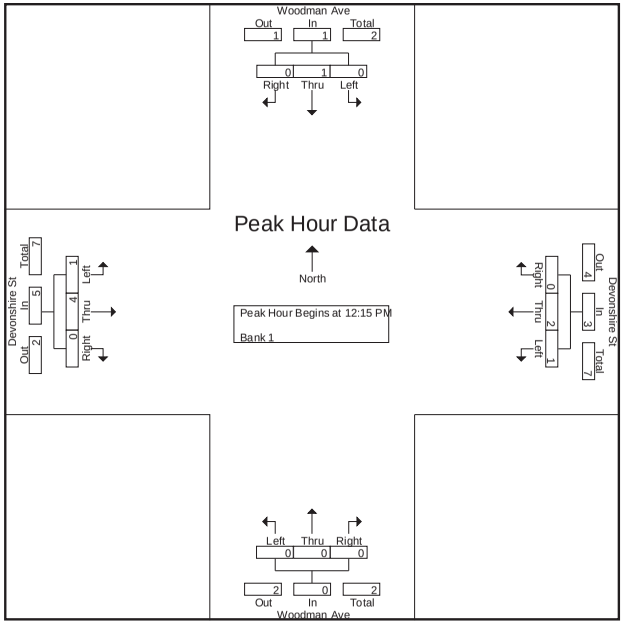


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	**1**	1	0	**2**	**3**
12:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**2**	0	2	3
01:00 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	1	2	0	3	0	0	0	0	1	4	0	5	9
% App. Total	0	100	0		33.3	66.7	0		0	0	0		20	80	0		
PHF	.000	.250	.000	.250	.250	.500	.000	.750	.000	.000	.000	.000	.250	.500	.000	.625	.750

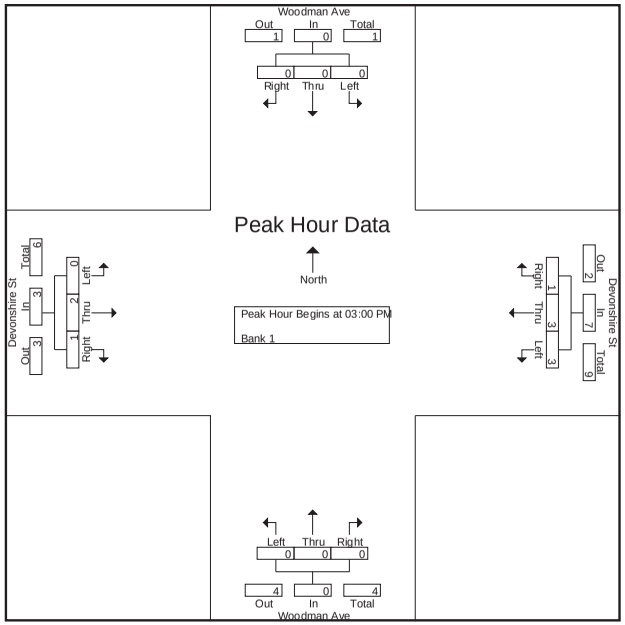


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_Motorcycles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	**1**	**1**	**2**	**3**
03:15 PM	0	0	0	0	1	1	**1**	**3**	0	0	0	0	0	0	0	0	3
03:30 PM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	3	3	1	7	0	0	0	0	0	2	1	3	10
% App. Total	0	0	0		42.9	42.9	14.3		0	0	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.750	.375	.250	.583	.000	.000	.000	.000	.000	.500	.250	.375	.833



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 2

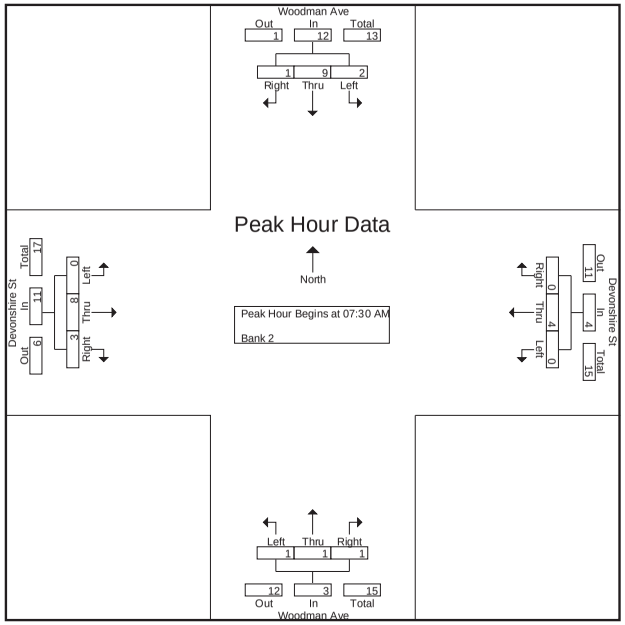
	Woodman Ave Southbound			Devonshire St Westbound			Woodman Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	4	0	1	2	0	0	0	0	7
07:15 AM	0	1	1	0	3	0	1	1	0	0	1	0	8
07:30 AM	0	1	0	0	1	0	0	0	0	0	3	0	5
07:45 AM	1	2	1	0	1	0	1	0	0	0	2	1	9
Total	1	4	2	0	9	0	3	3	0	0	6	1	29
08:00 AM	0	4	0	0	1	0	0	1	0	0	0	1	7
08:15 AM	1	2	0	0	1	0	0	0	1	0	3	1	9
08:30 AM	0	1	0	0	1	0	1	0	0	0	2	0	5
08:45 AM	0	1	0	0	1	0	0	0	0	0	3	0	5
Total	1	8	0	0	4	0	1	1	1	0	8	2	26
09:00 AM	0	0	0	0	1	0	0	0	3	0	4	0	8
09:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
09:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
09:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
Total	0	0	0	3	1	0	0	0	3	0	6	1	14
12:00 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
12:15 PM	0	0	0	1	0	0	0	0	0	0	2	0	3
12:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:45 PM	0	0	0	1	0	0	1	1	1	0	0	1	5
Total	0	0	0	2	4	0	1	1	1	0	4	1	14
01:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:15 PM	0	0	0	0	1	0	0	2	0	0	3	0	6
01:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	1	3	0	0	2	0	0	5	0	11
03:00 PM	1	0	0	0	0	0	0	1	1	0	0	0	3
03:15 PM	0	0	0	0	2	0	0	0	1	0	5	0	8
03:30 PM	0	1	0	0	0	0	0	0	0	1	4	1	7
03:45 PM	0	1	0	0	0	0	0	2	1	0	2	0	6
Total	1	2	0	0	2	0	0	3	3	1	11	1	24
04:00 PM	0	0	0	0	2	0	1	0	0	0	2	0	5
04:15 PM	0	0	0	0	0	0	0	1	2	0	1	0	4
04:30 PM	0	0	0	0	1	0	1	0	0	0	3	1	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	0	2	1	2	0	7	1	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
05:15 PM	0	0	0	1	1	0	0	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	1	0	0	2	1	4
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	1	1	0	0	3	0	0	5	1	11
Grand Total	3	14	2	7	27	0	7	14	10	1	52	8	145
Apprch %	15.8	73.7	10.5	20.6	79.4	0	22.6	45.2	32.3	1.6	85.2	13.1	
Total %	2.1	9.7	1.4	4.8	18.6	0	4.8	9.7	6.9	0.7	35.9	5.5	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	**1**	0	**1**	0	0	0	0	0	**3**	0	3	5
07:45 AM	**1**	2	**1**	**4**	0	1	0	1	**1**	0	0	**1**	0	2	**1**	3	**9**
08:00 AM	0	**4**	0	4	0	1	0	1	0	**1**	0	1	0	0	1	1	7
08:15 AM	1	2	0	3	0	1	0	1	0	0	**1**	1	0	3	1	**4**	9
Total Volume	2	9	1	12	0	4	0	4	1	1	1	3	0	8	3	11	30
% App. Total	16.7	75	8.3		0	100	0		33.3	33.3	33.3		0	72.7	27.3		
PHF	.500	.563	.250	.750	.000	1.00	.000	1.00	.250	.250	.250	.750	.000	.667	.750	.688	.833

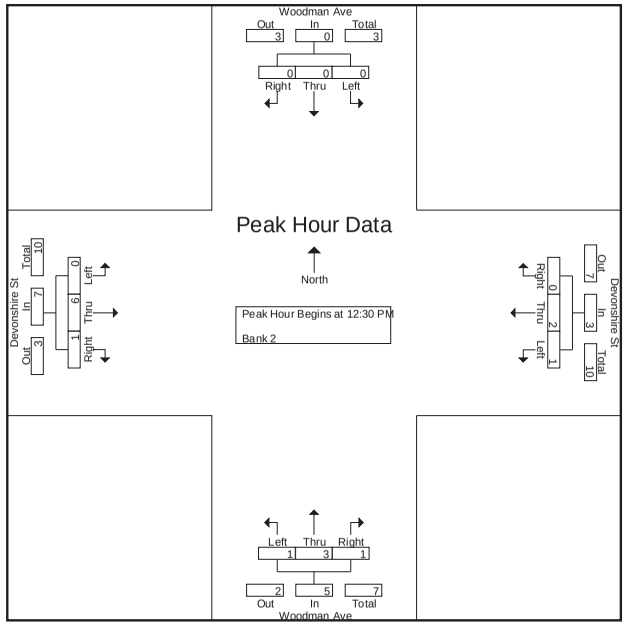


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
12:45 PM	0	0	0	0	**1**	0	0	1	**1**	1	**1**	**3**	0	0	**1**	1	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
01:15 PM	0	0	0	0	0	1	0	1	0	**2**	0	2	0	**3**	0	**3**	**6**
Total Volume	0	0	0	0	1	2	0	3	1	3	1	5	0	6	1	7	15
% App. Total	0	0	0		33.3	66.7	0		20	60	20		0	85.7	14.3		
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.250	.375	.250	.417	.000	.500	.250	.583	.625

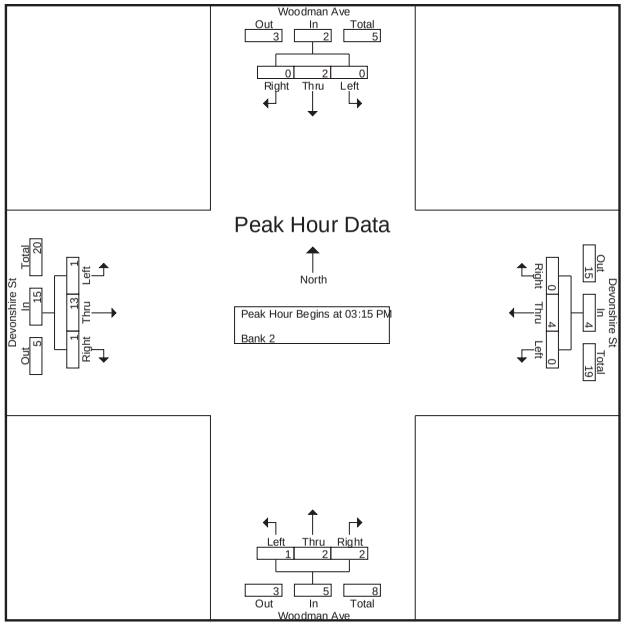


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_Buses
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	**1**	1	0	**5**	0	5	**8**
03:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	4	**1**	**6**	7
03:45 PM	0	1	0	1	0	0	0	0	0	**2**	1	**3**	0	2	0	2	6
04:00 PM	0	0	0	0	0	2	0	2	**1**	0	0	1	0	2	0	2	5
Total Volume	0	2	0	2	0	4	0	4	1	2	2	5	1	13	1	15	26
% App. Total	0	100	0		0	100	0		20	40	40		6.7	86.7	6.7		
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.250	.250	.500	.417	.250	.650	.250	.625	.813



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

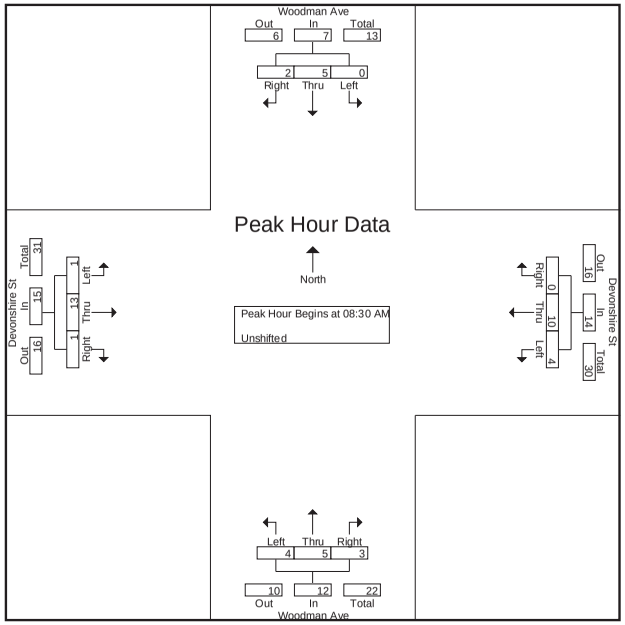
Groups Printed- Unshifted

	Woodman Ave Southbound			Devonshire St Westbound			Woodman Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	1	0	3	2	0	0	0	0	1	2	0	9
07:15 AM	0	2	0	1	6	0	0	2	0	0	0	2	13
07:30 AM	1	1	0	1	1	0	1	0	0	0	3	0	8
07:45 AM	0	1	0	0	2	0	1	1	2	0	2	0	9
Total	1	5	0	5	11	0	2	3	2	1	7	2	39
08:00 AM	0	0	1	0	2	0	2	0	0	0	3	0	8
08:15 AM	0	0	0	1	3	0	1	0	1	0	4	0	10
08:30 AM	0	1	1	1	3	0	0	1	0	0	6	0	13
08:45 AM	0	2	0	2	4	0	1	2	1	1	2	0	15
Total	0	3	2	4	12	0	4	3	2	1	15	0	46
09:00 AM	0	1	1	0	1	0	0	1	1	0	2	1	8
09:15 AM	0	1	0	1	2	0	3	1	1	0	3	0	12
09:30 AM	0	1	0	0	2	0	1	3	0	0	2	1	10
09:45 AM	0	1	0	0	5	0	0	0	0	0	5	0	11
Total	0	4	1	1	10	0	4	5	2	0	12	2	41
12:00 PM	0	0	0	1	3	0	0	3	0	0	0	1	8
12:15 PM	0	1	0	0	0	0	0	1	1	0	1	0	4
12:30 PM	0	2	0	0	1	0	0	0	2	1	2	0	8
12:45 PM	0	0	0	0	2	0	0	0	0	0	1	1	4
Total	0	3	0	1	6	0	0	4	3	1	4	2	24
01:00 PM	0	0	1	1	2	0	1	0	0	0	4	0	9
01:15 PM	0	0	0	0	3	0	0	1	2	0	1	0	7
01:30 PM	0	1	0	0	1	0	1	1	3	0	1	1	9
01:45 PM	0	2	0	0	2	0	0	0	1	1	3	0	9
Total	0	3	1	1	8	0	2	2	6	1	9	1	34
02:00 PM	0	0	1	1	1	0	0	2	1	0	1	1	8
02:15 PM	0	0	0	1	2	0	1	2	1	0	0	1	8
02:30 PM	0	2	0	0	1	0	0	1	0	0	0	1	5
Total	0	2	1	2	4	0	1	5	2	0	1	3	21
03:00 PM	0	0	0	1	0	0	2	1	1	2	5	1	13
03:15 PM	0	1	0	0	0	0	0	2	0	0	3	0	6
03:30 PM	0	4	2	0	1	0	0	0	0	1	2	0	10
03:45 PM	0	1	0	0	0	0	1	3	0	2	6	3	16
Total	0	6	2	1	1	0	3	6	1	5	16	4	45
04:00 PM	0	0	0	0	1	0	1	2	0	1	2	1	8
04:15 PM	0	1	0	0	1	0	1	3	0	2	3	0	11
04:30 PM	0	1	0	0	1	0	1	1	0	0	4	2	10
04:45 PM	0	1	0	0	0	0	0	2	0	2	5	0	10
Total	0	3	0	0	3	0	3	8	0	5	14	3	39
05:00 PM	0	2	0	0	0	0	0	0	1	0	1	0	4
05:15 PM	0	0	0	0	1	0	1	1	0	1	4	0	8
05:30 PM	0	0	0	0	0	0	1	2	1	1	1	0	6
05:45 PM	0	1	0	0	2	0	0	1	0	1	3	0	8
Total	0	3	0	0	3	0	2	4	2	3	9	0	26
Grand Total	1	32	7	15	58	0	21	40	20	17	87	17	315
Apprch %	2.5	80	17.5	20.5	79.5	0	25.9	49.4	24.7	14	71.9	14	
Total %	0.3	10.2	2.2	4.8	18.4	0	6.7	12.7	6.3	5.4	27.6	5.4	

CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 56_Woodman_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

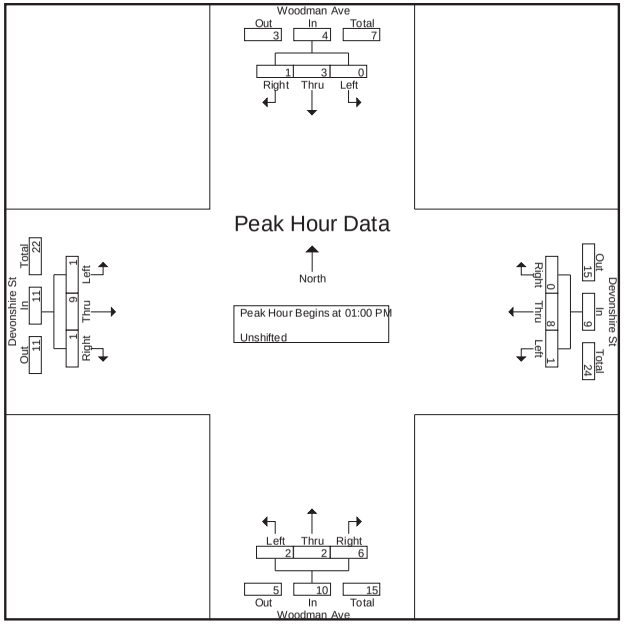
	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	**1**	**2**	1	3	0	4	0	1	0	1	0	**6**	0	**6**	13
08:45 AM	0	**2**	0	2	**2**	**4**	0	**6**	1	**2**	**1**	4	**1**	2	0	3	**15**
09:00 AM	0	1	1	2	0	1	0	1	0	1	1	2	0	2	**1**	3	8
09:15 AM	0	1	0	1	1	2	0	3	**3**	1	1	**5**	0	3	0	3	12
Total Volume	0	5	2	7	4	10	0	14	4	5	3	12	1	13	1	15	48
% App. Total	0	71.4	28.6		28.6	71.4	0		33.3	41.7	25		6.7	86.7	6.7		
PHF	.000	.625	.500	.875	.500	.625	.000	.583	.333	.625	.750	.600	.250	.542	.250	.625	.800



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 56_Woodman_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	0	0	**1**	1	**1**	2	0	**3**	**1**	0	0	1	0	**4**	0	**4**	**9**
01:15 PM	0	0	0	0	0	**3**	0	3	0	**1**	2	3	0	1	0	1	7
01:30 PM	0	1	0	1	0	1	0	1	1	1	**3**	**5**	0	1	**1**	2	9
01:45 PM	0	**2**	0	**2**	0	2	0	2	0	0	1	1	**1**	3	0	4	9
Total Volume	0	3	1	4	1	8	0	9	2	2	6	10	1	9	1	11	34
% App. Total	0	75	25		11.1	88.9	0		20	20	60		9.1	81.8	9.1		
PHF	.000	.375	.250	.500	.250	.667	.000	.750	.500	.500	.500	.500	.250	.563	.250	.688	.944



CITY TRAFFIC COUNTERS

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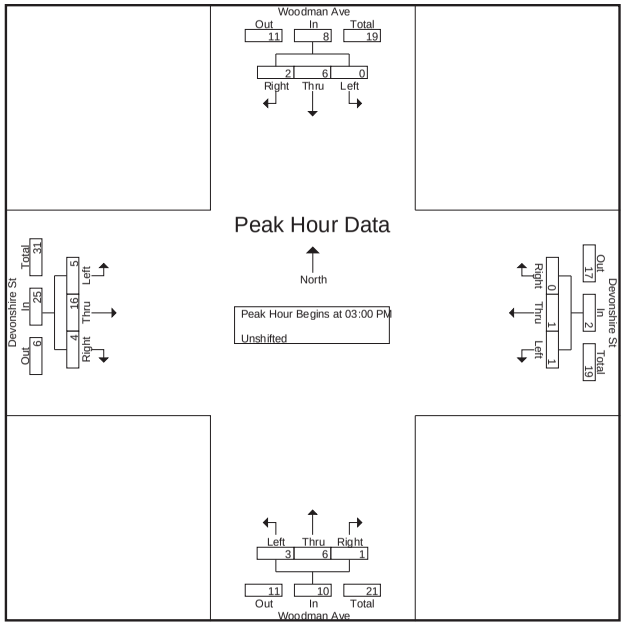
File Name : 56_Woodman_Devonshire_2-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	**1**	0	0	**1**	**2**	1	**1**	**4**	**2**	5	1	8	13
03:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	3	0	3	6
03:30 PM	0	**4**	**2**	**6**	0	**1**	0	1	0	0	0	0	1	2	0	3	10
03:45 PM	0	1	0	1	0	0	0	0	1	**3**	0	4	2	**6**	**3**	**11**	**16**
Total Volume	0	6	2	8	1	1	0	2	3	6	1	10	5	16	4	25	45
% App. Total	0	75	25		50	50	0		30	60	10		20	64	16		
PHF	.000	.375	.250	.333	.250	.250	.000	.500	.375	.500	.250	.625	.625	.667	.333	.568	.703



CITY TRAFFIC COUNTERS

www.ctcounters.com

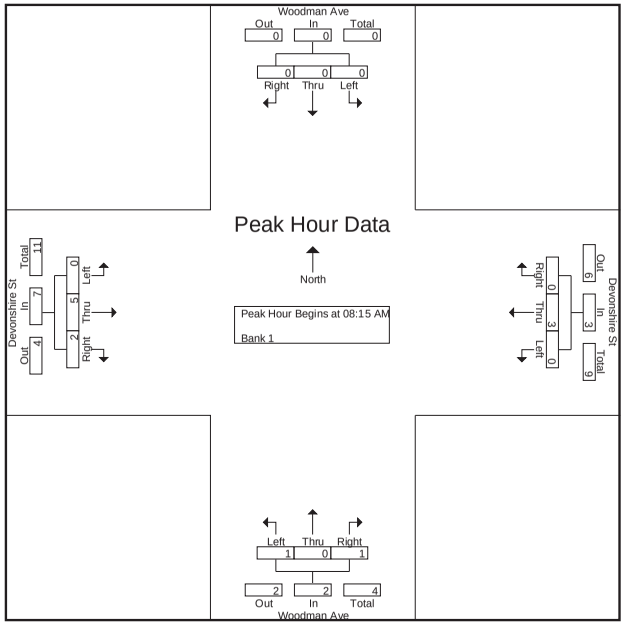
File Name : 56_Woodman_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 1

	Woodman Ave Southbound			Devonshire St Westbound			Woodman Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	1	0	3
07:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
07:30 AM	0	1	0	0	0	0	0	0	0	0	2	0	3
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	1	2	0	1	0	0	0	4	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	2	0	3
08:30 AM	0	0	0	0	2	0	0	0	0	0	2	1	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	2	0	0	0	1	0	6	2	11
09:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
09:30 AM	0	0	1	0	0	0	0	0	0	0	2	0	3
09:45 AM	0	0	0	0	1	1	0	0	0	0	2	0	4
Total	0	0	1	0	2	1	1	0	0	0	4	0	9
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	2
01:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	1	0	0	1	0	0	2	0	4
04:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	1	0	2	0	3
05:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	3	1	0	0	0	0	3	0	7
Grand Total	0	1	1	1	12	2	2	1	2	0	23	3	48
Apprch %	0	50	50	6.7	80	13.3	40	20	40	0	88.5	11.5	
Total %	0	2.1	2.1	2.1	25	4.2	4.2	2.1	4.2	0	47.9	6.2	

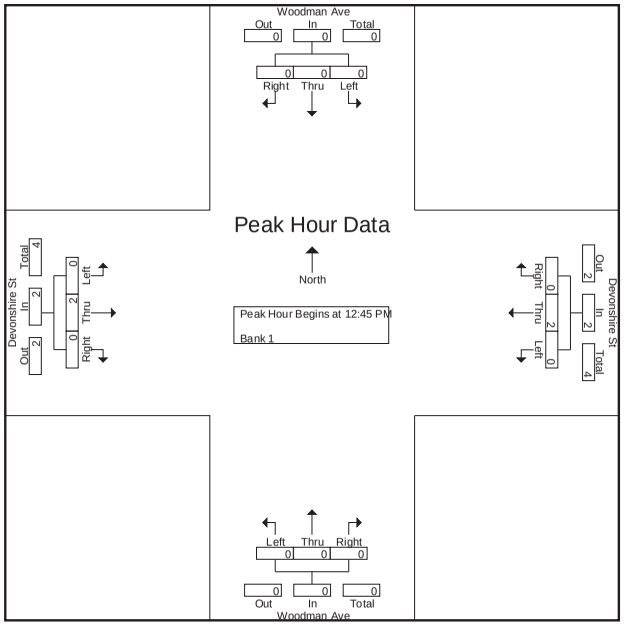
File Name : 56_Woodman_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	2	3
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	**1**	**3**	**5**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
09:00 AM	0	0	0	0	0	1	0	1	**1**	0	0	1	0	0	0	0	2
Total Volume	0	0	0	0	0	3	0	3	1	0	1	2	0	5	2	7	12
% App. Total	0	0	0		0	100	0		50	0	50		0	71.4	28.6		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.250	.500	.000	.625	.500	.583	.600



File Name : 56_Woodman_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	**2**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.500



CITY TRAFFIC COUNTERS

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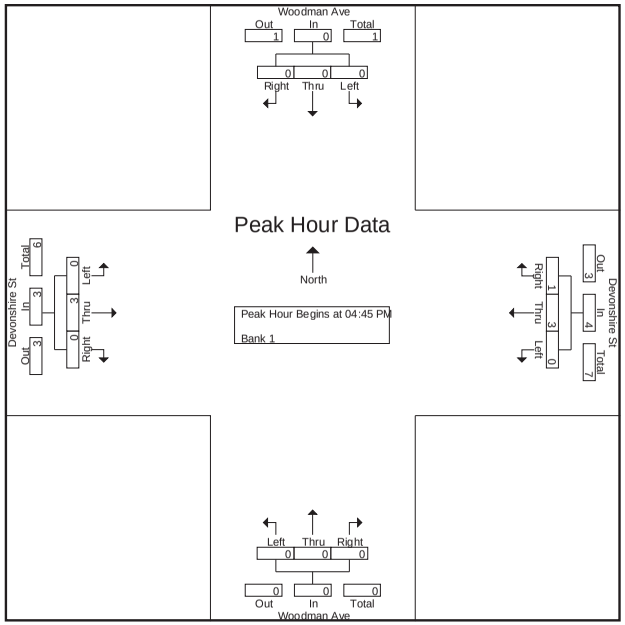
File Name : 56_Woodman_Devonshire_3-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:00 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	3	1	4	0	0	0	0	0	3	0	3	7
% App. Total	0	0	0		0	75	25		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.250	.500	.000	.000	.000	.000	.000	.750	.000	.750	.875



CITY TRAFFIC COUNTERS

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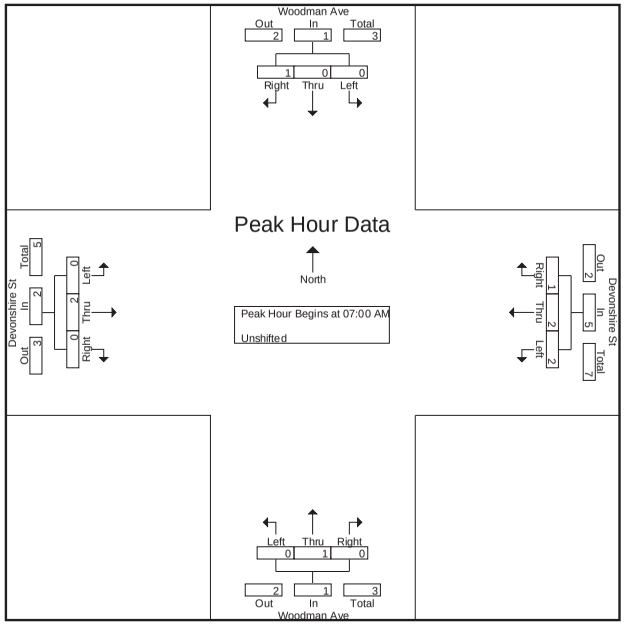
File Name : 56_Woodman_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Unshifted

	Woodman Ave Southbound			Devonshire St Westbound			Woodman Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	1	1	0	1	0	0	0	0	4
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	2	2	1	0	1	0	0	2	0	9
08:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	1	0	0	0	0	2	0	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	0	0	0	0	0	2	0	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
Total	0	3	0	0	1	0	0	0	0	0	1	0	5
01:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	0	3
03:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	1	0	0	1	0	0	1	0	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	1	0	0	0	0	1	0	0	0	2
Total	0	0	0	1	0	0	0	0	1	0	2	0	4
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	0	1	1	0	1	0	0	0	4
Grand Total	0	5	1	5	7	3	1	2	2	0	13	0	39
Apprch %	0	83.3	16.7	33.3	46.7	20	20	40	40	0	100	0	
Total %	0	12.8	2.6	12.8	17.9	7.7	2.6	5.1	5.1	0	33.3	0	

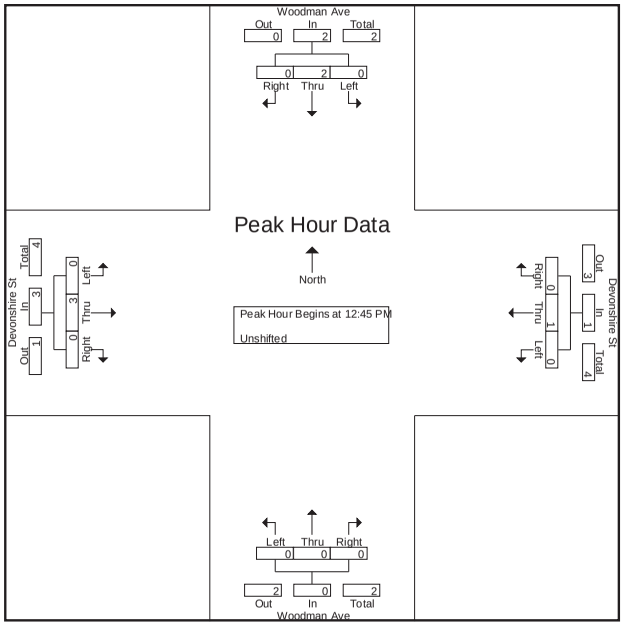
File Name : 56_Woodman_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	**1**	0	**1**	**1**	**2**	0	**1**	0	**1**	0	0	0	0	**4**
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
07:30 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	2	2	1	5	0	1	0	1	0	2	0	2	9
% App. Total	0	0	100		40	40	20		0	100	0		0	100	0		
PHF	.000	.000	.250	.250	.500	.500	.250	.625	.000	.250	.000	.250	.000	.500	.000	.500	.563



File Name : 56_Woodman_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**3**
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	2	0	2	0	1	0	1	0	0	0	0	0	3	0	3	6
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.500



CITY TRAFFIC COUNTERS

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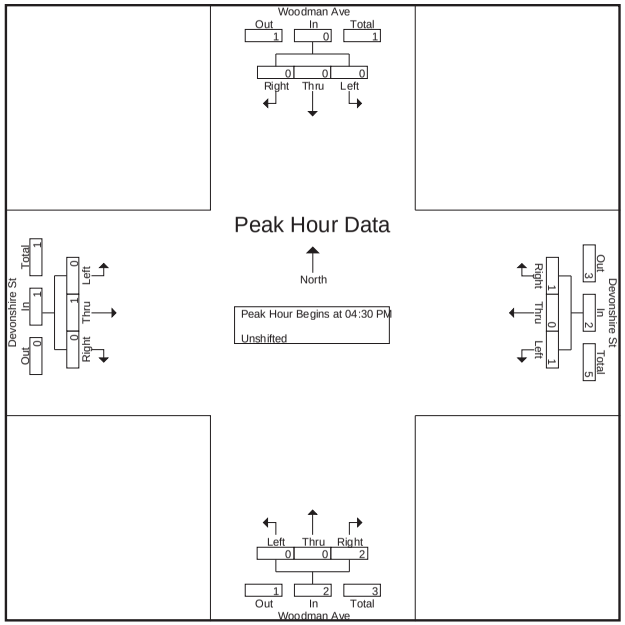
File Name : 56_Woodman_Devonshire_4-Axle
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:45 PM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0	**2**
05:00 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	1	2	0	0	2	2	0	1	0	1	5
% App. Total	0	0	0		50	0	50		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.500	.000	.250	.000	.250	.625



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 1

Groups Printed- Bank 2

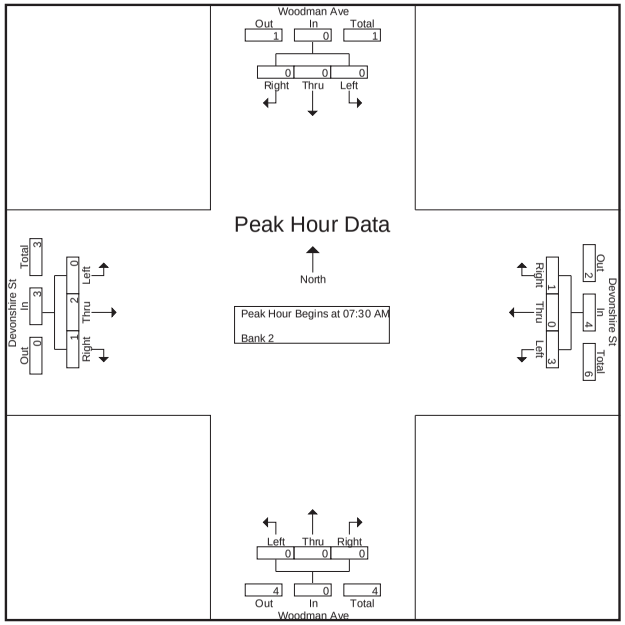
	Woodman Ave Southbound			Devonshire St Westbound			Woodman Ave Northbound			Devonshire St Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	0	0	0	0	0	0	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	1	0	1	0	0	0	0	1	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	0	1	0	0	0	0	3	1	6
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	0	2	3	0	1	1	0	0	0	4	3	14
Apprch %	0	0	100	75	0	25	100	0	0	0	57.1	42.9	
Total %	0	0	14.3	21.4	0	7.1	7.1	0	0	0	28.6	21.4	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 2

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	2
08:15 AM	0	0	0	0	1	0	**1**	**2**	0	0	0	0	0	1	0	1	**3**
Total Volume	0	0	0	0	3	0	1	4	0	0	0	0	0	2	1	3	7
% App. Total	0	0	0		75	0	25		0	0	0		0	66.7	33.3		
PHF	.000	.000	.000	.000	.750	.000	.250	.500	.000	.000	.000	.000	.000	.500	.250	.375	.583

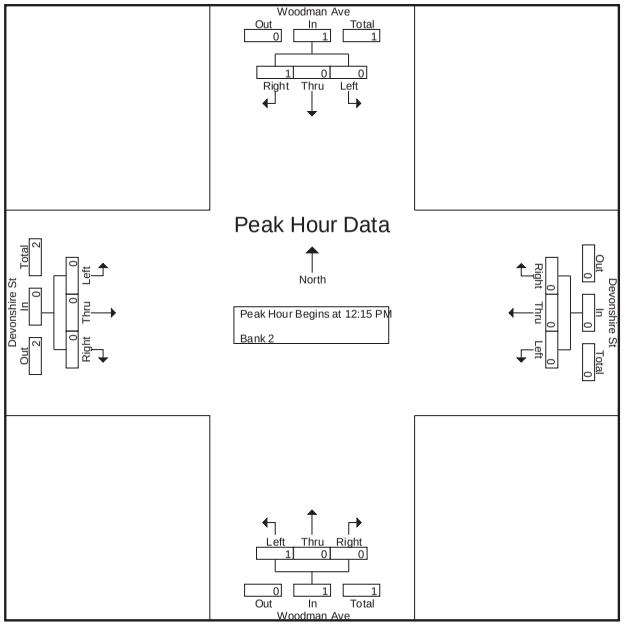


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : 56_Woodman_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 3

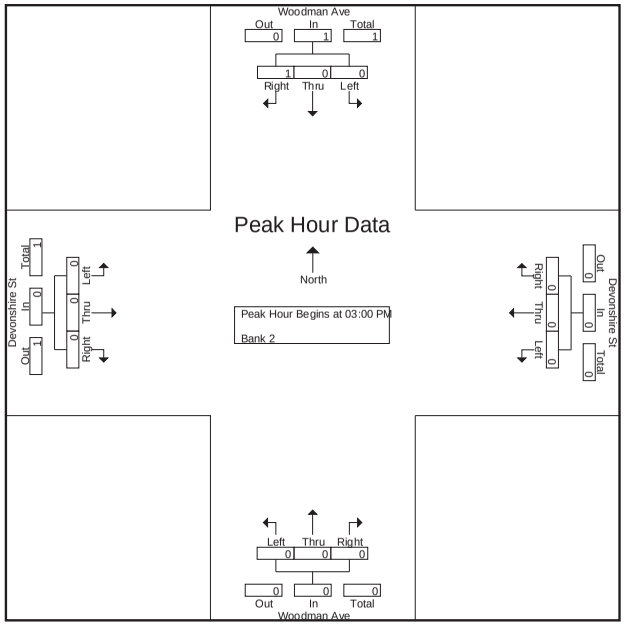
	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
01:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
% App. Total	0	0	100		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
www.ctcounters.com

File Name : 56_Woodman_Devonshire_5+-Axles
Site Code : 00000000
Start Date : 11/16/2016
Page No : 4

	Woodman Ave Southbound				Devonshire St Westbound				Woodman Ave Northbound				Devonshire St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



APPENDIX B

CMA AND LEVELS OF SERVICE EXPLANATION

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics

Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

APPENDIX C

CITY OF LOS ANGELES CMA DATA WORKSHEETS - WEEKDAY AM, MID-DAY AND PM PEAK HOURS

C-1 EXISTING WITH PROJECT TRAFFIC VOLUME FIGURES

C-2 YEAR 2020 CUMULATIVE WITHOUT PROJECT TRAFFIC VOLUME FIGURES

C-3 YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUME FIGURES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	574	1	**328**	0	574	**342**	4	604	1	**346**	0	604	1	**360**	0	604	1	**355**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	410	1	0	43	453	0	4	433	1	0	43	476	1	0	-15	461	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	341	1	**341**	43	384	**384**	3	360	1	**360**	43	403	1	**403**	-15	388	1	**388**
	Left-Through		0							0				0				0	
	Through	1024	2	512	1	1025	513	36	1107	2	554	1	1108	2	554	0	1108	2	554
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	610	2	**305**	1	611	**306**	27	665	2	**333**	1	666	2	**333**	0	666	2	**333**
	Through-Right		0							0				0				0	
	Right	268	1	104	0	268	97	2	282	1	109	0	282	1	102	0	282	1	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		328	*North-South:*		342	*North-South:*			346	*North-South:*			360	*North-South:*			355
		East-West:		646	*East-West:*		690	*East-West:*			693	*East-West:*			736	*East-West:*			721
		SUM:		974	*SUM:*		1032	*SUM:*			1039	*SUM:*			1096	*SUM:*			1076
VOLUME/CAPACITY *(V/C)* RATIO:				0.684			0.724				0.729				0.769				0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.584**			**0.624**				**0.629**				**0.669**				**0.655**
LEVEL OF SERVICE (LOS):				**A**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.040	∆*v/c* after mitigation:	0.026
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	3	NB--	0	3	NB--	0	3	NB--	0	3	NB--	0	3	NB--	0	3	
	EB--	0	SB--	0	EB--	0	SB--	0	EB--	0	SB--	0	EB--	0	SB--	0	EB--	0	SB--	0
			WB--	0			WB--	0			WB--	0			WB--	0			WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	101	1	**101**	0	101	**101**	4	110	1	**110**	0	110	1	**110**	0	110	1	**110**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	227	1	0	43	270	0	5	242	1	0	43	285	1	0	0	285	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	231	1	**231**	43	274	**274**	4	246	1	**246**	43	289	1	**289**	0	289	1	**289**
	Left-Through		0							0				0				0	
	Through	304	2	152	1	305	153	7	325	2	163	1	326	2	163	0	326	2	163
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	312	2	**156**	1	313	**157**	8	334	2	**167**	1	335	2	**168**	0	335	2	**168**
	Through-Right		0							0				0				0	
	Right	146	1	96	0	146	96	5	158	1	103	0	158	1	103	0	158	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		101	*North-South:*		101	*North-South:*			110	*North-South:*			110	*North-South:*			110
		East-West:		387	*East-West:*		431	*East-West:*			413	*East-West:*			457	*East-West:*			457
		SUM:		488	*SUM:*		532	*SUM:*			523	*SUM:*			567	*SUM:*			567
VOLUME/CAPACITY (V/C) RATIO:				0.342			0.373				0.367				0.398				0.398
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.242**			**0.273**				**0.267**				**0.298**				**0.298**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.031	∆*v/c* after mitigation:	0.031
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	223	1	**167**	0	223	**182**	4	237	1	**178**	0	237	1	**192**	0	237	1	**195**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	279	1	0	43	322	0	5	297	1	0	43	340	1	0	7	347	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	433	1	**433**	43	476	**476**	4	457	1	**457**	43	500	1	**500**	7	507	1	**507**
	Left-Through		0							0				0				0	
	Through	513	2	257	1	514	257	13	549	2	275	1	550	2	275	0	550	2	275
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	450	2	225	1	451	226	17	488	2	244	1	489	2	245	0	489	2	245
	Through-Right		0							0				0				0	
	Right	361	1	**278**	0	361	**270**	5	382	1	**293**	0	382	1	**286**	0	382	1	**285**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		167	*North-South:*		182	*North-South:*			178	*North-South:*			192	*North-South:*			195
		East-West:		711	*East-West:*		746	*East-West:*			750	*East-West:*			786	*East-West:*			792
		SUM:		878	*SUM:*		928	*SUM:*			928	*SUM:*			978	*SUM:*			987
VOLUME/CAPACITY (V/C) RATIO:				0.616			0.651				0.651				0.686				0.693
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.516**			**0.551**				**0.551**				**0.586**				**0.593**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.035**	**$\Delta v/c$ after mitigation:**	**0.042**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1425			#####			1425			1425			1425			1425

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	89	1	89	0	89	89	2	95	1	95	0	95	1	95	0	95	1	95
	Through-Right		1							1				1				1	
	Right	531	0	**341**	43	574	**372**	3	558	0	**358**	43	601	0	**389**	-15	586	0	**379**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	182	1	**182**	0	182	**182**	2	192	1	**192**	0	192	1	**192**	0	192	1	**192**
	Left-Through		0							0				0				0	
	Through	238	2	119	0	238	119	4	253	2	127	0	253	2	127	0	253	2	127
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	691	2	**380**	43	734	**404**	4	727	2	**400**	43	770	2	**424**	-15	755	2	**415**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	85	1	0	0	85	0	3	92	1	0	0	92	1	0	0	92	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		523	*North-South:*		554	*North-South:*			550	*North-South:*			581	*North-South:*			571
		East-West:		380	*East-West:*		404	*East-West:*			400	*East-West:*			424	*East-West:*			415
		SUM:		903	*SUM:*		958	*SUM:*			950	*SUM:*			1005	*SUM:*			986
VOLUME/CAPACITY *(V/C)* RATIO:				0.634			0.672				0.667				0.705				0.692
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.672				0.667				0.705				0.692
LEVEL OF SERVICE (LOS):				B			B				B				C				B

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/ WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

PROJECT IMPACT

Change in *v/c* due to project:	0.038	**Δ*v/c* after mitigation:**	0.025
Significant impacted?	NO	**Fully mitigated?**	N/A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			0			0			0				0					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1425			#####				1425				1425				1425
NORTHBOUND Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND Left-Through		0							0				0				0	
NORTHBOUND Through	51	1	51	0	51	51	5	58	1	58	0	58	1	58	0	58	1	58
NORTHBOUND Through-Right		1							1				1				1	
NORTHBOUND Right	318	0	242	43	361	273	4	337	0	256	43	380	0	287	0	380	0	287
NORTHBOUND Left-Through-Right		0							0				0				0	
NORTHBOUND Left-Right		0							0				0				0	
SOUTHBOUND Left	85	1	85	0	85	85	3	92	1	92	0	92	1	92	0	92	1	92
SOUTHBOUND Left-Through		0							0				0				0	
SOUTHBOUND Through	45	2	23	0	45	23	4	51	2	26	0	51	2	26	0	51	2	26
SOUTHBOUND Through-Right		0							0				0				0	
SOUTHBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0							0				0				0	
SOUTHBOUND Left-Right		0							0				0				0	
EASTBOUND Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through		0							0				0				0	
EASTBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Through-Right		0							0				0				0	
EASTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0							0				0				0	
EASTBOUND Left-Right		0							0				0				0	
WESTBOUND Left	279	2	153	43	322	177	5	297	2	163	43	340	2	187	0	340	2	187
WESTBOUND Left-Through		0							0				0				0	
WESTBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND Through-Right		0							0				0				0	
WESTBOUND Right	111	1	69	0	111	69	3	119	1	73	0	119	1	73	0	119	1	73
WESTBOUND Left-Through-Right		0							0				0				0	
WESTBOUND Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		327	North-South:		358	North-South:			348	North-South:			379	North-South:			379
	East-West:		153	East-West:		177	East-West:			163	East-West:			187	East-West:			187
	SUM:		480	SUM:		535	SUM:			511	SUM:			566	SUM:			566
VOLUME/CAPACITY (V/C) RATIO:			0.337			0.375				0.359				0.397				0.397
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.337			0.375				0.359				0.397				0.397
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/ WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.038	**Δ*v/c* after mitigation:**	0.038
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1425			#####			1425				1425					1425
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	136	1	136	0	136	136	5	147	1	147	0	147	1	147	0	147	1	147
	Through-Right		1							1				1				1	
	Right	663	0	**539**	43	706	**570**	4	697	0	**566**	43	740	0	**597**	7	747	0	**602**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	**88**	0	88	**88**	3	95	1	**95**	0	95	1	**95**	0	95	1	**95**
	Left-Through		0							0				0				0	
	Through	72	2	36	0	72	36	4	79	2	40	0	79	2	40	0	79	2	40
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	451	2	**248**	43	494	**272**	5	477	2	**262**	43	520	2	**286**	7	527	2	**290**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	108	1	64	0	108	64	3	116	1	69	0	116	1	69	0	116	1	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		627	North-South:		658	North-South:			661	North-South:			692	North-South:			697
		East-West:		248	East-West:		272	East-West:			262	East-West:			286	East-West:			290
		SUM:		875	SUM:		930	SUM:			923	SUM:			978	SUM:			987
	VOLUME/CAPACITY (V/C) RATIO:			0.614			0.653				0.648				0.686				0.693
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.614			0.653				0.648				0.686				0.693
	LEVEL OF SERVICE (LOS):			B			B				B				B				B

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/ WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.038	**Δ*v/c* after mitigation:**	0.045
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**2**	0	2	**2**	0	2	0	**2**	0	2	0	**2**	0	2	0	**2**
	Left-Through		0							0				0				0	
	Through	2	0	106	0	2	106	0	2	0	111	0	2	0	111	0	2	0	111
	Through-Right		0							0				0				0	
	Right	102	0	0	0	102	0	0	107	0	0	0	107	0	0	0	107	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	128	0	128	0	128	128	9	143	0	143	0	143	0	143	0	143	0	143
	Left-Through		1							1				1				1	
	Through	12	0	140	0	12	140	0	13	0	156	0	13	0	156	0	13	0	156
	Through-Right		0							0				0				0	
	Right	384	1	**289**	0	384	**276**	1	403	1	**303**	0	403	1	**290**	0	403	1	**294**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	191	1	**191**	26	217	**217**	0	200	1	**200**	26	226	1	**226**	-8	218	1	**218**
	Left-Through		0							0				0				0	
	Through	542	1	272	17	559	280	5	572	1	287	17	589	1	295	-7	582	1	292
	Through-Right		1							1				1				1	
	Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	374	1	**326**	43	417	**348**	6	397	1	**345**	43	440	1	**366**	-15	425	1	**359**
	Through-Right		1							1				1				1	
	Right	278	0	278	0	278	278	1	292	0	292	0	292	0	292	0	292	0	292
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		291	*North-South:*		278	*North-South:*			305	*North-South:*			292	*North-South:*			296
		East-West:		517	*East-West:*		565	*East-West:*			545	*East-West:*			592	*East-West:*			577
		SUM:		808	*SUM:*		843	*SUM:*			850	*SUM:*			884	*SUM:*			873
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.703				0.708				0.737				0.728
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.703				0.708				0.737				0.728
LEVEL OF SERVICE (LOS):				B			C				C				C				C

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.029	**$\Delta v/c$ after mitigation:**	0.020
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1	0	**38**	0	1	**38**	0	1	0	**40**	0	1	0	**40**	0	1	0	**40**
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	68	0	**68**	0	68	**68**	1	72	0	**72**	0	72	0	**72**	0	72	0	**72**
	Left-Through		1							1				1				1	
	Through	7	0	75	0	7	75	0	7	0	79	0	7	0	79	0	7	0	79
	Through-Right		0							0				0				0	
	Right	35	1	6	0	35	0	1	38	1	8	0	38	1	0	0	38	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	58	1	**58**	26	84	**84**	0	61	1	**61**	26	87	1	**87**	-1	86	1	**86**
	Left-Through		0							0				0				0	
	Through	359	1	181	17	376	189	7	382	1	192	17	399	1	201	1	400	1	201
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	362	1	**216**	43	405	**237**	7	386	1	**230**	43	429	1	**251**	0	429	1	**251**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	1	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		106	*North-South:*		106	*North-South:*			112	*North-South:*			112	*North-South:*			112
		East-West:		274	*East-West:*		321	*East-West:*			291	*East-West:*			338	*East-West:*			337
		SUM:		380	*SUM:*		427	*SUM:*			403	*SUM:*			450	*SUM:*			449
VOLUME/CAPACITY (V/C) RATIO:				0.317			0.356				0.336				0.375				0.374
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.317			0.356				0.336				0.375				0.374
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.039	$\Delta v/c$ after mitigation:	0.038
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0	
Override Capacity			1200			#####			1200			1200			1200			1200	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		0							0				0				0	
	Through	2	0	**63**	0	2	**63**	0	2	0	**66**	0	2	0	**66**	0	2	0	**66**
	Through-Right		0							0				0				0	
	Right	60	0	0	0	60	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	150	0	**150**	0	150	**150**	5	162	0	**162**	0	162	0	**162**	0	162	0	**162**
	Left-Through		1							1				1				1	
	Through	15	0	165	0	15	165	0	16	0	178	0	16	0	178	0	16	0	178
	Through-Right		0							0				0				0	
	Right	120	1	90	0	120	77	1	126	1	95	0	126	1	82	0	126	1	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	1	60	26	86	86	0	63	1	63	26	89	1	89	-1	88	1	88
	Left-Through		0							0				0				0	
	Through	692	1	**350**	17	709	**359**	7	731	1	**370**	17	748	1	**378**	8	756	1	**382**
	Through-Right		1							1				1				1	
	Right	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	**73**	0	73	**73**	0	76	1	**76**	0	76	1	**76**	0	76	1	**76**
	Left-Through		0							0				0				0	
	Through	421	1	253	43	464	274	7	447	1	268	43	490	1	290	7	497	1	293
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	1	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		213	*North-South:*		213	*North-South:*			228	*North-South:*			228	*North-South:*			228
		East-West:		423	*East-West:*		432	*East-West:*			446	*East-West:*			454	*East-West:*			458
		SUM:		636	*SUM:*		645	*SUM:*			674	*SUM:*			682	*SUM:*			686
VOLUME/CAPACITY (V/C) RATIO:				0.530			0.538				0.562				0.568				0.572
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.538				0.562				0.568				0.572
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			0			0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	20	0	**109**	0	20	**109**	0	21	0	**114**	0	21	0	**114**	0	21	0	**114**
	Through-Right		0							0				0				0	
	Right	76	0	0	0	76	0	0	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	25	0	**25**	0	25	**25**	1	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		1							1				1				1	
	Through	1	0	26	0	1	26	0	1	0	28	0	1	0	28	0	1	0	28
	Through-Right		0							0				0				0	
	Right	45	1	0	0	45	0	0	47	1	0	0	47	1	0	0	47	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	**206**	0	206	**206**	1	216	1	**216**	0	216	1	**216**	0	216	1	**216**
	Left-Through		0							0				0				0	
	Through	518	1	273	17	535	282	14	556	1	293	17	573	1	301	-7	566	1	298
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	1	51	0	51	51	0	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	657	1	**380**	43	700	**401**	7	694	1	**404**	43	737	1	**426**	-15	722	1	**418**
	Through-Right		1							1				1				1	
	Right	102	0	102	0	102	102	7	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		134	*North-South:*		134	*North-South:*			141	*North-South:*			141	*North-South:*			141
		East-West:		586	*East-West:*		607	*East-West:*			620	*East-West:*			642	*East-West:*			634
		SUM:		720	*SUM:*		741	*SUM:*			761	*SUM:*			783	*SUM:*			775
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.618				0.634				0.653				0.646
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.618				0.634				0.653				0.646
LEVEL OF SERVICE (LOS):				A			B				B				B				B

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	∆*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	23	0	**74**	0	23	**74**	0	24	0	**78**	0	24	0	**78**	0	24	0	**78**
	Through-Right		0							0				0				0	
	Right	35	0	0	0	35	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	53	0	**53**	0	53	**53**	1	56	0	**56**	0	56	0	**56**	0	56	0	**56**
	Left-Through		1							1				1				1	
	Through	3	0	56	0	3	56	0	3	0	59	0	3	0	59	0	3	0	59
	Through-Right		0							0				0				0	
	Right	68	1	24	0	68	24	0	71	1	25	0	71	1	25	0	71	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	88	1	**88**	0	88	**88**	1	93	1	**93**	0	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	366	1	196	17	383	204	7	390	1	208	17	407	1	217	1	408	1	217
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	374	1	**236**	43	417	**257**	8	399	1	**251**	43	442	1	**272**	0	442	1	**272**
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	1	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		127	*North-South:*		127	*North-South:*			134	*North-South:*			134	*North-South:*			134
		East-West:		324	*East-West:*		345	*East-West:*			344	*East-West:*			365	*East-West:*			365
		SUM:		451	*SUM:*		472	*SUM:*			478	*SUM:*			499	*SUM:*			499
	VOLUME/CAPACITY (V/C) RATIO:			0.376			0.393				0.398				0.416				0.416
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.376			0.393				0.398				0.416				0.416
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	$\Delta v/c$ after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			1200			#####			1200			1200			1200				1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through		0							0				0				0	
	Through	8	0	**58**	0	8	**58**	0	8	0	**60**	0	8	0	**60**	0	8	0	**60**
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	71	0	**71**	0	71	**71**	1	75	0	**75**	0	75	0	**75**	0	75	0	**75**
	Left-Through		1							1				1				1	
	Through	6	0	77	0	6	77	0	6	0	81	0	6	0	81	0	6	0	81
	Through-Right		0							0				0				0	
	Right	59	1	0	0	59	0	0	62	1	0	0	62	1	0	0	62	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	233	1	**233**	0	233	**233**	1	245	1	**245**	0	245	1	**245**	0	245	1	**245**
	Left-Through		0							0				0				0	
	Through	642	1	332	17	659	340	11	682	1	352	17	699	1	361	8	707	1	365
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	15	1	15	0	15	15	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	504	1	**354**	43	547	**375**	8	535	1	**377**	43	578	1	**398**	7	585	1	**402**
	Through-Right		1							1				1				1	
	Right	203	0	203	0	203	203	6	218	0	218	0	218	0	218	0	218	0	218
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		129	*North-South:*		129	*North-South:*			135	*North-South:*			135	*North-South:*			135
		East-West:		587	*East-West:*		608	*East-West:*			622	*East-West:*			643	*East-West:*			647
		SUM:		716	*SUM:*		737	*SUM:*			757	*SUM:*			778	*SUM:*			782
VOLUME/CAPACITY (V/C) RATIO:				0.597			0.614				0.631				0.648				0.652
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.597			0.614				0.631				0.648				0.652
LEVEL OF SERVICE (LOS):				A			B				B				B				B

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	$\Delta v/c$ after mitigation:	0.021
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0		NB-- 0 SB--	EB-- 0 WB--	0		NB-- 0 SB--	EB-- 0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	2	**85**	0	154	**85**	0	161	2	**89**	0	161	2	**89**	0	161	2	**89**
	Left-Through		0							0				0				0	
	Through	409	1	280	0	409	284	52	480	1	319	0	480	1	323	0	480	1	322
	Through-Right		1							1				1				1	
	Right	150	0	150	9	159	159	0	157	0	157	9	166	0	166	-3	163	0	163
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	140	2	77	0	140	77	7	153	2	84	0	153	2	84	0	153	2	84
	Left-Through		0							0				0				0	
	Through	1013	1	**572**	0	1013	**572**	46	1105	1	**632**	0	1105	1	**632**	0	1105	1	**632**
	Through-Right		1							1				1				1	
	Right	130	0	130	0	130	130	22	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	**101**	0	101	**101**	33	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	540	1	441	0	540	441	53	618	1	488	0	618	1	488	0	618	1	488
	Through-Right		1							1				1				1	
	Right	342	0	342	0	342	342	0	358	0	358	0	358	0	358	0	358	0	358
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	177	1	177	0	177	177	0	185	1	185	0	185	1	185	0	185	1	185
	Left-Through		0							0				0				0	
	Through	547	1	**547**	0	547	**547**	38	610	1	**610**	0	610	1	**610**	0	610	1	**610**
	Through-Right		0							0				0				0	
	Right	133	1	95	0	133	95	11	150	1	108	0	150	1	108	0	150	1	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	657		*North-South:*	657		*North-South:*	721			*North-South:*	721			*North-South:*	721		
		East-West:	648		*East-West:*	648		*East-West:*	749			*East-West:*	749			*East-West:*	749		
		SUM:	1305		*SUM:*	1305		*SUM:*	1470			*SUM:*	1470			*SUM:*	1470		
VOLUME/CAPACITY *(V/C)* RATIO:			0.916			0.916			1.032				1.032				1.032		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.816**			**0.816**			**0.932**				**0.932**				**0.932**		
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.000**	**$\Delta v/c$ after mitigation:**	**0.000**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	2	53	0	97	53	0	101	2	56	0	101	2	56	0	101	2	56
	Left-Through		0							0				0				0	
	Through	468	1	**292**	0	468	**296**	30	519	1	**320**	0	519	1	**324**	0	519	1	**324**
	Through-Right		1							1				1				1	
	Right	115	0	115	9	124	124	0	120	0	120	9	129	0	129	-1	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	2	**51**	0	92	**51**	0	96	2	**53**	0	96	2	**53**	0	96	2	**53**
	Left-Through		0							0				0				0	
	Through	391	1	263	0	391	263	36	445	1	293	0	445	1	293	0	445	1	293
	Through-Right		1							1				1				1	
	Right	135	0	135	0	135	135	0	141	0	141	0	141	0	141	0	141	0	141
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	**117**	0	117	**117**	0	122	1	**122**	0	122	1	**122**	0	122	1	**122**
	Left-Through		0							0				0				0	
	Through	250	1	208	0	250	208	16	277	1	225	0	277	1	225	0	277	1	225
	Through-Right		1							1				1				1	
	Right	165	0	165	0	165	165	0	173	0	173	0	173	0	173	0	173	0	173
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	273	1	**273**	0	273	**273**	15	300	1	**300**	0	300	1	**300**	0	300	1	**300**
	Through-Right		0							0				0				0	
	Right	120	1	95	0	120	95	0	125	1	99	0	125	1	99	0	125	1	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		343	*North-South:*		347	*North-South:*			373	*North-South:*			377	*North-South:*			377
		East-West:		390	*East-West:*		390	*East-West:*			422	*East-West:*			422	*East-West:*			422
		SUM:		733	*SUM:*		737	*SUM:*			795	*SUM:*			799	*SUM:*			799
VOLUME/CAPACITY (V/C) RATIO:				0.514			0.517				0.558				0.561				0.561
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.414**			**0.417**				**0.458**				**0.461**				**0.461**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.003**	**$\Delta v/c$ after mitigation:**	**0.003**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	122	2	67	0	122	67	0	128	2	70	0	128	2	70	0	128	2	70
	Left-Through		0							0				0				0	
	Through	877	1	**516**	0	877	**521**	37	954	1	**558**	0	954	1	**563**	0	954	1	**562**
	Through-Right		1							1				1				1	
	Right	155	0	155	9	164	164	0	162	0	162	9	171	0	171	-1	170	0	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	102	2	**56**	0	102	**56**	5	112	2	**62**	0	112	2	**62**	0	112	2	**62**
	Left-Through		0							0				0				0	
	Through	487	1	316	0	487	316	44	553	1	361	0	553	1	361	0	553	1	361
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	16	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	158	1	**158**	0	158	**158**	10	175	1	**175**	0	175	1	**175**	0	175	1	**175**
	Left-Through		0							0				0				0	
	Through	414	1	299	0	414	299	22	455	1	324	0	455	1	324	0	455	1	324
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	192	0	192	0	192	0	192	0	192	0	192
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	162	1	162	0	162	162	0	169	1	169	0	169	1	169	0	169	1	169
	Left-Through		0							0				0				0	
	Through	460	1	**460**	0	460	**460**	23	504	1	**504**	0	504	1	**504**	0	504	1	**504**
	Through-Right		0							0				0				0	
	Right	156	1	128	0	156	128	3	166	1	135	0	166	1	135	0	166	1	135
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	572		*North-South:*	577		*North-South:*	620			*North-South:*	625			*North-South:*	624	
		East-West:	618		*East-West:*	618		*East-West:*	679			*East-West:*	679			*East-West:*	679	
		SUM:	1190		*SUM:*	1195		*SUM:*	1299			*SUM:*	1304			*SUM:*	1303	
VOLUME/CAPACITY (V/C) RATIO:			0.835			0.839			0.912				0.915				0.914	
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.735**			**0.739**			**0.812**				**0.815**				**0.814**	
LEVEL OF SERVICE (LOS):			**C**			**C**			**D**				**D**				**D**	

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	99	**99**	74	178	1	**178**	0	178	1	**178**	0	178	1	**178**
	Left-Through		0							0				0				0	
	Through	411	1	286	0	411	286	113	543	1	356	0	543	1	356	0	543	1	356
	Through-Right		1							1				1				1	
	Right	161	0	161	0	161	161	0	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	77	12	89	89	16	97	1	97	12	109	1	109	-5	104	1	104
	Left-Through		0							0				0				0	
	Through	976	1	**547**	0	976	**550**	130	1151	1	**637**	0	1151	1	**640**	0	1151	1	**639**
	Through-Right		1							1				1				1	
	Right	118	0	118	5	123	123	0	123	0	123	5	128	0	128	-2	126	0	126
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	1	68	5	73	73	0	71	1	71	5	76	1	76	-2	74	1	74
	Left-Through		0							0				0				0	
	Through	414	1	**414**	9	423	**423**	14	447	1	**447**	9	456	1	**456**	-3	453	1	**453**
	Through-Right		0							0				0				0	
	Right	212	1	163	0	212	163	77	299	1	210	0	299	1	210	0	299	1	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	117	0	**117**	0	117	**117**	0	122	0	**122**	0	122	0	**122**	0	122	0	**122**
	Left-Through		0							0				0				0	
	Through	272	0	436	0	272	448	13	297	0	471	0	297	0	483	0	297	0	478
	Through-Right		0							0				0				0	
	Right	47	0	0	12	59	0	3	52	0	0	12	64	0	0	-5	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		646	*North-South:*		649	*North-South:*			815	*North-South:*			818	*North-South:*			817
		East-West:		531	*East-West:*		540	*East-West:*			569	*East-West:*			578	*East-West:*			575
		SUM:		1177	*SUM:*		1189	*SUM:*			1384	*SUM:*			1396	*SUM:*			1392
VOLUME/CAPACITY *(V/C)* RATIO:				0.856			0.865				1.007				1.015				1.012
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.765				0.907				0.915				0.912
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	**$\Delta v/c$ after mitigation:**	0.005
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	0	63	63	38	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	455	1	**306**	0	455	**306**	58	534	1	**349**	0	534	1	**349**	0	534	1	**349**
	Through-Right		1							1				1				1	
	Right	157	0	157	0	157	157	0	164	0	164	0	164	0	164	0	164	0	164
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	**85**	12	97	**97**	3	92	1	**92**	12	104	1	**104**	0	104	1	**104**
	Left-Through		0							0				0				0	
	Through	436	1	262	0	436	265	66	522	1	307	0	522	1	310	0	522	1	310
	Through-Right		1							1				1				1	
	Right	88	0	88	5	93	93	0	92	0	92	5	97	0	97	1	98	0	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	44	1	**44**	5	49	**49**	0	46	1	**46**	5	51	1	**51**	1	52	1	**52**
	Left-Through		0							0				0				0	
	Through	234	1	234	9	243	243	16	261	1	261	9	270	1	270	-1	269	1	269
	Through-Right		0							0				0				0	
	Right	100	1	69	0	100	69	31	136	1	84	0	136	1	84	0	136	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	113	0	113	0	113	113	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through		0							0				0				0	
	Through	236	0	**424**	0	236	**436**	15	262	0	**467**	0	262	0	**479**	0	262	0	**479**
	Through-Right		0							0				0				0	
	Right	75	0	0	12	87	0	9	87	0	0	12	99	0	0	0	99	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		391	*North-South:*		403	*North-South:*			441	*North-South:*			453	*North-South:*			453
		East-West:		468	*East-West:*		485	*East-West:*			513	*East-West:*			530	*East-West:*			531
		SUM:		859	*SUM:*		888	*SUM:*			954	*SUM:*			983	*SUM:*			984
VOLUME/CAPACITY (V/C) RATIO:				0.625			0.646				0.694				0.715				0.716
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.525**			**0.546**				**0.594**				**0.615**				**0.616**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	∆*v/c* after mitigation:	0.022
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	109	109	49	163	1	163	0	163	1	163	0	163	1	163
	Left-Through		0							0				0				0	
	Through	685	1	**407**	0	685	**407**	77	793	1	**464**	0	793	1	**464**	0	793	1	**464**
	Through-Right		1							1				1				1	
	Right	128	0	128	0	128	128	0	134	0	134	0	134	0	134	0	134	0	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	**60**	12	72	**72**	3	66	1	**66**	12	78	1	**78**	5	83	1	**83**
	Left-Through		0							0				0				0	
	Through	376	1	232	0	376	234	83	476	1	284	0	476	1	286	0	476	1	288
	Through-Right		1							1				1				1	
	Right	87	0	87	5	92	92	0	91	0	91	5	96	0	96	3	99	0	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	63	1	**63**	5	68	**68**	0	66	1	**66**	5	71	1	**71**	3	74	1	**74**
	Left-Through		0							0				0				0	
	Through	276	1	276	9	285	285	16	305	1	305	9	314	1	314	-1	313	1	313
	Through-Right		0							0				0				0	
	Right	70	1	16	0	70	16	42	115	1	34	0	115	1	34	0	115	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through		0							0				0				0	
	Through	323	0	**498**	0	323	**510**	15	353	0	**545**	0	353	0	**557**	0	353	0	**562**
	Through-Right		0							0				0				0	
	Right	59	0	0	12	71	0	9	71	0	0	12	83	0	0	5	88	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		467	*North-South:*		479	*North-South:*			530	*North-South:*			542	*North-South:*			547
		East-West:		561	*East-West:*		578	*East-West:*			611	*East-West:*			628	*East-West:*			636
		SUM:		1028	*SUM:*		1057	*SUM:*			1141	*SUM:*			1170	*SUM:*			1183
VOLUME/CAPACITY (V/C) RATIO:				0.748			0.769				0.830				0.851				0.860
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.669**				**0.730**				**0.751**				**0.760**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	$\Delta v/c$ after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	551	1	287	9	560	291	52	628	1	326	9	637	1	330	-3	634	1	329
	Through-Right		1							1				1				1	
	Right	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	82	0	82	82	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	1318	2	**659**	0	1318	**659**	46	1424	2	**712**	0	1424	2	**712**	0	1424	2	**712**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through		1							1				1				1	
	Through	5	0	33	0	5	33	0	5	0	34	0	5	0	34	0	5	0	34
	Through-Right		0							0				0				0	
	Right	281	1	**281**	0	281	**281**	55	349	1	**349**	0	349	1	**349**	0	349	1	**349**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	22	0	**22**	0	22	**22**	0	23	0	**23**	0	23	0	**23**	0	23	0	**23**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	75	0	97	0	75	97	0	78	0	101	0	78	0	101	0	78	0	101
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
	CRITICAL VOLUMES	North-South:		659	North-South:		659	North-South:			712	North-South:			712	North-South:			712
		East-West:		303	East-West:		303	East-West:			372	East-West:			372	East-West:			372
		SUM:		962	SUM:		962	SUM:			1084	SUM:			1084	SUM:			1084
	VOLUME/CAPACITY (V/C) RATIO:			0.802			0.802				0.903				0.903				0.903
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.802			0.802				0.903				0.903				0.903
	LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — *Δv/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases				0				0				0				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0				0				0				0			0
Override Capacity				1200				#####				1200				1200			1200

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	397	1	213	9	406	218	30	445	1	238	9	454	1	242	-1	453	1	242
Through-Right		1							1				1				1	
Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
Left-Through		0							0				0				0	
Through	514	2	**257**	0	514	**257**	36	573	2	**287**	0	573	2	**287**	0	573	2	**287**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
Left-Through		1							1				1				1	
Through	7	0	48	0	7	48	0	7	0	50	0	7	0	50	0	7	0	50
Through-Right		0							0				0				0	
Right	146	1	**146**	0	146	**146**	3	156	1	**156**	0	156	1	**156**	0	156	1	**156**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	18	0	**18**	0	18	**18**	0	19	0	**19**	0	19	0	**19**	0	19	0	**19**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	25	0	43	0	25	43	0	26	0	45	0	26	0	45	0	26	0	45
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
CRITICAL VOLUMES	*North-South:*		257	*North-South:*		257	*North-South:*			287	*North-South:*			287	*North-South:*			287
	East-West:		164	*East-West:*		164	*East-West:*			175	*East-West:*			175	*East-West:*			175
	SUM:		421	*SUM:*		421	*SUM:*			462	*SUM:*			462	*SUM:*			462
VOLUME/CAPACITY (V/C) RATIO:			0.351			0.351				0.385				0.385				0.385
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.351			0.351				0.385				0.385				0.385
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			0			0			0				0					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--			0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1044	1	**538**	9	1053	**542**	37	1129	1	**581**	9	1138	1	**585**	-1	1137	1	**585**
Through-Right		1							1				1				1	
Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	45	1	**45**	0	45	**45**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
Left-Through		0							0				0				0	
Through	786	2	393	0	786	393	44	866	2	433	0	866	2	433	0	866	2	433
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	54	0	54	0	54	54	0	56	0	56	0	56	0	56	0	56	0	56
Left-Through		1							1				1				1	
Through	17	0	71	0	17	71	0	18	0	74	0	18	0	74	0	18	0	74
Through-Right		0							0				0				0	
Right	206	1	**206**	0	206	**206**	9	224	1	**224**	0	224	1	**224**	0	224	1	**224**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	20	0	**20**	0	20	**20**	0	21	0	**21**	0	21	0	**21**	0	21	0	**21**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	47	0	67	0	47	67	0	49	0	70	0	49	0	70	0	49	0	70
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
CRITICAL VOLUMES	*North-South:*		583	*North-South:*		587	*North-South:*			628	*North-South:*			632	*North-South:*			632
	East-West:		226	*East-West:*		226	*East-West:*			245	*East-West:*			245	*East-West:*			245
	SUM:		809	*SUM:*		813	*SUM:*			873	*SUM:*			877	*SUM:*			877
VOLUME/CAPACITY (V/C) RATIO:			0.674			0.678				0.728				0.731				0.731
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.674			0.678				0.728				0.731				0.731
LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	∆*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	**48**	0	48	**48**	0	50	1	**50**	0	50	1	**50**	0	50	1	**50**
	Left-Through		0							0				0				0	
	Through	358	2	179	9	367	184	40	414	2	207	9	423	2	212	-3	420	2	210
	Through-Right		0							0				0				0	
	Right	227	1	180	0	227	180	94	331	1	256	0	331	1	256	0	331	1	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	157	1	157	0	157	157	74	238	1	238	0	238	1	238	0	238	1	238
	Left-Through		0							0				0				0	
	Through	1238	1	**726**	0	1238	**726**	27	1322	1	**773**	0	1322	1	**773**	0	1322	1	**773**
	Through-Right		1							1				1				1	
	Right	214	0	214	0	214	214	0	224	0	224	0	224	0	224	0	224	0	224
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	133	1	**133**	0	133	**133**	0	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	828	1	475	0	828	475	72	938	1	533	0	938	1	533	0	938	1	533
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	0	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	53	151	1	151	0	151	1	151	0	151	1	151
	Left-Through		0							0				0				0	
	Through	883	1	**501**	0	883	**501**	50	973	1	**555**	0	973	1	**555**	0	973	1	**555**
	Through-Right		1							1				1				1	
	Right	119	0	119	0	119	119	12	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		774	*North-South:*		774	*North-South:*			823	*North-South:*			823	*North-South:*			823
		East-West:		634	*East-West:*		634	*East-West:*			694	*East-West:*			694	*East-West:*			694
		SUM:		1408	*SUM:*		1408	*SUM:*			1517	*SUM:*			1517	*SUM:*			1517
VOLUME/CAPACITY *(V/C)* RATIO:				0.939			0.939				1.011				1.011				1.011
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.839**			**0.839**				**0.911**				**0.911**				**0.911**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	**17**	0	17	**17**	0	18	1	**18**	0	18	1	**18**	0	18	1	**18**
	Left-Through		0							0				0				0	
	Through	269	2	135	9	278	139	30	311	2	156	9	320	2	160	-1	319	2	160
	Through-Right		0							0				0				0	
	Right	228	1	170	0	228	170	3	241	1	176	0	241	1	176	0	241	1	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	120	1	120	0	120	120	3	128	1	128	0	128	1	128	0	128	1	128
	Left-Through		0							0				0				0	
	Through	473	1	**289**	0	473	**289**	36	531	1	**321**	0	531	1	**321**	0	531	1	**321**
	Through-Right		1							1				1				1	
	Right	105	0	105	0	105	105	0	110	0	110	0	110	0	110	0	110	0	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	1	60	0	60	60	0	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0							0				0				0	
	Through	444	1	**282**	0	444	**282**	16	480	1	**303**	0	480	1	**303**	0	480	1	**303**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	116	1	**116**	0	116	**116**	9	130	1	**130**	0	130	1	**130**	0	130	1	**130**
	Left-Through		0							0				0				0	
	Through	374	1	233	0	374	233	15	406	1	251	0	406	1	251	0	406	1	251
	Through-Right		1							1				1				1	
	Right	91	0	91	0	91	91	0	95	0	95	0	95	0	95	0	95	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		306	*North-South:*		306	*North-South:*			339	*North-South:*			339	*North-South:*			339
		East-West:		398	*East-West:*		398	*East-West:*			433	*East-West:*			433	*East-West:*			433
		SUM:		704	*SUM:*		704	*SUM:*			772	*SUM:*			772	*SUM:*			772
VOLUME/CAPACITY (V/C) RATIO:				0.469			0.469				0.515				0.515				0.515
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.369**			**0.369**				**0.415**				**0.415**				**0.415**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	825	2	**413**	9	834	**417**	33	896	2	**448**	9	905	2	**453**	-1	904	2	**452**
	Through-Right		0							0				0				0	
	Right	231	1	185	0	231	185	15	257	1	197	0	257	1	197	0	257	1	197
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	115	1	**115**	0	115	**115**	12	132	1	**132**	0	132	1	**132**	0	132	1	**132**
	Left-Through		0							0				0				0	
	Through	842	1	448	0	842	448	41	921	1	488	0	921	1	488	0	921	1	488
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	121	1	121	0	121	121	0	127	1	127	0	127	1	127	0	127	1	127
	Left-Through		0							0				0				0	
	Through	918	1	**497**	0	918	**497**	25	985	1	**532**	0	985	1	**532**	0	985	1	**532**
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	0	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	**93**	0	93	**93**	24	121	1	**121**	0	121	1	**121**	0	121	1	**121**
	Left-Through		0							0				0				0	
	Through	673	1	385	0	673	385	26	730	1	417	0	730	1	417	0	730	1	417
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	4	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		528	*North-South:*		532	*North-South:*			580	*North-South:*			585	*North-South:*			584
		East-West:		590	*East-West:*		590	*East-West:*			653	*East-West:*			653	*East-West:*			653
		SUM:		1118	*SUM:*		1122	*SUM:*			1233	*SUM:*			1238	*SUM:*			1237
VOLUME/CAPACITY (V/C) RATIO:				0.745			0.748				0.822				0.825				0.825
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.645**			**0.648**				**0.722**				**0.725**				**0.725**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.003**	**$\Delta v/c$ after mitigation:**	**0.003**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	618	1	**376**	0	618	**376**	79	725	1	**432**	0	725	1	**432**	0	725	1	**432**
	Through-Right		1							1				1				1	
	Right	133	0	133	0	133	133	0	139	0	139	0	139	0	139	0	139	0	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	578	1	**578**	0	578	**578**	28	632	1	**632**	0	632	1	**632**	0	632	1	**632**
	Left-Through		0							0				0				0	
	Through	713	2	357	0	713	357	52	798	2	399	0	798	2	399	0	798	2	399
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	1	**23**	0	23	**23**	0	24	1	**24**	0	24	1	**24**	0	24	1	**24**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	96	1	0	9	105	0	55	155	1	0	9	164	1	0	-3	161	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		954	*North-South:*		954	*North-South:*			1064	*North-South:*			1064	*North-South:*			1064
		East-West:		23	*East-West:*		23	*East-West:*			24	*East-West:*			24	*East-West:*			24
		SUM:		977	*SUM:*		977	*SUM:*			1088	*SUM:*			1088	*SUM:*			1088
	VOLUME/CAPACITY *(V/C)* RATIO:			0.814			0.814				0.907				0.907				0.907
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.814			0.814				0.907				0.907				0.907
	LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0				0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	481	1	**273**	0	481	**273**	30	533	1	**301**	0	533	1	**301**	0	533	1	**301**
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	260	1	**260**	0	260	**260**	9	281	1	**281**	0	281	1	**281**	0	281	1	**281**
	Left-Through		0							0				0				0	
	Through	433	2	217	0	433	217	36	489	2	245	0	489	2	245	0	489	2	245
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	145	1	15	9	154	24	3	155	1	15	9	164	1	24	-1	163	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		533	*North-South:*		533	*North-South:*			582	*North-South:*			582	*North-South:*			582
		East-West:		53	*East-West:*		53	*East-West:*			55	*East-West:*			55	*East-West:*			55
		SUM:		586	*SUM:*		586	*SUM:*			637	*SUM:*			637	*SUM:*			637
VOLUME/CAPACITY (V/C) RATIO:				0.488			0.488				0.531				0.531				0.531
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.488				0.531				0.531				0.531
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1057	1	**554**	0	1057	**554**	39	1144	1	**599**	0	1144	1	**599**	0	1144	1	**599**
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	403	1	**403**	0	403	**403**	17	438	1	**438**	0	438	1	**438**	0	438	1	**438**
	Left-Through		0							0				0				0	
	Through	581	2	291	0	581	291	49	657	2	329	0	657	2	329	0	657	2	329
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	38	1	**38**	0	38	**38**	0	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	219	1	18	9	228	27	9	238	1	19	9	247	1	28	-1	246	1	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		957	*North-South:*		957	*North-South:*			1037	*North-South:*			1037	*North-South:*			1037
		East-West:		38	*East-West:*		38	*East-West:*			40	*East-West:*			40	*East-West:*			40
		SUM:		995	*SUM:*		995	*SUM:*			1077	*SUM:*			1077	*SUM:*			1077
VOLUME/CAPACITY (V/C) RATIO:				0.829			0.829				0.898				0.898				0.898
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.829				0.898				0.898				0.898
LEVEL OF SERVICE (LOS):				D			D				D				D				D

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	2	0	**43**	0	2	**43**	0	2	0	**45**	0	2	0	**45**	0	2	0	**45**
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	991	1	**595**	0	991	**595**	240	1276	1	**742**	0	1276	1	**742**	0	1276	1	**742**
	Through-Right		1							1				1				1	
	Right	198	0	198	0	198	198	0	207	0	207	0	207	0	207	0	207	0	207
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	207	1	**207**	0	207	**207**	28	244	1	**244**	0	244	1	**244**	0	244	1	**244**
	Left-Through		0							0				0				0	
	Through	1072	1	551	0	1072	551	116	1237	1	634	0	1237	1	634	0	1237	1	634
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		43	*North-South:*		43			*North-South:*	45			*North-South:*	45			*North-South:*	45
		East-West:		802	*East-West:*		802			*East-West:*	986			*East-West:*	986			*East-West:*	986
		SUM:		845	*SUM:*		845			*SUM:*	1031			*SUM:*	1031			*SUM:*	1031
VOLUME/CAPACITY *(V/C)* RATIO:				0.704			0.704				0.859				0.859				0.859
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.704			0.704				0.859				0.859				0.859
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	10	0	**55**	0	10	**55**	0	10	0	**57**	0	10	0	**57**	0	10	0	**57**
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	635	1	**393**	0	635	**393**	22	686	1	**422**	0	686	1	**422**	0	686	1	**422**
	Through-Right		1							1				1				1	
	Right	150	0	150	0	150	150	0	157	0	157	0	157	0	157	0	157	0	157
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	152	1	**152**	0	152	**152**	9	168	1	**168**	0	168	1	**168**	0	168	1	**168**
	Left-Through		0							0				0				0	
	Through	550	1	284	0	550	284	24	599	1	309	0	599	1	309	0	599	1	309
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		55	*North-South:*		55	*North-South:*			57	*North-South:*			57	*North-South:*			57
		East-West:		545	*East-West:*		545	*East-West:*			590	*East-West:*			590	*East-West:*			590
		SUM:		600	*SUM:*		600	*SUM:*			647	*SUM:*			647	*SUM:*			647
	VOLUME/CAPACITY (V/C) RATIO:			0.500			0.500				0.539				0.539				0.539
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.500			0.500				0.539				0.539				0.539
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0				0				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	4	0	**44**	0	4	**44**	0	4	0	**45**	0	4	0	**45**	0	4	0	**45**
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	43	1	43	0	43	43	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	1000	1	**615**	0	1000	**615**	51	1097	1	**669**	0	1097	1	**669**	0	1097	1	**669**
	Through-Right		1							1				1				1	
	Right	230	0	230	0	230	230	0	241	0	241	0	241	0	241	0	241	0	241
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	135	1	**135**	0	135	**135**	17	158	1	**158**	0	158	1	**158**	0	158	1	**158**
	Left-Through		0							0				0				0	
	Through	842	1	428	0	842	428	54	934	1	475	0	934	1	475	0	934	1	475
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		44	*North-South:*		44	*North-South:*			45	*North-South:*			45	*North-South:*			45
		East-West:		750	*East-West:*		750	*East-West:*			827	*East-West:*			827	*East-West:*			827
		SUM:		794	*SUM:*		794	*SUM:*			872	*SUM:*			872	*SUM:*			872
	VOLUME/CAPACITY (V/C) RATIO:			0.662			0.662				0.727				0.727				0.727
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.662			0.662				0.727				0.727				0.727
	LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	208	0	208	0	208	208	0	218	0	218	0	218	0	218	0	218	0	218
	Left-Through		0							0				0				0	
	Through	30	0	**290**	0	30	**290**	0	31	0	**303**	0	31	0	**303**	0	31	0	**303**
	Through-Right		0							0				0				0	
	Right	52	0	0	0	52	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	0	**32**	0	32	**32**	0	33	0	**33**	0	33	0	**33**	0	33	0	**33**
	Left-Through		0							0				0				0	
	Through	41	0	106	0	41	106	0	43	0	111	0	43	0	111	0	43	0	111
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	1	**13**	0	13	**13**	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	770	1	477	0	770	477	240	1045	1	**619**	0	1045	1	**619**	0	1045	1	**619**
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	192	0	192	0	192	0	192	0	192	0	192
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	39	0	39	39	0	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	1068	1	**540**	0	1068	**540**	144	1261	1	637	0	1261	1	637	0	1261	1	637
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		322	*North-South:*		322	*North-South:*			336	*North-South:*			336	*North-South:*			336
		East-West:		553	*East-West:*		553	*East-West:*			660	*East-West:*			660	*East-West:*			660
		SUM:		875	*SUM:*		875	*SUM:*			996	*SUM:*			996	*SUM:*			996
VOLUME/CAPACITY *(V/C)* RATIO:				0.583			0.583				0.664				0.664				0.664
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.483**			**0.483**				**0.564**				**0.564**				**0.564**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	0	**58**	0	58	**58**	0	61	0	**61**	0	61	0	**61**	0	61	0	**61**
	Left-Through		0							0				0				0	
	Through	0	0	63	0	0	63	0	0	0	66	0	0	0	66	0	0	0	66
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	2	0	**29**	0	2	**29**	0	2	0	**30**	0	2	0	**30**	0	2	0	**30**
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through		0							0				0				0	
	Through	617	1	325	0	617	325	22	667	1	351	0	667	1	351	0	667	1	351
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	651	1	**329**	0	651	**329**	33	714	1	**360**	0	714	1	**360**	0	714	1	**360**
	Through-Right		1							1				1				1	
	Right	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		87	*North-South:*		87	*North-South:*			91	*North-South:*			91	*North-South:*			91
		East-West:		337	*East-West:*		337	*East-West:*			368	*East-West:*			368	*East-West:*			368
		SUM:		424	*SUM:*		424	*SUM:*			459	*SUM:*			459	*SUM:*			459
VOLUME/CAPACITY (V/C) RATIO:				0.283			0.283				0.306				0.306				0.306
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.183**			**0.183**				**0.206**				**0.206**				**0.206**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	0	**102**	0	102	**102**	0	107	0	**107**	0	107	0	**107**	0	107	0	**107**
	Left-Through		0							0				0				0	
	Through	10	0	129	0	10	129	0	10	0	135	0	10	0	135	0	10	0	135
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	12	0	**39**	0	12	**39**	0	13	0	**41**	0	13	0	**41**	0	13	0	**41**
	Through-Right		0							0				0				0	
	Right	19	0	0	0	19	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	12	1	12	0	12	12	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	972	1	**536**	0	972	**536**	51	1067	1	**586**	0	1067	1	**586**	0	1067	1	**586**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	0	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Left-Through		0							0				0				0	
	Through	869	1	437	0	869	437	71	980	1	493	0	980	1	493	0	980	1	493
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		141	*North-South:*		141	*North-South:*			148	*North-South:*			148	*North-South:*			148
		East-West:		540	*East-West:*		540	*East-West:*			590	*East-West:*			590	*East-West:*			590
		SUM:		681	*SUM:*		681	*SUM:*			738	*SUM:*			738	*SUM:*			738
VOLUME/CAPACITY (V/C) RATIO:				0.454			0.454				0.492				0.492				0.492
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.354**			**0.354**				**0.392**				**0.392**				**0.392**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	0	138	0	138	138	125	269	0	269	0	269	0	269	0	269	0	269
	Left-Through		0							0				0				0	
	Through	23	0	**224**	0	23	**224**	0	24	0	**359**	0	24	0	**359**	0	24	0	**359**
	Through-Right		0							0				0				0	
	Right	63	0	0	0	63	0	0	66	0	0	0	66	0	0	0	66	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	**12**	0	12	**12**	0	13	0	**13**	0	13	0	**13**	0	13	0	**13**
	Left-Through		0							0				0				0	
	Through	49	0	92	0	49	92	0	51	0	96	0	51	0	96	0	51	0	96
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		1							1				1				1	
	Through	606	0	391	0	606	391	45	679	0	529	0	679	0	529	0	679	0	529
	Through-Right		1							1				1				1	
	Right	156	0	391	0	156	391	195	358	0	529	0	358	0	529	0	358	0	529
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	143	0	143	0	143	143	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through		1							1				1				1	
	Through	868	0	**736**	0	868	**736**	19	927	0	**930**	0	927	0	**930**	0	927	0	**930**
	Through-Right		1							1				1				1	
	Right	32	0	736	0	32	736	0	33	0	930	0	33	0	930	0	33	0	930
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		236	North-South:		236	North-South:			372	North-South:			372	North-South:			372
		East-West:		741	East-West:		741	East-West:			935	East-West:			935	East-West:			935
		SUM:		977	SUM:		977	SUM:			1307	SUM:			1307	SUM:			1307
VOLUME/CAPACITY (V/C) RATIO:				0.651			0.651				0.871				0.871				0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.551				0.771				0.771				0.771
LEVEL OF SERVICE (LOS):				A			A				C				C				C

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — *Δv/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	0	38	0	38	38	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0							0				0				0	
	Through	4	0	**61**	0	4	**61**	0	4	0	**64**	0	4	0	**64**	0	4	0	**64**
	Through-Right		0							0				0				0	
	Right	19	0	0	0	19	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	2	0	18	0	2	18	0	2	0	19	0	2	0	19	0	2	0	19
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	6	0	6	0	6	6	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		1							1				1				1	
	Through	576	0	**311**	0	576	**311**	22	624	0	336	0	624	0	336	0	624	0	336
	Through-Right		1							1				1				1	
	Right	33	0	311	0	33	311	0	35	0	336	0	35	0	336	0	35	0	336
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	33	0	**33**	0	33	**33**	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through		1							1				1				1	
	Through	512	0	337	0	512	337	33	568	0	**369**	0	568	0	**369**	0	568	0	**369**
	Through-Right		1							1				1				1	
	Right	29	0	337	0	29	337	0	30	0	369	0	30	0	369	0	30	0	369
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		61	*North-South:*		61	*North-South:*			64	*North-South:*			64	*North-South:*			64
		East-West:		344	*East-West:*		344	*East-West:*			375	*East-West:*			375	*East-West:*			375
		SUM:		405	*SUM:*		405	*SUM:*			439	*SUM:*			439	*SUM:*			439
VOLUME/CAPACITY (V/C) RATIO:				0.270			0.270				0.293				0.293				0.293
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.170**			**0.170**				**0.193**				**0.193**				**0.193**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	0	93	0	93	93	38	135	0	135	0	135	0	135	0	135	0	135
	Left-Through		0							0				0				0	
	Through	7	0	**153**	0	7	**153**	0	7	0	**197**	0	7	0	**197**	0	7	0	**197**
	Through-Right		0							0				0				0	
	Right	53	0	0	0	53	0	0	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	0	**4**	0	4	**4**	0	4	0	**4**	0	4	0	**4**	0	4	0	**4**
	Left-Through		0							0				0				0	
	Through	6	0	38	0	6	38	0	6	0	39	0	6	0	39	0	6	0	39
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1							1				1				1	
	Through	761	0	**458**	0	761	**458**	22	818	0	**504**	0	818	0	**504**	0	818	0	**504**
	Through-Right		1							1				1				1	
	Right	115	0	458	0	115	458	29	149	0	504	0	149	0	504	0	149	0	504
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	0	**55**	0	55	**55**	0	58	0	**58**	0	58	0	**58**	0	58	0	**58**
	Left-Through		1							1				1				1	
	Through	666	0	449	0	666	449	33	729	0	487	0	729	0	487	0	729	0	487
	Through-Right		1							1				1				1	
	Right	12	0	449	0	12	449	0	13	0	487	0	13	0	487	0	13	0	487
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		157	*North-South:*		157	*North-South:*			201	*North-South:*			201	*North-South:*			201
		East-West:		513	*East-West:*		513	*East-West:*			562	*East-West:*			562	*East-West:*			562
		SUM:		670	*SUM:*		670	*SUM:*			763	*SUM:*			763	*SUM:*			763
VOLUME/CAPACITY (V/C) RATIO:				0.447			0.447				0.509				0.509				0.509
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.347**			**0.347**				**0.409**				**0.409**				**0.409**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	183	1	**183**	0	183	**183**	0	191	1	**191**	0	191	1	**191**	0	191	1	**191**
	Left-Through		0							0				0				0	
	Through	750	1	415	0	750	415	161	945	1	514	0	945	1	514	0	945	1	514
	Through-Right		1							1				1				1	
	Right	79	0	79	0	79	79	0	83	0	83	0	83	0	83	0	83	0	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	100	1	100	0	100	100	27	132	1	132	0	132	1	132	0	132	1	132
	Left-Through		0							0				0				0	
	Through	575	1	**349**	0	575	**349**	180	781	1	**455**	0	781	1	**455**	0	781	1	**455**
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	0	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	1	**54**	0	54	**54**	0	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	447	1	301	0	447	301	45	512	1	337	0	512	1	337	0	512	1	337
	Through-Right		1							1				1				1	
	Right	155	0	155	0	155	155	0	162	0	162	0	162	0	162	0	162	0	162
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	148	1	148	0	148	148	0	155	1	155	0	155	1	155	0	155	1	155
	Left-Through		0							0				0				0	
	Through	1053	1	**598**	0	1053	**598**	19	1120	1	**648**	0	1120	1	**648**	0	1120	1	**648**
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	26	176	0	176	0	176	0	176	0	176	0	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		532	*North-South:*		532	*North-South:*			646	*North-South:*			646	*North-South:*			646
		East-West:		652	*East-West:*		652	*East-West:*			704	*East-West:*			704	*East-West:*			704
		SUM:		1184	*SUM:*		1184	*SUM:*			1350	*SUM:*			1350	*SUM:*			1350
	VOLUME/CAPACITY *(V/C)* RATIO:			0.861			0.861				0.982				0.982				0.982
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.761**			**0.761**				**0.882**				**0.882**				**0.882**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **$\Delta v/c$ after mitigation:** 0.000

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	0	124	**124**	0	130	1	130	0	130	1	130	0	130	1	130
	Left-Through		0							0				0				0	
	Through	400	1	243	0	400	243	67	485	1	**287**	0	485	1	**287**	0	485	1	**287**
	Through-Right		1							1				1				1	
	Right	85	0	85	0	85	85	0	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	72	1	72	0	72	72	32	107	1	**107**	0	107	1	**107**	0	107	1	**107**
	Left-Through		0							0				0				0	
	Through	367	1	**216**	0	367	**216**	65	449	1	258	0	449	1	258	0	449	1	258
	Through-Right		1							1				1				1	
	Right	64	0	64	0	64	64	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	67	1	67	0	67	67	0	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	479	1	**297**	0	479	**297**	22	523	1	**321**	0	523	1	**321**	0	523	1	**321**
	Through-Right		1							1				1				1	
	Right	114	0	114	0	114	114	0	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	**87**	0	87	**87**	0	91	1	**91**	0	91	1	**91**	0	91	1	**91**
	Left-Through		0							0				0				0	
	Through	454	1	268	0	454	268	33	508	1	311	0	508	1	311	0	508	1	311
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	29	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	340		*North-South:*	340		*North-South:*	394			*North-South:*	394			*North-South:*	394		
		East-West:	384		*East-West:*	384		*East-West:*	412			*East-West:*	412			*East-West:*	412		
		SUM:	724		*SUM:*	724		*SUM:*	806			*SUM:*	806			*SUM:*	806		
VOLUME/CAPACITY (V/C) RATIO:			0.527			0.527			0.586				0.586				0.586		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.427**			**0.427**			**0.486**				**0.486**				**0.486**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	**197**	0	197	**197**	0	206	1	**206**	0	206	1	**206**	0	206	1	**206**
	Left-Through		0							0				0				0	
	Through	570	1	342	0	570	342	97	693	1	406	0	693	1	406	0	693	1	406
	Through-Right		1							1				1				1	
	Right	113	0	113	0	113	113	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	97	1	97	0	97	97	32	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	591	1	**325**	0	591	**325**	92	710	1	**386**	0	710	1	**386**	0	710	1	**386**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	89	1	89	0	89	89	0	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	756	1	**449**	0	756	**449**	22	813	1	**481**	0	813	1	**481**	0	813	1	**481**
	Through-Right		1							1				1				1	
	Right	142	0	142	0	142	142	0	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	557	1	322	0	557	322	33	615	1	368	0	615	1	368	0	615	1	368
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	29	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	522		*North-South:*	522		*North-South:*	592			*North-South:*	592			*North-South:*	592		
		East-West:	549		*East-West:*	549		*East-West:*	586			*East-West:*	586			*East-West:*	586		
		SUM:	1071		*SUM:*	1071		*SUM:*	1178			*SUM:*	1178			*SUM:*	1178		
VOLUME/CAPACITY (V/C) RATIO:			0.779			0.779			0.857				0.857				0.857		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.679**			**0.679**			**0.757**				**0.757**				**0.757**		
LEVEL OF SERVICE (LOS):			**B**			**B**			**C**				**C**				**C**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.000**	**$\Delta v/c$ after mitigation:**	**0.000**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
Override Capacity			0			0			0				0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	**133**	0	133	**133**	45	184	1	**184**	0	184	1	**184**	0	184	1	**184**
	Left-Through		0							0				0				0	
	Through	412	2	206	14	426	213	81	512	2	256	14	526	2	263	-5	521	2	261
	Through-Right		0							0				0				0	
	Right	59	1	17	17	76	34	31	93	1	30	17	110	1	47	-5	105	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	111	1	111	12	123	123	75	191	1	191	12	203	1	203	-5	198	1	198
	Left-Through		0							0				0				0	
	Through	1189	1	**746**	0	1189	**746**	115	1358	1	**837**	0	1358	1	**837**	0	1358	1	**837**
	Through-Right		1							1				1				1	
	Right	302	0	302	0	302	302	0	316	0	316	0	316	0	316	0	316	0	316
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	208	1	**208**	0	208	**208**	0	218	1	**218**	0	218	1	**218**	0	218	1	**218**
	Left-Through		0							0				0				0	
	Through	257	1	187	0	257	187	0	269	1	231	0	269	1	231	0	269	1	231
	Through-Right		1							1				1				1	
	Right	116	0	116	0	116	116	72	193	0	193	0	193	0	193	0	193	0	193
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	0	84	84	38	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	457	1	**264**	0	457	**271**	0	478	1	**307**	0	478	1	**315**	0	478	1	**312**
	Through-Right		1							1				1				1	
	Right	70	0	70	15	85	85	63	136	0	136	15	151	0	151	-5	146	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	879		*North-South:*	879		*North-South:*	1021			*North-South:*	1021			*North-South:*	1021		
		East-West:	472		*East-West:*	479		*East-West:*	525			*East-West:*	533			*East-West:*	530		
		SUM:	1351		*SUM:*	1358		*SUM:*	1546			*SUM:*	1554			*SUM:*	1551		
VOLUME/CAPACITY *(V/C)* RATIO:			0.901			0.905			1.031				1.036				1.034		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.801**			**0.805**			**0.931**				**0.936**				**0.934**		
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.005**	**$\Delta v/c$ after mitigation:**	**0.003**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	**191**	0	191	**191**	62	262	1	**262**	0	262	1	**262**	0	262	1	**262**
	Left-Through		0							0				0				0	
	Through	450	2	225	14	464	232	97	568	2	284	14	582	2	291	0	582	2	291
	Through-Right		0							0				0				0	
	Right	52	1	29	17	69	46	31	85	1	42	17	102	1	59	0	102	1	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	12	100	100	75	167	1	167	12	179	1	179	0	179	1	179
	Left-Through		0							0				0				0	
	Through	497	1	**323**	0	497	**323**	91	611	1	**383**	0	611	1	**383**	0	611	1	**383**
	Through-Right		1							1				1				1	
	Right	148	0	148	0	148	148	0	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	177	1	**177**	0	177	**177**	0	185	1	**185**	0	185	1	**185**	0	185	1	**185**
	Left-Through		0							0				0				0	
	Through	248	1	180	0	248	180	0	259	1	216	0	259	1	216	0	259	1	216
	Through-Right		1							1				1				1	
	Right	112	0	112	0	112	112	55	172	0	172	0	172	0	172	0	172	0	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	46	0	46	46	38	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	178	1	**118**	0	178	**126**	0	186	1	**155**	0	186	1	**163**	0	186	1	**163**
	Through-Right		1							1				1				1	
	Right	58	0	58	15	73	73	63	124	0	124	15	139	0	139	0	139	0	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		514	*North-South:*		514	*North-South:*			645	*North-South:*			645	*North-South:*			645
		East-West:		295	*East-West:*		303	*East-West:*			340	*East-West:*			348	*East-West:*			348
		SUM:		809	*SUM:*		817	*SUM:*			985	*SUM:*			993	*SUM:*			993
VOLUME/CAPACITY (V/C) RATIO:				0.539			0.545				0.657				0.662				0.662
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.439**			**0.445**				**0.557**				**0.562**				**0.562**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	190	**190**	62	261	1	**261**	0	261	1	**261**	0	261	1	**261**
	Left-Through		0							0				0				0	
	Through	847	2	424	14	861	431	101	987	2	494	14	1001	2	501	3	1004	2	502
	Through-Right		0							0				0				0	
	Right	65	1	38	17	82	55	31	99	1	51	17	116	1	68	0	116	1	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	110	1	110	12	122	122	75	190	1	190	12	202	1	202	5	207	1	207
	Left-Through		0							0				0				0	
	Through	718	1	**449**	0	718	**449**	96	847	1	**518**	0	847	1	**518**	0	847	1	**518**
	Through-Right		1							1				1				1	
	Right	180	0	180	0	180	180	0	188	0	188	0	188	0	188	0	188	0	188
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	288	1	**288**	0	288	**288**	0	301	1	**301**	0	301	1	**301**	0	301	1	**301**
	Left-Through		0							0				0				0	
	Through	420	1	288	0	420	288	0	439	1	329	0	439	1	329	0	439	1	329
	Through-Right		1							1				1				1	
	Right	156	0	156	0	156	156	55	218	0	218	0	218	0	218	0	218	0	218
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	55	0	55	55	38	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	214	1	**143**	0	214	**150**	0	224	1	**181**	0	224	1	**188**	0	224	1	**189**
	Through-Right		1							1				1				1	
	Right	71	0	71	15	86	86	63	137	0	137	15	152	0	152	2	154	0	154
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	639		*North-South:*	639		*North-South:*	779			*North-South:*	779			*North-South:*	779		
		East-West:	431		*East-West:*	438		*East-West:*	482			*East-West:*	489			*East-West:*	490		
		SUM:	1070		*SUM:*	1077		*SUM:*	1261			*SUM:*	1268			*SUM:*	1269		
VOLUME/CAPACITY (V/C) RATIO:			0.713			0.718			0.841				0.845				0.846		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.613**			**0.618**			**0.741**				**0.745**				**0.746**		
LEVEL OF SERVICE (LOS):			**B**			**B**			**C**				**C**				**C**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.004**	**$\Delta v/c$ after mitigation:**	**0.005**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	0	65	**65**	7	75	1	**75**	0	75	1	**75**	0	75	1	**75**
	Left-Through		0							0				0				0	
	Through	978	1	558	0	978	558	52	1075	1	610	0	1075	1	610	0	1075	1	610
	Through-Right		1							1				1				1	
	Right	138	0	138	0	138	138	0	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	149	1	149	0	149	149	0	156	1	156	0	156	1	156	0	156	1	156
	Left-Through		0							0				0				0	
	Through	1331	1	**813**	0	1331	**813**	59	1451	1	**880**	0	1451	1	**880**	0	1451	1	**880**
	Through-Right		1							1				1				1	
	Right	294	0	294	0	294	294	1	308	0	308	0	308	0	308	0	308	0	308
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	81	1	81	0	81	81	1	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	606	1	**326**	17	623	**335**	4	638	1	**348**	17	655	1	**357**	-7	648	1	**353**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	10	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	422	1	317	43	465	339	5	446	1	334	43	489	1	356	-15	474	1	348
	Through-Right		1							1				1				1	
	Right	212	0	212	0	212	212	0	222	0	222	0	222	0	222	0	222	0	222
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		878	*North-South:*		878	*North-South:*			955	*North-South:*			955	*North-South:*			955
		East-West:		426	*East-West:*		435	*East-West:*			453	*East-West:*			462	*East-West:*			458
		SUM:		1304	*SUM:*		1313	*SUM:*			1408	*SUM:*			1417	*SUM:*			1413
VOLUME/CAPACITY *(V/C)* RATIO:				0.915			0.921				0.988				0.994				0.992
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.815**			**0.821**				**0.888**				**0.894**				**0.892**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	**$\Delta v/c$ after mitigation:**	0.004
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0		NB-- 0 SB--	EB-- 0 WB--	0		NB-- 0 SB--	EB-- 0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	0	86	86	1	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	565	1	**341**	0	565	**341**	27	618	1	**370**	0	618	1	**370**	0	618	1	**370**
	Through-Right		1							1				1				1	
	Right	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	160	1	**160**	0	160	**160**	0	167	1	**167**	0	167	1	**167**	0	167	1	**167**
	Left-Through		0							0				0				0	
	Through	525	1	300	0	525	300	33	582	1	331	0	582	1	331	0	582	1	331
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	1	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	**117**	0	117	**117**	1	123	1	**123**	0	123	1	**123**	0	123	1	**123**
	Left-Through		0							0				0				0	
	Through	316	1	175	17	333	184	5	335	1	186	17	352	1	195	1	353	1	195
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	1	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	247	1	**184**	43	290	**205**	6	264	1	**195**	43	307	1	**216**	0	307	1	**216**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		501	*North-South:*		501	*North-South:*			537	*North-South:*			537	*North-South:*			537
		East-West:		301	*East-West:*		322	*East-West:*			318	*East-West:*			339	*East-West:*			339
		SUM:		802	*SUM:*		823	*SUM:*			855	*SUM:*			876	*SUM:*			876
VOLUME/CAPACITY (V/C) RATIO:				0.563			0.578				0.600				0.615				0.615
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.463			0.478				0.500				0.515				0.515
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	*Δv/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	1	165	0	165	165	6	179	1	179	0	179	1	179	0	179	1	179
	Left-Through		0							0				0				0	
	Through	1261	1	714	0	1261	714	41	1360	1	768	0	1360	1	768	0	1360	1	768
	Through-Right		1							1				1				1	
	Right	167	0	167	0	167	167	0	175	0	175	0	175	0	175	0	175	0	175
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	199	1	199	0	199	199	0	208	1	208	0	208	1	208	0	208	1	208
	Left-Through		0							0				0				0	
	Through	1082	1	663	0	1082	663	43	1174	1	715	0	1174	1	715	0	1174	1	715
	Through-Right		1							1				1				1	
	Right	243	0	243	0	243	243	1	255	0	255	0	255	0	255	0	255	0	255
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	1	92	0	92	92	1	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	703	1	412	17	720	420	5	740	1	435	17	757	1	444	8	765	1	448
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	5	130	0	130	0	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	1	104	0	104	104	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	567	1	337	43	610	358	6	599	1	355	43	642	1	377	7	649	1	380
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		913	North-South:		913	North-South:			976	North-South:			976	North-South:			976
		East-West:		516	East-West:		524	East-West:			544	East-West:			553	East-West:			557
		SUM:		1429	SUM:		1437	SUM:			1520	SUM:			1529	SUM:			1533
VOLUME/CAPACITY (V/C) RATIO:				1.003			1.008				1.067				1.073				1.076
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.908				0.967				0.973				0.976
LEVEL OF SERVICE (LOS):				E			E				E				E				E

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through		0							0				0				0	
	Through	0	0	**112**	0	0	**112**	0	0	0	**117**	0	0	0	**117**	0	0	0	**117**
	Through-Right		0							0				0				0	
	Right	87	0	0	0	87	0	0	91	0	0	0	91	0	0	0	91	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	1	0	**1**	0	1	**1**	0	1	0	**1**	0	1	0	**1**	0	1	0	**1**
	Left-Through		0							0				0				0	
	Through	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0	0	9
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	831	1	**429**	17	848	**437**	4	873	1	**450**	17	890	1	**459**	-7	883	1	**455**
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	75	1	**75**	0	75	**75**	0	78	1	**78**	0	78	1	**78**	0	78	1	**78**
	Left-Through		0							0				0				0	
	Through	789	1	397	43	832	419	5	830	1	418	43	873	1	439	-15	858	1	432
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		113	*North-South:*		113	*North-South:*			118	*North-South:*			118	*North-South:*			118
		East-West:		504	*East-West:*		512	*East-West:*			528	*East-West:*			537	*East-West:*			533
		SUM:		617	*SUM:*		625	*SUM:*			646	*SUM:*			655	*SUM:*			651
	VOLUME/CAPACITY *(V/C)* RATIO:			0.514			0.521				0.538				0.546				0.543
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.514			0.521				0.538				0.546				0.543
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			1200			#####			1200			1200							1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	3	0	40	0	3	40	0	3	0	41	0	3	0	41	0	3	0	41
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		0							0				0				0	
	Through	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0	0	9
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	498	1	258	17	515	267	5	526	1	273	17	543	1	281	1	544	1	282
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	542	1	272	43	585	294	6	573	1	288	43	616	1	309	0	616	1	309
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		42	North-South:		42	North-South:			43	North-South:			43	North-South:			43
		East-West:		308	East-West:		317	East-West:			325	East-West:			333	East-West:			334
		SUM:		350	SUM:		359	SUM:			368	SUM:			376	SUM:			377
VOLUME/CAPACITY (V/C) RATIO:				0.292			0.299				0.307				0.313				0.314
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.292			0.299				0.307				0.313				0.314
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0	
Override Capacity			1200			#####			1200			1200			1200			1200	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	1	0	**84**	0	1	**84**	0	1	0	**87**	0	1	0	**87**	0	1	0	**87**
	Through-Right		0							0				0				0	
	Right	73	0	0	0	73	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	0	0	10	0	0	10	0	0	0	10	0	0	0	10	0	0	0	10
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	1032	1	**534**	17	1049	**542**	5	1084	1	**561**	17	1101	1	**569**	8	1109	1	**573**
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	72	1	**72**	0	72	**72**	0	75	1	**75**	0	75	1	**75**	0	75	1	**75**
	Left-Through		0							0				0				0	
	Through	702	1	355	43	745	376	6	740	1	374	43	783	1	395	7	790	1	399
	Through-Right		1							1				1				1	
	Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		89	*North-South:*		89	*North-South:*			92	*North-South:*			92	*North-South:*			92
		East-West:		606	*East-West:*		614	*East-West:*			636	*East-West:*			644	*East-West:*			648
		SUM:		695	*SUM:*		703	*SUM:*			728	*SUM:*			736	*SUM:*			740
VOLUME/CAPACITY (V/C) RATIO:				0.579			0.586				0.607				0.613				0.617
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.579			0.586				0.607				0.613				0.617
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	0	37	0	37	37	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		0							0				0				0	
	Through	0	0	**126**	0	0	**126**	0	0	0	**132**	0	0	0	**132**	0	0	0	**132**
	Through-Right		0							0				0				0	
	Right	89	0	0	0	89	0	0	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	862	1	**459**	17	879	**468**	4	905	1	**482**	17	922	1	**491**	-7	915	1	**487**
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	1	**54**	0	54	**54**	0	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	811	2	406	43	854	427	5	853	2	427	43	896	2	448	-15	881	2	441
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		126	*North-South:*		126	*North-South:*			132	*North-South:*			132	*North-South:*			132
		East-West:		513	*East-West:*		522	*East-West:*			538	*East-West:*			547	*East-West:*			543
		SUM:		639	*SUM:*		648	*SUM:*			670	*SUM:*			679	*SUM:*			675
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.540				0.558				0.566				0.563
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.540				0.558				0.566				0.563
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	*Δv/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	0	0	**35**	0	0	**35**	0	0	0	**36**	0	0	0	**36**	0	0	0	**36**
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	539	1	**280**	17	556	**289**	5	569	1	**296**	17	586	1	**304**	1	587	1	**305**
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	1	**26**	0	26	**26**	0	27	1	**27**	0	27	1	**27**	0	27	1	**27**
	Left-Through		0							0				0				0	
	Through	538	2	269	43	581	291	6	569	2	285	43	612	2	306	0	612	2	306
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		35	*North-South:*		35	*North-South:*			36	*North-South:*			36	*North-South:*			36
		East-West:		306	*East-West:*		315	*East-West:*			323	*East-West:*			331	*East-West:*			332
		SUM:		341	*SUM:*		350	*SUM:*			359	*SUM:*			367	*SUM:*			368
VOLUME/CAPACITY (V/C) RATIO:				0.284			0.292				0.299				0.306				0.307
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.292				0.299				0.306				0.307
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20
	Left-Through		0							0				0				0	
	Through	0	0	**77**	0	0	**77**	0	0	0	**81**	0	0	0	**81**	0	0	0	**81**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	0	61	0	0	0	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1058	1	**547**	17	1075	**556**	5	1111	1	**575**	17	1128	1	**583**	8	1136	1	**587**
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	**27**	0	27	**27**	0	28	1	**28**	0	28	1	**28**	0	28	1	**28**
	Left-Through		0							0				0				0	
	Through	771	2	386	43	814	407	6	812	2	406	43	855	2	428	7	862	2	431
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		77	*North-South:*		77	*North-South:*			81	*North-South:*			81	*North-South:*			81
		East-West:		574	*East-West:*		583	*East-West:*			603	*East-West:*			611	*East-West:*			615
		SUM:		651	*SUM:*		660	*SUM:*			684	*SUM:*			692	*SUM:*			696
VOLUME/CAPACITY (V/C) RATIO:				0.543			0.550				0.570				0.577				0.580
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.543			0.550				0.570				0.577				0.580
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	0	**59**	0	59	**59**	0	62	0	**62**	0	62	0	**62**	0	62	0	**62**
	Left-Through		0							0				0				0	
	Through	59	0	163	0	59	163	0	62	0	171	0	62	0	171	0	62	0	171
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	53	0	53	0	53	53	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through		0							0				0				0	
	Through	39	0	**191**	0	39	**191**	0	41	0	**200**	0	41	0	**200**	0	41	0	**200**
	Through-Right		0							0				0				0	
	Right	99	0	0	0	99	0	0	104	0	0	0	104	0	0	0	104	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	101	0	101	101	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	775	1	**432**	17	792	**441**	4	814	1	**454**	17	831	1	**462**	-7	824	1	**459**
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	70	1	**70**	0	70	**70**	0	73	1	**73**	0	73	1	**73**	0	73	1	**73**
	Left-Through		0							0				0				0	
	Through	679	1	356	43	722	378	5	715	1	375	43	758	1	397	-15	743	1	389
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		250	*North-South:*		250	*North-South:*			262	*North-South:*			262	*North-South:*			262
		East-West:		502	*East-West:*		511	*East-West:*			527	*East-West:*			535	*East-West:*			532
		SUM:		752	*SUM:*		761	*SUM:*			789	*SUM:*			797	*SUM:*			794
VOLUME/CAPACITY *(V/C)* RATIO:				0.501			0.507				0.526				0.531				0.529
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.401**			**0.407**				**0.426**				**0.431**				**0.429**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	**26**	0	26	**26**	0	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		0							0				0				0	
	Through	13	0	77	0	13	77	0	14	0	81	0	14	0	81	0	14	0	81
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	13	0	**79**	0	13	**79**	0	14	0	**83**	0	14	0	**83**	0	14	0	**83**
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	**69**	0	69	**69**	0	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	470	1	247	17	487	255	5	496	1	260	17	513	1	269	1	514	1	269
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	484	1	**254**	43	527	**276**	6	512	1	**269**	43	555	1	**290**	0	555	1	**290**
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		105	*North-South:*		105	*North-South:*			110	*North-South:*			110	*North-South:*			110
		East-West:		323	*East-West:*		345	*East-West:*			341	*East-West:*			362	*East-West:*			362
		SUM:		428	*SUM:*		450	*SUM:*			451	*SUM:*			472	*SUM:*			472
VOLUME/CAPACITY (V/C) RATIO:				0.285			0.300				0.301				0.315				0.315
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.185**			**0.200**				**0.201**				**0.215**				**0.215**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	*Δv/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	**40**	0	40	**40**	0	42	0	**42**	0	42	0	**42**	0	42	0	**42**
	Left-Through		0							0				0				0	
	Through	49	0	133	0	49	133	0	51	0	139	0	51	0	139	0	51	0	139
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	30	0	30	30	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	30	0	**126**	0	30	**126**	0	31	0	**131**	0	31	0	**131**	0	31	0	**131**
	Through-Right		0							0				0				0	
	Right	66	0	0	0	66	0	0	69	0	0	0	69	0	0	0	69	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	112	1	112	0	112	112	0	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	952	1	**501**	17	969	**509**	5	1000	1	**526**	17	1017	1	**534**	8	1025	1	**538**
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	682	1	362	43	725	383	6	719	1	381	43	762	1	403	7	769	1	406
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		166	*North-South:*		166	*North-South:*			173	*North-South:*			173	*North-South:*			173
		East-West:		554	*East-West:*		562	*East-West:*			581	*East-West:*			589	*East-West:*			593
		SUM:		720	*SUM:*		728	*SUM:*			754	*SUM:*			762	*SUM:*			766
VOLUME/CAPACITY (V/C) RATIO:				0.480			0.485				0.503				0.508				0.511
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.380**			**0.385**				**0.403**				**0.408**				**0.411**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.005**	**$\Delta v/c$ after mitigation:**	**0.008**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 3 WB--	3	NB-- 0 SB--	EB-- 3 WB--	3	NB-- 0 SB--	EB-- 3 WB--	3		NB-- 0 SB--	EB-- 3 WB--	3		NB-- 0 SB--	EB-- 3 WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	34	17	51	51	0	36	1	36	17	53	1	53	-7	46	1	46
	Left-Through		0							0				0				0	
	Through	717	2	**359**	0	717	**359**	87	837	2	**419**	0	837	2	**419**	0	837	2	**419**
	Through-Right		0							0				0				0	
	Right	395	1	314	0	395	314	0	413	1	328	0	413	1	328	0	413	1	328
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	158	1	**158**	0	158	**158**	0	165	1	**165**	0	165	1	**165**	0	165	1	**165**
	Left-Through		0							0				0				0	
	Through	772	2	386	0	772	386	99	906	2	453	0	906	2	453	0	906	2	453
	Through-Right		0							0				0				0	
	Right	286	1	185	26	312	211	0	299	1	193	26	325	1	219	-8	317	1	211
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	101	0	101	101	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	763	2	**382**	0	763	**382**	4	802	2	**401**	0	802	2	**401**	0	802	2	**401**
	Through-Right		0							0				0				0	
	Right	45	1	11	17	62	11	0	47	1	11	17	64	1	11	-7	57	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	163	1	163	0	163	163	0	170	1	170	0	170	1	170	0	170	1	170
	Left-Through		0							0				0				0	
	Through	549	1	**434**	0	549	**434**	5	579	1	**457**	0	579	1	**457**	0	579	1	**457**
	Through-Right		1							1				1				1	
	Right	319	0	319	0	319	319	0	334	0	334	0	334	0	334	0	334	0	334
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		517	*North-South:*		517	*North-South:*			584	*North-South:*			584	*North-South:*			584
		East-West:		816	*East-West:*		816	*East-West:*			858	*East-West:*			858	*East-West:*			858
		SUM:		1333	*SUM:*		1333	*SUM:*			1442	*SUM:*			1442	*SUM:*			1442
VOLUME/CAPACITY *(V/C)* RATIO:				0.969			0.969				1.049				1.049				1.049
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.869**			**0.869**				**0.949**				**0.949**				**0.949**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 3 WB--	3 2	NB-- 0 SB--	EB-- 3 WB--	3 2	NB-- 0 SB--	EB-- 3 WB--	3 2		NB-- 0 SB--	EB-- 3 WB--	3 2		NB-- 0 SB--	EB-- 3 WB--	3 2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	52	17	69	69	0	54	1	54	17	71	1	71	1	72	1	72
	Left-Through		0							0				0				0	
	Through	782	2	**391**	0	782	**391**	43	861	2	**431**	0	861	2	**431**	0	861	2	**431**
	Through-Right		0							0				0				0	
	Right	295	1	212	0	295	212	0	308	1	221	0	308	1	221	0	308	1	221
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	174	1	**174**	0	174	**174**	0	182	1	**182**	0	182	1	**182**	0	182	1	**182**
	Left-Through		0							0				0				0	
	Through	570	2	285	0	570	285	49	645	2	323	0	645	2	323	0	645	2	323
	Through-Right		0							0				0				0	
	Right	183	1	79	26	209	105	0	191	1	82	26	217	1	108	-1	216	1	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	104	0	104	104	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	336	2	**168**	0	336	**168**	5	356	2	**178**	0	356	2	**178**	0	356	2	**178**
	Through-Right		0							0				0				0	
	Right	157	1	105	17	174	105	0	164	1	110	17	181	1	110	1	182	1	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	167	1	167	0	167	167	0	175	1	175	0	175	1	175	0	175	1	175
	Left-Through		0							0				0				0	
	Through	398	1	**383**	0	398	**383**	6	422	1	**403**	0	422	1	**403**	0	422	1	**403**
	Through-Right		1							1				1				1	
	Right	367	0	367	0	367	367	0	384	0	384	0	384	0	384	0	384	0	384
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		565	North-South:		565	North-South:			613	North-South:			613	North-South:			613
		East-West:		551	East-West:		551	East-West:			581	East-West:			581	East-West:			581
		SUM:		1116	SUM:		1116	SUM:			1194	SUM:			1194	SUM:			1194
VOLUME/CAPACITY (V/C) RATIO:				0.812			0.812				0.868				0.868				0.868
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.712				0.768				0.768				0.768
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	2	EB-- 3	WB--	2	EB-- 3	WB--	2		EB-- 3	WB--	2		EB-- 3	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	17	63	63	0	48	1	48	17	65	1	65	8	73	1	73
	Left-Through		0							0				0				0	
	Through	737	2	**369**	0	737	**369**	66	837	2	**419**	0	837	2	**419**	0	837	2	**419**
	Through-Right		0							0				0				0	
	Right	302	1	220	0	302	220	0	316	1	231	0	316	1	231	0	316	1	231
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	**143**	0	143	**143**	0	150	1	**150**	0	150	1	**150**	0	150	1	**150**
	Left-Through		0							0				0				0	
	Through	749	2	375	0	749	375	67	850	2	425	0	850	2	425	0	850	2	425
	Through-Right		0							0				0				0	
	Right	174	1	49	26	200	75	0	182	1	51	26	208	1	77	-1	207	1	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	125	1	125	0	125	125	0	131	1	131	0	131	1	131	0	131	1	131
	Left-Through		0							0				0				0	
	Through	661	2	**331**	0	661	**331**	5	696	2	**348**	0	696	2	**348**	0	696	2	**348**
	Through-Right		0							0				0				0	
	Right	197	1	151	17	214	151	0	206	1	158	17	223	1	158	8	231	1	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	164	1	164	0	164	164	0	171	1	171	0	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	573	1	**456**	0	573	**456**	6	605	1	**479**	0	605	1	**479**	0	605	1	**479**
	Through-Right		1							1				1				1	
	Right	338	0	338	0	338	338	0	353	0	353	0	353	0	353	0	353	0	353
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	512		*North-South:*	512		*North-South:*	569			*North-South:*	569			*North-South:*	569		
		East-West:	787		*East-West:*	787		*East-West:*	827			*East-West:*	827			*East-West:*	827		
		SUM:	1299		*SUM:*	1299		*SUM:*	1396			*SUM:*	1396			*SUM:*	1396		
VOLUME/CAPACITY (V/C) RATIO:			0.945			0.945			1.015				1.015				1.015		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.845**			**0.845**			**0.915**				**0.915**				**0.915**		
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	0	95	**95**	2	101	1	**101**	0	101	1	**101**	0	101	1	**101**
	Left-Through		0							0				0				0	
	Through	640	2	320	17	657	329	87	756	2	378	17	773	2	387	-7	766	2	383
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	813	2	**407**	17	830	**415**	99	949	2	**475**	17	966	2	**483**	-7	959	2	**480**
	Through-Right		0							0				0				0	
	Right	225	1	0	0	225	0	0	235	1	0	0	235	1	0	0	235	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	533	1	491	0	533	491	0	557	1	517	0	557	1	517	0	557	1	517
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	449	0	**491**	0	449	**491**	7	477	0	**517**	0	477	0	**517**	0	477	0	**517**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		502	*North-South:*		510	*North-South:*			576	*North-South:*			584	*North-South:*			581
		East-West:		491	*East-West:*		491	*East-West:*			517	*East-West:*			517	*East-West:*			517
		SUM:		993	*SUM:*		1001	*SUM:*			1093	*SUM:*			1101	*SUM:*			1098
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.667				0.729				0.734				0.732
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.562**			**0.567**				**0.629**				**0.634**				**0.632**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	*Δv/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	70	**70**	5	78	1	**78**	0	78	1	**78**	0	78	1	**78**
	Left-Through		0							0				0				0	
	Through	644	2	322	17	661	331	43	716	2	358	17	733	2	367	1	734	2	367
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	663	2	**332**	17	680	**340**	49	742	2	**371**	17	759	2	**380**	1	760	2	**380**
	Through-Right		0							0				0				0	
	Right	181	1	0	0	181	0	0	189	1	0	0	189	1	0	0	189	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	541	1	354	0	541	354	0	566	1	371	0	566	1	371	0	566	1	371
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	166	0	**354**	0	166	**354**	2	176	0	**371**	0	176	0	**371**	0	176	0	**371**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		402	*North-South:*		410	*North-South:*			449	*North-South:*			458	*North-South:*			458
		East-West:		354	*East-West:*		354	*East-West:*			371	*East-West:*			371	*East-West:*			371
		SUM:		756	*SUM:*		764	*SUM:*			820	*SUM:*			829	*SUM:*			829
VOLUME/CAPACITY (V/C) RATIO:				0.504			0.509				0.547				0.553				0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.404**			**0.409**				**0.447**				**0.453**				**0.453**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	**128**	0	128	**128**	5	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	827	2	414	17	844	422	66	931	2	466	17	948	2	474	8	956	2	478
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	851	2	**426**	17	868	**434**	67	957	2	**479**	17	974	2	**487**	8	982	2	**491**
	Through-Right		0							0				0				0	
	Right	264	1	0	0	264	0	0	276	1	0	0	276	1	0	0	276	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	515	1	387	0	515	387	0	539	1	406	0	539	1	406	0	539	1	406
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	258	0	**387**	0	258	**387**	2	272	0	**406**	0	272	0	**406**	0	272	0	**406**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	554		*North-South:*	562		*North-South:*		618		*North-South:*		626			*North-South:*	630
			East-West:	387		*East-West:*	387		*East-West:*		406		*East-West:*		406			*East-West:*	406
			SUM:	941		*SUM:*	949		*SUM:*		1024		*SUM:*		1032			*SUM:*	1036
VOLUME/CAPACITY (V/C) RATIO:				0.627			0.633				0.683				0.688				0.691
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.527**			**0.533**				**0.583**				**0.588**				**0.591**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.005**	**$\Delta v/c$ after mitigation:**	**0.008**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 3 WB--		0	NB-- 0 SB-- EB-- 3 WB--		0	NB-- 0 SB-- EB-- 3 WB--		0		NB-- 0 SB-- EB-- 3 WB--		0		NB-- 0 SB-- EB-- 3 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	42	1	**42**	0	42	**42**	9	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	489	1	318	17	506	327	85	596	1	381	17	613	1	390	-7	606	1	386
	Through-Right		1							1				1				1	
	Right	147	0	147	0	147	147	12	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	189	1	189	0	189	189	0	198	1	198	0	198	1	198	0	198	1	198
	Left-Through		0							0				0				0	
	Through	978	1	**526**	17	995	**535**	106	1129	1	**604**	17	1146	1	**613**	-7	1139	1	**609**
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	2	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	114	1	114	0	114	114	3	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	884	2	**442**	0	884	**442**	52	976	2	**488**	0	976	2	**488**	0	976	2	**488**
	Through-Right		0							0				0				0	
	Right	53	1	11	0	53	11	8	63	1	10	0	63	1	10	0	63	1	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	223	1	**223**	0	223	**223**	19	252	1	**252**	0	252	1	**252**	0	252	1	**252**
	Left-Through		0							0				0				0	
	Through	831	2	416	0	831	416	58	927	2	464	0	927	2	464	0	927	2	464
	Through-Right		0							0				0				0	
	Right	109	1	109	0	109	109	0	114	1	114	0	114	1	114	0	114	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		568	*North-South:*		577	*North-South:*			657	*North-South:*			666	*North-South:*			662
		East-West:		665	*East-West:*		665	*East-West:*			740	*East-West:*			740	*East-West:*			740
		SUM:		1233	*SUM:*		1242	*SUM:*			1397	*SUM:*			1406	*SUM:*			1402
	VOLUME/CAPACITY *(V/C)* RATIO:			0.897			0.903				1.016				1.023				1.020
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.797**			**0.803**				**0.916**				**0.923**				**0.920**
	LEVEL OF SERVICE (LOS):			**C**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			4			4			4				4			4
No. of Phases																
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 3	WB--	2	EB-- 3	WB--	2	EB-- 3	WB--	2		EB-- 3	WB--	2		EB-- 3	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	60	60	9	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	474	1	**282**	17	491	**290**	45	541	1	**317**	17	558	1	**326**	1	559	1	**326**
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	448	1	291	17	465	299	47	515	1	329	17	532	1	337	1	533	1	338
	Through-Right		1							1				1				1	
	Right	133	0	133	0	133	133	3	142	0	142	0	142	0	142	0	142	0	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	121	1	**121**	0	121	**121**	2	129	1	**129**	0	129	1	**129**	0	129	1	**129**
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	19	752	2	376	0	752	2	376	0	752	2	376
	Through-Right		0							0				0				0	
	Right	95	1	35	0	95	35	9	108	1	36	0	108	1	36	0	108	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	73	0	73	73	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	623	2	**312**	0	623	**312**	17	668	2	**334**	0	668	2	**334**	0	668	2	**334**
	Through-Right		0							0				0				0	
	Right	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	382		*North-South:*	390		*North-South:*	422			*North-South:*	431			*North-South:*	431		
		East-West:	433		*East-West:*	433		*East-West:*	463			*East-West:*	463			*East-West:*	463		
		SUM:	815		*SUM:*	823		*SUM:*	885			*SUM:*	894			*SUM:*	894		
VOLUME/CAPACITY (V/C) RATIO:			0.593			0.599			0.644				0.650				0.650		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.493**			**0.499**			**0.544**				**0.550**				**0.550**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--			NB--	0	SB--	0
	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							2
Override Capacity			0			0			0			0							0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	88	0	88	88	9	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	647	1	**376**	17	664	**385**	68	745	1	**430**	17	762	1	**438**	8	770	1	**442**
	Through-Right		1							1				1				1	
	Right	105	0	105	0	105	105	4	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	**143**	0	143	**143**	0	150	1	**150**	0	150	1	**150**	0	150	1	**150**
	Left-Through		0							0				0				0	
	Through	592	1	376	17	609	385	65	684	1	427	17	701	1	436	8	709	1	440
	Through-Right		1							1				1				1	
	Right	160	0	160	0	160	160	3	170	0	170	0	170	0	170	0	170	0	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	84	1	84	0	84	84	2	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	874	2	**437**	0	874	**437**	42	956	2	**478**	0	956	2	**478**	0	956	2	**478**
	Through-Right		0							0				0				0	
	Right	115	1	27	0	115	27	9	129	1	28	0	129	1	28	0	129	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	118	1	**118**	0	118	**118**	3	126	1	**126**	0	126	1	**126**	0	126	1	**126**
	Left-Through		0							0				0				0	
	Through	916	2	458	0	916	458	37	995	2	498	0	995	2	498	0	995	2	498
	Through-Right		0							0				0				0	
	Right	110	1	110	0	110	110	0	115	1	115	0	115	1	115	0	115	1	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		519	*North-South:*		528	*North-South:*			580	*North-South:*			588	*North-South:*			592
		East-West:		555	*East-West:*		555	*East-West:*			604	*East-West:*			604	*East-West:*			604
		SUM:		1074	*SUM:*		1083	*SUM:*			1184	*SUM:*			1192	*SUM:*			1196
VOLUME/CAPACITY (V/C) RATIO:				0.781			0.788				0.861				0.867				0.870
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.681**			**0.688**				**0.761**				**0.767**				**0.770**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	*Δv/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	1	**36**	0	36	**36**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	525	1	352	17	542	361	93	642	1	419	17	659	1	427	-7	652	1	424
	Through-Right		1							1				1				1	
	Right	179	0	179	0	179	179	8	195	0	195	0	195	0	195	0	195	0	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	1	32	0	32	32	15	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	1169	2	**585**	17	1186	**593**	117	1339	2	**670**	17	1356	2	**678**	-7	1349	2	**675**
	Through-Right		0							0				0				0	
	Right	93	1	57	0	93	57	0	97	1	60	0	97	1	60	0	97	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	0	72	0	72	72	0	75	0	75	0	75	0	75	0	75	0	75
	Left-Through		0							0				0				0	
	Through	141	0	**254**	0	141	**254**	15	162	0	**280**	0	162	0	**280**	0	162	0	**280**
	Through-Right		0							0				0				0	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	202	0	202	0	202	202	6	217	0	217	0	217	0	217	0	217	0	217
	Left-Through		0							0				0				0	
	Through	141	0	**390**	0	141	**390**	13	160	0	**439**	0	160	0	**439**	0	160	0	**439**
	Through-Right		0							0				0				0	
	Right	47	0	0	0	47	0	13	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	621		*North-South:*	629		*North-South:*		708		*North-South:*		716			*North-South:*	713
			East-West:	644		*East-West:*	644		*East-West:*		719		*East-West:*		719			*East-West:*	719
			SUM:	1265		*SUM:*	1273		*SUM:*		1427		*SUM:*		1435			*SUM:*	1432
VOLUME/CAPACITY *(V/C)* RATIO:				0.920			0.926				1.038				1.044				1.041
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.820**			**0.826**				**0.938**				**0.944**				**0.941**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	*Δv/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	521	1	**314**	17	538	**322**	54	599	1	**355**	17	616	1	**364**	1	617	1	**364**
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	**36**	0	36	**36**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	566	2	283	17	583	292	56	648	2	324	17	665	2	333	1	666	2	333
	Through-Right		0							0				0				0	
	Right	91	1	61	0	91	61	0	95	1	64	0	95	1	64	0	95	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through		0							0				0				0	
	Through	77	0	**163**	0	77	**163**	0	81	0	**171**	0	81	0	**171**	0	81	0	**171**
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	82	0	82	0	82	82	0	86	0	86	0	86	0	86	0	86	0	86
	Left-Through		0							0				0				0	
	Through	52	0	**165**	0	52	**165**	0	54	0	**172**	0	54	0	**172**	0	54	0	**172**
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		350	*North-South:*		358	*North-South:*			393	*North-South:*			402	*North-South:*			402
		East-West:		328	*East-West:*		328	*East-West:*			343	*East-West:*			343	*East-West:*			343
		SUM:		678	*SUM:*		686	*SUM:*			736	*SUM:*			745	*SUM:*			745
VOLUME/CAPACITY (V/C) RATIO:				0.493			0.499				0.535				0.542				0.542
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.393**			**0.399**				**0.435**				**0.442**				**0.442**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	∆*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	2	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	795	1	**496**	17	812	**505**	70	901	1	**556**	17	918	1	**564**	8	926	1	**568**
	Through-Right		1							1				1				1	
	Right	197	0	197	0	197	197	4	210	0	210	0	210	0	210	0	210	0	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	**44**	0	44	**44**	9	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	678	2	339	17	695	348	68	777	2	389	17	794	2	397	8	802	2	401
	Through-Right		0							0				0				0	
	Right	103	1	69	0	103	69	0	108	1	73	0	108	1	73	0	108	1	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	0	68	0	68	68	0	71	0	71	0	71	0	71	0	71	0	71
	Left-Through		0							0				0				0	
	Through	133	0	**246**	0	133	**246**	9	148	0	**266**	0	148	0	**266**	0	148	0	**266**
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	142	0	142	0	142	142	5	153	0	153	0	153	0	153	0	153	0	153
	Left-Through		0							0				0				0	
	Through	124	0	**324**	0	124	**324**	10	140	0	**364**	0	140	0	**364**	0	140	0	**364**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	10	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	540		*North-South:*	549		*North-South:*		611		*North-South:*		619			*North-South:*	623
			East-West:	570		*East-West:*	570		*East-West:*		630		*East-West:*		630			*East-West:*	630
			SUM:	1110		*SUM:*	1119		*SUM:*		1241		*SUM:*		1249			*SUM:*	1253
VOLUME/CAPACITY (V/C) RATIO:				0.807			0.814				0.903				0.908				0.911
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.707**			**0.714**				**0.803**				**0.808**				**0.811**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	**56**	0	56	**56**	11	70	1	**70**	0	70	1	**70**	0	70	1	**70**
	Left-Through		0							0				0				0	
	Through	500	2	250	17	517	259	94	617	2	309	17	634	2	317	-7	627	2	314
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1261	1	**739**	17	1278	**747**	112	1431	1	**834**	17	1448	1	**843**	-7	1441	1	**839**
	Through-Right		1							1				1				1	
	Right	216	0	216	0	216	216	11	237	0	237	0	237	0	237	0	237	0	237
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	246	1	**246**	0	246	**246**	7	264	1	**264**	0	264	1	**264**	0	264	1	**264**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	120	1	92	0	120	92	7	132	1	97	0	132	1	97	0	132	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		795	*North-South:*		803	*North-South:*			904	*North-South:*			913	*North-South:*			909
		East-West:		246	*East-West:*		246	*East-West:*			264	*East-West:*			264	*East-West:*			264
		SUM:		1041	*SUM:*		1049	*SUM:*			1168	*SUM:*			1177	*SUM:*			1173
VOLUME/CAPACITY *(V/C)* RATIO:				0.694			0.699				0.779				0.785				0.782
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.594**			**0.599**				**0.679**				**0.685**				**0.682**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	*Δv/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	0	66	**66**	0	69	1	**69**	0	69	1	**69**	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	496	2	248	17	513	257	54	573	2	287	17	590	2	295	1	591	2	296
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	564	1	**342**	17	581	**351**	56	646	1	**386**	17	663	1	**394**	1	664	1	**395**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	130	1	**130**	0	130	**130**	0	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	76	1	43	0	76	43	0	79	1	45	0	79	1	45	0	79	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		408	*North-South:*		417	*North-South:*			455	*North-South:*			463	*North-South:*			464
		East-West:		130	*East-West:*		130	*East-West:*			136	*East-West:*			136	*East-West:*			136
		SUM:		538	*SUM:*		547	*SUM:*			591	*SUM:*			599	*SUM:*			600
VOLUME/CAPACITY (V/C) RATIO:				0.359			0.365				0.394				0.399				0.400
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.259**			**0.265**				**0.294**				**0.299**				**0.300**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	114	1	**114**	0	114	**114**	3	122	1	**122**	0	122	1	**122**	0	122	1	**122**
	Left-Through		0							0				0				0	
	Through	832	2	416	17	849	425	69	939	2	470	17	956	2	478	8	964	2	482
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	697	1	**441**	17	714	**450**	70	799	1	**498**	17	816	1	**506**	8	824	1	**510**
	Through-Right		1							1				1				1	
	Right	185	0	185	0	185	185	3	196	0	196	0	196	0	196	0	196	0	196
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	227	1	**227**	0	227	**227**	5	242	1	**242**	0	242	1	**242**	0	242	1	**242**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	121	1	64	0	121	64	5	132	1	71	0	132	1	71	0	132	1	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		555	*North-South:*		564	*North-South:*			620	*North-South:*			628	*North-South:*			632
		East-West:		227	*East-West:*		227	*East-West:*			242	*East-West:*			242	*East-West:*			242
		SUM:		782	*SUM:*		791	*SUM:*			862	*SUM:*			870	*SUM:*			874
VOLUME/CAPACITY (V/C) RATIO:				0.521			0.527				0.575				0.580				0.583
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.421**			**0.427**				**0.475**				**0.480**				**0.483**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	*Δv/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	2	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	**29**	0	29	**29**	7	37	1	**37**	0	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	334	1	202	17	351	211	92	441	1	266	17	458	1	274	-7	451	1	271
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	17	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	113	0	113	113	8	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	901	1	**485**	17	918	**494**	111	1053	1	**563**	17	1070	1	**571**	-7	1063	1	**568**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	0	72	0	72	0	72	0	72	0	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	605	1	**327**	0	605	**327**	13	646	1	**352**	0	646	1	**352**	0	646	1	**352**
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	7	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	0	84	84	27	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	787	1	**444**	0	787	**444**	14	837	1	**478**	0	837	1	**478**	0	837	1	**478**
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	13	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		514	*North-South:*		523	*North-South:*			600	*North-South:*			608	*North-South:*			605
		East-West:		771	*East-West:*		771	*East-West:*			830	*East-West:*			830	*East-West:*			830
		SUM:		1285	*SUM:*		1294	*SUM:*			1430	*SUM:*			1438	*SUM:*			1435
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.941				1.040				1.046				1.044
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.835**			**0.841**				**0.940**				**0.946**				**0.944**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	60	60	7	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	347	1	**195**	17	364	**204**	52	415	1	**234**	17	432	1	**243**	1	433	1	**243**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	8	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	172	1	**172**	0	172	**172**	1	181	1	**181**	0	181	1	**181**	0	181	1	**181**
	Left-Through		0							0				0				0	
	Through	462	1	263	17	479	271	55	538	1	302	17	555	1	311	1	556	1	311
	Through-Right		1							1				1				1	
	Right	63	0	63	0	63	63	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	77	1	77	0	77	77	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	564	1	**305**	0	564	**305**	8	598	1	**327**	0	598	1	**327**	0	598	1	**327**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	8	56	0	56	0	56	0	56	0	56	0	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	46	0	46	46	6	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	537	1	**327**	0	537	**327**	6	568	1	**346**	0	568	1	**346**	0	568	1	**346**
	Through-Right		1							1				1				1	
	Right	117	0	117	0	117	117	1	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		367	*North-South:*		376	*North-South:*			415	*North-South:*			424	*North-South:*			424
		East-West:		632	*East-West:*		632	*East-West:*			673	*East-West:*			673	*East-West:*			673
		SUM:		999	*SUM:*		1008	*SUM:*			1088	*SUM:*			1097	*SUM:*			1097
VOLUME/CAPACITY (V/C) RATIO:				0.727			0.733				0.791				0.798				0.798
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.627**			**0.633**				**0.691**				**0.698**				**0.698**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	76	0	76	76	7	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	563	1	**322**	17	580	**331**	67	656	1	**377**	17	673	1	**385**	8	681	1	**389**
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	12	97	0	97	0	97	0	97	0	97	0	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	184	1	**184**	0	184	**184**	6	198	1	**198**	0	198	1	**198**	0	198	1	**198**
	Left-Through		0							0				0				0	
	Through	471	1	269	17	488	277	69	562	1	316	17	579	1	324	8	587	1	328
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	0	69	0	69	0	69	0	69	0	69	0	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	104	0	104	104	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	672	1	**359**	0	672	**359**	12	715	1	**385**	0	715	1	**385**	0	715	1	**385**
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	8	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	56	1	56	0	56	56	9	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	719	1	**430**	0	719	**430**	11	763	1	**457**	0	763	1	**457**	0	763	1	**457**
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	4	151	0	151	0	151	0	151	0	151	0	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		506	North-South:		515	North-South:			575	North-South:			583	North-South:			587
		East-West:		789	East-West:		789	East-West:			842	East-West:			842	East-West:			842
		SUM:		1295	SUM:		1304	SUM:			1417	SUM:			1425	SUM:			1429
VOLUME/CAPACITY (V/C) RATIO:				0.942			0.948				1.031				1.036				1.039
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.842**			**0.848**				**0.931**				**0.936**				**0.939**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	586	1	**586**	0	586	**586**	2	615	1	**615**	0	615	1	**615**	0	615	1	**615**
	Left-Through		0							0				0				0	
	Through	802	2	401	0	802	401	85	924	2	462	0	924	2	462	0	924	2	462
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	761	2	**381**	0	761	**381**	92	888	2	**444**	0	888	2	**444**	0	888	2	**444**
	Through-Right		0							0				0				0	
	Right	350	1	146	0	350	146	0	366	1	153	0	366	1	153	0	366	1	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	204	1	**204**	0	204	**204**	0	213	1	**213**	0	213	1	**213**	0	213	1	**213**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	500	1	0	26	526	0	7	530	1	0	26	556	1	0	-8	548	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		967	*North-South:*		967	*North-South:*			1059	*North-South:*			1059	*North-South:*			1059
		East-West:		204	*East-West:*		204	*East-West:*			213	*East-West:*			213	*East-West:*			213
		SUM:		1171	*SUM:*		1171	*SUM:*			1272	*SUM:*			1272	*SUM:*			1272
VOLUME/CAPACITY *(V/C)* RATIO:				0.822			0.822				0.893				0.893				0.893
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.722**			**0.722**				**0.793**				**0.793**				**0.793**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	682	1	**682**	0	682	**682**	5	718	1	**718**	0	718	1	**718**	0	718	1	**718**
	Left-Through		0							0				0				0	
	Through	830	2	415	0	830	415	38	906	2	453	0	906	2	453	0	906	2	453
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	661	2	**331**	0	661	**331**	47	738	2	**369**	0	738	2	**369**	0	738	2	**369**
	Through-Right		0							0				0				0	
	Right	375	1	281	0	375	281	0	392	1	294	0	392	1	294	0	392	1	294
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	94	1	**94**	0	94	**94**	0	98	1	**98**	0	98	1	**98**	0	98	1	**98**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	278	1	0	26	304	0	2	293	1	0	26	319	1	0	-1	318	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1013	*North-South:*		1013	*North-South:*			1087	*North-South:*			1087	*North-South:*			1087
		East-West:		94	*East-West:*		94	*East-West:*			98	*East-West:*			98	*East-West:*			98
		SUM:		1107	*SUM:*		1107	*SUM:*			1185	*SUM:*			1185	*SUM:*			1185
VOLUME/CAPACITY (V/C) RATIO:				0.777			0.777				0.832				0.832				0.832
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.677**			**0.677**				**0.732**				**0.732**				**0.732**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases				3			3			3			3						3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0						0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3
	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	735	1	**735**	0	735	**735**	5	774	1	**774**	0	774	1	**774**	0	774	1	**774**
	Left-Through		0							0				0				0	
	Through	889	2	445	0	889	445	61	991	2	496	0	991	2	496	0	991	2	496
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	776	2	388	0	776	388	65	876	2	**438**	0	876	2	**438**	0	876	2	**438**
	Through-Right		0							0				0				0	
	Right	559	1	**403**	0	559	**403**	0	585	1	422	0	585	1	422	0	585	1	422
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	156	1	**156**	0	156	**156**	0	163	1	**163**	0	163	1	**163**	0	163	1	**163**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	359	1	0	26	385	0	2	377	1	0	26	403	1	0	-1	402	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1138	*North-South:*		1138	*North-South:*			1212	*North-South:*			1212	*North-South:*			1212
		East-West:		156	*East-West:*		156	*East-West:*			163	*East-West:*			163	*East-West:*			163
		SUM:		1294	*SUM:*		1294	*SUM:*			1375	*SUM:*			1375	*SUM:*			1375
VOLUME/CAPACITY (V/C) RATIO:				0.908			0.908				0.965				0.965				0.965
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.808**			**0.808**				**0.865**				**0.865**				**0.865**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.000**	**$\Delta v/c$ after mitigation:**	**0.000**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	4	4	4	4	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	159	1	159	0	159	159	0	166	1	166	0	166	1	166	0	166	1	166
	Left-Through		0							0				0				0	
	Through	727	1	**424**	1	728	**425**	23	783	1	**455**	1	784	1	**456**	0	784	1	**456**
	Through-Right		1							1				1				1	
	Right	121	0	121	0	121	121	0	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	324	1	**324**	0	324	**324**	5	344	1	**344**	0	344	1	**344**	0	344	1	**344**
	Left-Through		0							0				0				0	
	Through	988	2	494	1	989	495	36	1069	2	535	1	1070	2	535	0	1070	2	535
	Through-Right		0							0				0				0	
	Right	138	1	83	0	138	83	0	144	1	86	0	144	1	86	0	144	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	111	1	111	0	111	111	0	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	966	1	**553**	0	966	**553**	50	1060	1	**603**	0	1060	1	**603**	0	1060	1	**603**
	Through-Right		1							1				1				1	
	Right	140	0	140	0	140	140	0	146	0	146	0	146	0	146	0	146	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	69	1	**69**	0	69	**69**	0	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	870	1	503	0	870	503	44	954	1	551	0	954	1	551	0	954	1	551
	Through-Right		1							1				1				1	
	Right	136	0	136	0	136	136	6	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	748		*North-South:*	749		*North-South:*	799			*North-South:*	800			*North-South:*	800		
		East-West:	622		*East-West:*	622		*East-West:*	675			*East-West:*	675			*East-West:*	675		
		SUM:	1370		*SUM:*	1371		*SUM:*	1474			*SUM:*	1475			*SUM:*	1475		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.996			0.997			1.072				1.073				1.073		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.896**			**0.897**			**0.972**				**0.973**				**0.973**		
	LEVEL OF SERVICE (LOS):		**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	246	1	**173**	1	247	**173**	7	264	1	**184**	1	265	1	**185**	0	265	1	**185**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	0	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	124	1	**124**	0	124	**124**	6	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	231	2	116	1	232	116	6	248	2	124	1	249	2	125	0	249	2	125
	Through-Right		0							0				0				0	
	Right	86	1	41	0	86	41	0	90	1	43	0	90	1	43	0	90	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	90	1	90	0	90	90	0	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	839	1	**473**	0	839	**473**	19	896	1	504	0	896	1	504	0	896	1	504
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	58	1	**58**	0	58	**58**	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	774	1	440	0	774	440	17	826	1	**472**	0	826	1	**472**	0	826	1	**472**
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	7	118	0	118	0	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		297	*North-South:*		297	*North-South:*			320	*North-South:*			321	*North-South:*			321
		East-West:		531	*East-West:*		531	*East-West:*			566	*East-West:*			566	*East-West:*			566
		SUM:		828	*SUM:*		828	*SUM:*			886	*SUM:*			887	*SUM:*			887
VOLUME/CAPACITY (V/C) RATIO:				0.602			0.602				0.644				0.645				0.645
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.502**			**0.502**				**0.544**				**0.545**				**0.545**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	155	1	155	0	155	155	0	162	1	162	0	162	1	162	0	162	1	162
	Left-Through		0							0				0				0	
	Through	727	1	**443**	1	728	**444**	16	776	1	**471**	1	777	1	**472**	0	777	1	**472**
	Through-Right		1							1				1				1	
	Right	159	0	159	0	159	159	0	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	199	1	**199**	0	199	**199**	6	214	1	**214**	0	214	1	**214**	0	214	1	**214**
	Left-Through		0							0				0				0	
	Through	422	2	211	1	423	212	12	453	2	227	1	454	2	227	0	454	2	227
	Through-Right		0							0				0				0	
	Right	88	1	0	0	88	0	0	92	1	0	0	92	1	0	0	92	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	182	1	**182**	0	182	**182**	0	190	1	**190**	0	190	1	**190**	0	190	1	**190**
	Left-Through		0							0				0				0	
	Through	1130	1	656	0	1130	656	35	1217	1	703	0	1217	1	703	0	1217	1	703
	Through-Right		1							1				1				1	
	Right	181	0	181	0	181	181	0	189	0	189	0	189	0	189	0	189	0	189
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	62	1	62	0	62	62	0	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	936	1	**541**	0	936	**541**	36	1015	1	**587**	0	1015	1	**587**	0	1015	1	**587**
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	7	159	0	159	0	159	0	159	0	159	0	159
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		642	*North-South:*		643	*North-South:*			685	*North-South:*			686	*North-South:*			686
		East-West:		723	*East-West:*		723	*East-West:*			777	*East-West:*			777	*East-West:*			777
		SUM:		1365	*SUM:*		1366	*SUM:*			1462	*SUM:*			1463	*SUM:*			1463
VOLUME/CAPACITY (V/C) RATIO:				0.993			0.993				1.063				1.064				1.064
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.893**			**0.893**				**0.963**				**0.964**				**0.964**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.001**	**$\Delta v/c$ after mitigation:**	**0.001**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		0							0				0				0	
	Through	50	0	**117**	0	50	**117**	0	52	0	**122**	0	52	0	**122**	0	52	0	**122**
	Through-Right		0							0				0				0	
	Right	52	0	0	0	52	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	66	0	**66**	0	66	**66**	0	69	0	**69**	0	69	0	**69**	0	69	0	**69**
	Left-Through		0							0				0				0	
	Through	53	0	130	0	53	130	0	55	0	136	0	55	0	136	0	55	0	136
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0							0				0				0	
	Through	1376	1	**696**	0	1376	**696**	55	1494	1	**756**	0	1494	1	**756**	0	1494	1	**756**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	43	1	**43**	0	43	**43**	0	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	1065	1	540	0	1065	540	50	1164	1	590	0	1164	1	590	0	1164	1	590
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		183	*North-South:*		183	*North-South:*			191	*North-South:*			191	*North-South:*			191
		East-West:		739	*East-West:*		739	*East-West:*			801	*East-West:*			801	*East-West:*			801
		SUM:		922	*SUM:*		922	*SUM:*			992	*SUM:*			992	*SUM:*			992
	VOLUME/CAPACITY *(V/C)* RATIO:			0.615			0.615				0.661				0.661				0.661
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.515**			**0.515**				**0.561**				**0.561**				**0.561**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	10	0	43	0	10	43	0	10	0	45	0	10	0	45	0	10	0	45
	Through-Right		0							0				0				0	
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through		0							0				0				0	
	Through	16	0	45	0	16	45	0	17	0	47	0	17	0	47	0	17	0	47
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through		0							0				0				0	
	Through	1096	1	556	0	1096	556	25	1171	1	594	0	1171	1	594	0	1171	1	594
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	955	1	485	0	955	485	24	1023	1	519	0	1023	1	519	0	1023	1	519
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		65	North-South:		65	North-South:			68	North-South:			68	North-South:			68
		East-West:		588	East-West:		588	East-West:			627	East-West:			627	East-West:			627
		SUM:		653	SUM:		653	SUM:			695	SUM:			695	SUM:			695
VOLUME/CAPACITY (V/C) RATIO:				0.435			0.435				0.463				0.463				0.463
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.335			0.335				0.363				0.363				0.363
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		0							0				0				0	
	Through	10	0	50	0	10	50	0	10	0	51	0	10	0	51	0	10	0	51
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	20	0	59	0	20	59	0	21	0	62	0	21	0	62	0	21	0	62
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	1431	1	723	0	1431	723	41	1537	1	776	0	1537	1	776	0	1537	1	776
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	1214	1	619	0	1214	619	43	1312	1	669	0	1312	1	669	0	1312	1	669
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		73	North-South:		73	North-South:			75	North-South:			75	North-South:			75
		East-West:		747	East-West:		747	East-West:			801	East-West:			801	East-West:			801
		SUM:		820	SUM:		820	SUM:			876	SUM:			876	SUM:			876
	VOLUME/CAPACITY (V/C) RATIO:			0.547			0.547				0.584				0.584				0.584
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.447			0.447				0.484				0.484				0.484
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			0			0			0				0					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		1	NB-- 0 SB--		1	NB-- 0 SB--		1		NB-- 0 SB--		1		NB-- 0 SB--			1
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	177	2	**97**	0	177	**97**	12	197	2	**108**	0	197	2	**108**	0	197	2	**108**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	188	0	0	0	188	0	1	198	0	0	0	198	0	0	0	198	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	1043	2	522	0	1043	522	76	1167	2	584	0	1167	2	584	0	1167	2	584
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1498	2	**749**	0	1498	**749**	72	1638	2	**819**	0	1638	2	**819**	0	1638	2	**819**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		97	*North-South:*		97	*North-South:*			108	*North-South:*			108	*North-South:*			108
	East-West:		749	*East-West:*		749	*East-West:*			819	*East-West:*			819	*East-West:*			819
	SUM:		846	*SUM:*		846	*SUM:*			927	*SUM:*			927	*SUM:*			927
VOLUME/CAPACITY *(V/C)* RATIO:			0.705			0.705				0.773				0.773				0.773
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.705			0.705				0.773				0.773				0.773
LEVEL OF SERVICE (LOS):			C			C				C				C				C

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1		NB-- 0	SB--	1		NB-- 0	SB--	1	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	214	2	**118**	0	214	**118**	4	228	2	**125**	0	228	2	**125**	0	228	2	**125**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	217	0	0	0	217	0	1	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	914	2	457	0	914	457	24	980	2	490	0	980	2	490	0	980	2	490
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1043	2	**522**	0	1043	**522**	26	1117	2	**559**	0	1117	2	**559**	0	1117	2	**559**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		118	*North-South:*		118	*North-South:*			125	*North-South:*			125	*North-South:*			125
		East-West:		522	*East-West:*		522	*East-West:*			559	*East-West:*			559	*East-West:*			559
		SUM:		640	*SUM:*		640	*SUM:*			684	*SUM:*			684	*SUM:*			684
VOLUME/CAPACITY (V/C) RATIO:				0.533			0.533				0.570				0.570				0.570
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.533				0.570				0.570				0.570
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0				0				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		1 0	NB-- 0 SB-- EB-- 0 WB--		1 0	NB-- 0 SB-- EB-- 0 WB--			1 0	NB-- 0 SB-- EB-- 0 WB--			1 0	NB-- 0 SB-- EB-- 0 WB--			1 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	258	2	142	0	258	142	8	278	2	153	0	278	2	153	0	278	2	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	290	0	0	0	290	0	1	304	0	0	0	304	0	0	0	304	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1263	2	632	0	1263	632	47	1368	2	684	0	1368	2	684	0	1368	2	684
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1214	2	607	0	1214	607	61	1330	2	665	0	1330	2	665	0	1330	2	665
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		142	North-South:		142	North-South:			153	North-South:			153	North-South:			153
		East-West:		632	East-West:		632	East-West:			684	East-West:			684	East-West:			684
		SUM:		774	SUM:		774	SUM:			837	SUM:			837	SUM:			837
	VOLUME/CAPACITY (V/C) RATIO:			0.645			0.645				0.698				0.698				0.698
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.645			0.645				0.698				0.698				0.698
	LEVEL OF SERVICE (LOS):			B			B				B				B				B

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — *Δv/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	42	1	**42**	0	42	**42**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	453	2	227	0	453	227	26	500	2	250	0	500	2	250	0	500	2	250
	Through-Right		0							0				0				0	
	Right	232	1	0	26	258	0	103	346	1	0	26	372	1	0	-8	364	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	85	0	85	85	0	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1126	1	**663**	0	1126	**663**	33	1210	1	**712**	0	1210	1	**712**	0	1210	1	**712**
	Through-Right		1							1				1				1	
	Right	199	0	199	0	199	199	6	214	0	214	0	214	0	214	0	214	0	214
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	221	1	221	0	221	221	8	239	1	239	0	239	1	239	0	239	1	239
	Left-Through		0							0				0				0	
	Through	411	2	**206**	0	411	**206**	31	461	2	**231**	0	461	2	**231**	0	461	2	**231**
	Through-Right		0							0				0				0	
	Right	64	1	43	0	64	43	0	67	1	45	0	67	1	45	0	67	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	645	1	**645**	0	645	**645**	127	801	1	**801**	0	801	1	**801**	0	801	1	**801**
	Left-Through		0							0				0				0	
	Through	539	1	282	0	539	282	48	612	1	319	0	612	1	319	0	612	1	319
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		705	*North-South:*		705	*North-South:*			756	*North-South:*			756	*North-South:*			756
		East-West:		851	*East-West:*		851	*East-West:*			1032	*East-West:*			1032	*East-West:*			1032
		SUM:		1556	*SUM:*		1556	*SUM:*			1788	*SUM:*			1788	*SUM:*			1788
	VOLUME/CAPACITY *(V/C)* RATIO:			1.132			1.132				1.300				1.300				1.300
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.032**			**1.032**				**1.200**				**1.200**				**1.200**
	LEVEL OF SERVICE (LOS):			**F**			**F**				**F**				**F**				**F**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	**64**	0	64	**64**	0	67	1	**67**	0	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	410	2	205	0	410	205	31	460	2	230	0	460	2	230	0	460	2	230
	Through-Right		0							0				0				0	
	Right	227	1	119	26	253	145	106	343	1	169	26	369	1	195	-1	368	1	194
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	0	88	88	0	92	1	92	0	92	1	92	0	92	1	92
	Left-Through		0							0				0				0	
	Through	396	1	**250**	0	396	**250**	24	438	1	**273**	0	438	1	**273**	0	438	1	**273**
	Through-Right		1							1				1				1	
	Right	103	0	103	0	103	103	0	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	150	1	150	0	150	150	0	157	1	157	0	157	1	157	0	157	1	157
	Left-Through		0							0				0				0	
	Through	355	2	**178**	0	355	**178**	16	387	2	**194**	0	387	2	**194**	0	387	2	**194**
	Through-Right		0							0				0				0	
	Right	40	1	8	0	40	8	0	42	1	9	0	42	1	9	0	42	1	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	216	1	**216**	0	216	**216**	123	349	1	**349**	0	349	1	**349**	0	349	1	**349**
	Left-Through		0							0				0				0	
	Through	375	1	235	0	375	235	13	405	1	252	0	405	1	252	0	405	1	252
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	0	98	0	98	0	98	0	98	0	98	0	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	314		*North-South:*	314			*North-South:*	340			*North-South:*	340			*North-South:*	340	
		East-West:	394		*East-West:*	394			*East-West:*	543			*East-West:*	543			*East-West:*	543	
		SUM:	708		*SUM:*	708			*SUM:*	883			*SUM:*	883			*SUM:*	883	
VOLUME/CAPACITY (V/C) RATIO:			0.515			0.515				0.642				0.642				0.642	
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.415**			**0.415**				**0.542**				**0.542**				**0.542**	
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**	

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	85	85	0	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1026	2	**513**	0	1026	**513**	35	1108	2	**554**	0	1108	2	554	0	1108	2	554
	Through-Right		0							0				0				0	
	Right	608	1	474	26	634	500	106	742	1	541	26	768	1	**567**	-1	767	1	**566**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	1	**138**	0	138	**138**	0	144	1	**144**	0	144	1	**144**	0	144	1	**144**
	Left-Through		0							0				0				0	
	Through	480	1	311	0	480	311	29	531	1	342	0	531	1	342	0	531	1	342
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	5	152	0	152	0	152	0	152	0	152	0	152
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	227	1	227	0	227	227	4	241	1	241	0	241	1	241	0	241	1	241
	Left-Through		0							0				0				0	
	Through	686	2	**343**	0	686	**343**	25	742	2	**371**	0	742	2	**371**	0	742	2	**371**
	Through-Right		0							0				0				0	
	Right	50	1	8	0	50	8	0	52	1	8	0	52	1	8	0	52	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	268	1	**268**	0	268	**268**	123	403	1	**403**	0	403	1	**403**	0	403	1	**403**
	Left-Through		0							0				0				0	
	Through	453	1	284	0	453	284	19	493	1	307	0	493	1	307	0	493	1	307
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	651		*North-South:*	651		*North-South:*	698			*North-South:*	711			*North-South:*	710		
		East-West:	611		*East-West:*	611		*East-West:*	774			*East-West:*	774			*East-West:*	774		
		SUM:	1262		*SUM:*	1262		*SUM:*	1472			*SUM:*	1485			*SUM:*	1484		
VOLUME/CAPACITY (V/C) RATIO:			0.918			0.918			1.071				1.080				1.079		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.818**			**0.818**			**0.971**				**0.980**				**0.979**		
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	**13**	0	13	**13**	0	14	0	**14**	0	14	0	**14**	0	14	0	**14**
	Left-Through		1							1				1				1	
	Through	9	0	22	0	9	22	0	9	0	23	0	9	0	23	0	9	0	23
	Through-Right		0							0				0				0	
	Right	10	1	0	0	10	0	0	10	1	0	0	10	1	0	0	10	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	12	0	**308**	0	12	**308**	0	13	0	**322**	0	13	0	**322**	0	13	0	**322**
	Through-Right		0							0				0				0	
	Right	267	0	0	0	267	0	0	279	0	0	0	279	0	0	0	279	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	155	1	**155**	0	155	**155**	0	162	1	**162**	0	162	1	**162**	0	162	1	**162**
	Left-Through		0							0				0				0	
	Through	600	2	300	26	626	313	134	761	2	381	26	787	2	394	-8	779	2	390
	Through-Right		0							0				0				0	
	Right	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	900	1	**465**	0	900	**465**	175	1116	1	**573**	0	1116	1	**573**	0	1116	1	**573**
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		321	*North-South:*		321	*North-South:*			336	*North-South:*			336	*North-South:*			336
		East-West:		620	*East-West:*		620	*East-West:*			735	*East-West:*			735	*East-West:*			735
		SUM:		941	*SUM:*		941	*SUM:*			1071	*SUM:*			1071	*SUM:*			1071
VOLUME/CAPACITY *(V/C)* RATIO:				0.627			0.627				0.714				0.714				0.714
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.527**			**0.527**				**0.614**				**0.614**				**0.614**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	0
	EB--	0	0	WB--	EB--	0	0	WB--	EB--	0	0	WB--	EB--	0	0	WB--	EB--	0	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	**31**	0	31	**31**	0	32	0	**32**	0	32	0	**32**	0	32	0	**32**
	Left-Through		1							1				1				1	
	Through	10	0	41	0	10	41	0	10	0	42	0	10	0	42	0	10	0	42
	Through-Right		0							0				0				0	
	Right	43	1	17	0	43	17	0	45	1	18	0	45	1	18	0	45	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		0							0				0				0	
	Through	29	0	**153**	0	29	**153**	0	30	0	**159**	0	30	0	**159**	0	30	0	**159**
	Through-Right		0							0				0				0	
	Right	117	0	0	0	117	0	0	122	0	0	0	122	0	0	0	122	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	103	1	**103**	0	103	**103**	0	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	451	2	226	26	477	239	123	595	2	298	26	621	2	311	-1	620	2	310
	Through-Right		0							0				0				0	
	Right	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	415	1	**213**	0	415	**213**	135	569	1	**291**	0	569	1	**291**	0	569	1	**291**
	Through-Right		1							1				1				1	
	Right	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		184	*North-South:*		184	*North-South:*			191	*North-South:*			191	*North-South:*			191
		East-West:		316	*East-West:*		316	*East-West:*			399	*East-West:*			399	*East-West:*			399
		SUM:		500	*SUM:*		500	*SUM:*			590	*SUM:*			590	*SUM:*			590
VOLUME/CAPACITY (V/C) RATIO:				0.333			0.333				0.393				0.393				0.393
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.233**			**0.233**				**0.293**				**0.293**				**0.293**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.000**	**$\Delta v/c$ after mitigation:**	**0.000**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	0	**47**	0	47	**47**	0	49	0	**49**	0	49	0	**49**	0	49	0	**49**
	Left-Through		1							1				1				1	
	Through	17	0	64	0	17	64	0	18	0	67	0	18	0	67	0	18	0	67
	Through-Right		0							0				0				0	
	Right	45	1	24	0	45	24	0	47	1	25	0	47	1	25	0	47	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through		0							0				0				0	
	Through	22	0	**173**	0	22	**173**	0	23	0	**181**	0	23	0	**181**	0	23	0	**181**
	Through-Right		0							0				0				0	
	Right	130	0	0	0	130	0	0	136	0	0	0	136	0	0	0	136	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	253	1	253	0	253	253	0	265	1	265	0	265	1	265	0	265	1	265
	Left-Through		0							0				0				0	
	Through	1118	2	**559**	26	1144	**572**	132	1301	2	**651**	26	1327	2	**664**	-1	1326	2	**663**
	Through-Right		0							0				0				0	
	Right	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	42	1	**42**	0	42	**42**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	560	1	289	0	560	289	141	727	1	373	0	727	1	373	0	727	1	373
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		220	*North-South:*		220	*North-South:*			230	*North-South:*			230	*North-South:*			230
		East-West:		601	*East-West:*		614	*East-West:*			695	*East-West:*			708	*East-West:*			707
		SUM:		821	*SUM:*		834	*SUM:*			925	*SUM:*			938	*SUM:*			937
VOLUME/CAPACITY (V/C) RATIO:				0.547			0.556				0.617				0.625				0.625
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.447**			**0.456**				**0.517**				**0.525**				**0.525**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.008**	**$\Delta v/c$ after mitigation:**	**0.008**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2			2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	422	1	**422**	0	422	**422**	148	589	1	**589**	0	589	1	**589**	0	589	1	**589**
	Left-Through		0							0				0				0	
	Through	299	1	151	0	299	151	0	313	1	158	0	313	1	158	0	313	1	158
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	469	2	235	0	469	235	0	490	2	245	0	490	2	245	0	490	2	245
	Through-Right		0							0				0				0	
	Right	653	1	**519**	0	653	**519**	27	710	1	**562**	0	710	1	**562**	0	710	1	**562**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	265	1	**134**	0	265	**134**	17	294	1	**148**	0	294	1	**148**	0	294	1	**148**
	Left-Through		1							1				1				1	
	Through	2	0	134	0	2	134	0	2	0	148	0	2	0	148	0	2	0	148
	Through-Right		0							0				0				0	
	Right	326	1	0	26	352	0	116	457	1	0	26	483	1	0	-8	475	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		0							0				0				0	
	Through	10	0	**40**	0	10	**40**	0	10	0	**41**	0	10	0	**41**	0	10	0	**41**
	Through-Right		0							0				0				0	
	Right	21	0	0	0	21	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		941	*North-South:*		941	*North-South:*			1151	*North-South:*			1151	*North-South:*			1151
		East-West:		174	*East-West:*		174	*East-West:*			189	*East-West:*			189	*East-West:*			189
		SUM:		1115	*SUM:*		1115	*SUM:*			1340	*SUM:*			1340	*SUM:*			1340
VOLUME/CAPACITY *(V/C)* RATIO:				0.811			0.811				0.975				0.975				0.975
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.711			0.711				0.875				0.875				0.875
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0		EB-- 3	WB--	0		EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	**211**	0	211	**211**	129	350	1	**350**	0	350	1	**350**	0	350	1	**350**
	Left-Through		0							0				0				0	
	Through	247	1	128	0	247	128	0	258	1	133	0	258	1	133	0	258	1	133
	Through-Right		1							1				1				1	
	Right	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	247	2	124	0	247	124	0	258	2	129	0	258	2	129	0	258	2	129
	Through-Right		0							0				0				0	
	Right	293	1	**160**	0	293	**160**	6	312	1	**169**	0	312	1	**169**	0	312	1	**169**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	264	1	**133**	0	264	**133**	8	284	1	**143**	0	284	1	**143**	0	284	1	**143**
	Left-Through		1							1				1				1	
	Through	2	0	133	0	2	133	0	2	0	143	0	2	0	143	0	2	0	143
	Through-Right		0							0				0				0	
	Right	236	1	25	26	262	51	116	363	1	13	26	389	1	39	-1	388	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	6	0	**16**	0	6	**16**	0	6	0	**16**	0	6	0	**16**	0	6	0	**16**
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	371		*North-South:*	371		*North-South:*	519			*North-South:*	519			*North-South:*	519		
		East-West:	149		*East-West:*	149		*East-West:*	159			*East-West:*	159			*East-West:*	159		
		SUM:	520		*SUM:*	520		*SUM:*	678			*SUM:*	678			*SUM:*	678		
VOLUME/CAPACITY (V/C) RATIO:			0.378			0.378			0.493				0.493				0.493		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.278**			**0.278**			**0.393**				**0.393**				**0.393**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	297	1	**297**	0	297	**297**	132	443	1	**443**	0	443	1	**443**	0	443	1	**443**
	Left-Through		0							0				0				0	
	Through	434	1	220	0	434	220	0	454	1	230	0	454	1	230	0	454	1	230
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	345	2	**173**	0	345	**173**	0	361	2	**181**	0	361	2	**181**	0	361	2	**181**
	Through-Right		0							0				0				0	
	Right	352	1	11	0	352	11	9	377	1	15	0	377	1	15	0	377	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	677	1	**341**	0	677	**341**	12	720	1	**362**	0	720	1	**362**	0	720	1	**362**
	Left-Through		1							1				1				1	
	Through	4	0	341	0	4	341	0	4	0	362	0	4	0	362	0	4	0	362
	Through-Right		0							0				0				0	
	Right	448	1	151	26	474	177	121	589	1	146	26	615	1	172	-1	614	1	171
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	2	0	**23**	0	2	**23**	0	2	0	**24**	0	2	0	**24**	0	2	0	**24**
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		470	*North-South:*		470	*North-South:*			624	*North-South:*			624	*North-South:*			624
		East-West:		364	*East-West:*		364	*East-West:*			386	*East-West:*			386	*East-West:*			386
		SUM:		834	*SUM:*		834	*SUM:*			1010	*SUM:*			1010	*SUM:*			1010
VOLUME/CAPACITY (V/C) RATIO:				0.607			0.607				0.735				0.735				0.735
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.507**			**0.507**				**0.635**				**0.635**				**0.635**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	671	1	**505**	26	697	**518**	5	707	1	**586**	26	733	1	**599**	-8	725	1	**595**
	Through-Right		1							1				1				1	
	Right	338	0	338	0	338	338	111	464	0	464	0	464	0	464	0	464	0	464
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	131	1	**131**	0	131	**131**	32	169	1	**169**	0	169	1	**169**	0	169	1	**169**
	Left-Through		0							0				0				0	
	Through	569	2	285	0	569	285	148	743	2	372	0	743	2	372	0	743	2	372
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	531	1	392	0	531	392	22	577	1	421	0	577	1	421	0	577	1	421
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	253	0	**392**	0	253	**392**	0	265	0	**421**	0	265	0	**421**	0	265	0	**421**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		636	North-South:		649	North-South:			755	North-South:			768	North-South:			764
		East-West:		392	East-West:		392	East-West:			421	East-West:			421	East-West:			421
		SUM:		1028	SUM:		1041	SUM:			1176	SUM:			1189	SUM:			1185
	VOLUME/CAPACITY (V/C) RATIO:			0.685			0.694				0.784				0.793				0.790
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.585			0.594				0.684				0.693				0.690
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	318	1	**277**	26	344	**290**	8	341	1	341	26	367	1	**361**	-1	366	1	**360**
	Through-Right		1							1				1				1	
	Right	236	0	236	0	236	236	107	354	0	**354**	0	354	0	354	0	354	0	354
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	125	1	**125**	0	125	**125**	24	155	1	**155**	0	155	1	**155**	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	425	2	213	0	425	213	130	574	2	287	0	574	2	287	0	574	2	287
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	280	1	202	0	280	202	30	323	1	226	0	323	1	226	0	323	1	226
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	123	0	**202**	0	123	**202**	0	129	0	**226**	0	129	0	**226**	0	129	0	**226**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		402	*North-South:*		415	*North-South:*			509	*North-South:*			516	*North-South:*			515
		East-West:		202	*East-West:*		202	*East-West:*			226	*East-West:*			226	*East-West:*			226
		SUM:		604	*SUM:*		617	*SUM:*			735	*SUM:*			742	*SUM:*			741
VOLUME/CAPACITY (V/C) RATIO:				0.403			0.411				0.490				0.495				0.494
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.303**			**0.311**				**0.390**				**0.395**				**0.394**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	509	1	**412**	26	535	**425**	8	540	1	**490**	26	566	1	**503**	-1	565	1	**503**
	Through-Right		1							1				1				1	
	Right	314	0	314	0	314	314	112	440	0	440	0	440	0	440	0	440	0	440
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	1	**92**	0	92	**92**	24	120	1	**120**	0	120	1	**120**	0	120	1	**120**
	Left-Through		0							0				0				0	
	Through	613	2	307	0	613	307	133	774	2	387	0	774	2	387	0	774	2	387
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	387	1	302	0	387	302	30	435	1	331	0	435	1	331	0	435	1	331
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	217	0	**302**	0	217	**302**	0	227	0	**331**	0	227	0	**331**	0	227	0	**331**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	504		*North-South:*	517		*North-South:*	610			*North-South:*	623			*North-South:*	623	
			East-West:	302		*East-West:*	302		*East-West:*	331			*East-West:*	331			*East-West:*	331	
			SUM:	806		*SUM:*	819		*SUM:*	941			*SUM:*	954			*SUM:*	954	
	VOLUME/CAPACITY (V/C) RATIO:			0.537			0.546			0.627				0.636					0.636
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.437**			**0.446**			**0.527**				**0.536**					**0.536**
	LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**					**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	∆*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	208	1	**208**	26	234	**234**	0	218	1	**218**	26	244	1	**244**	-8	236	1	**236**
	Left-Through		0							0				0				0	
	Through	888	2	444	0	888	444	27	956	2	478	0	956	2	478	0	956	2	478
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	408	1	408	0	408	408	40	467	1	467	0	467	1	467	0	467	1	467
	Through-Right		1							1				1				1	
	Right	504	0	**504**	0	504	**504**	32	559	0	**559**	0	559	0	**559**	0	559	0	**559**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	255	1	**177**	0	255	**177**	134	401	1	**267**	0	401	1	**267**	0	401	1	**267**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	99	0	177	0	99	177	28	132	0	267	0	132	0	267	0	132	0	267
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		*North-South:*		712	*North-South:*		738	*North-South:*			777	*North-South:*			803	*North-South:*			795
		East-West:		177	*East-West:*		177	*East-West:*			267	*East-West:*			267	*East-West:*			267
		SUM:		889	*SUM:*		915	*SUM:*			1044	*SUM:*			1070	*SUM:*			1062
VOLUME/CAPACITY *(V/C)* RATIO:				0.593			0.610				0.696				0.713				0.708
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.493**			**0.510**				**0.596**				**0.613**				**0.608**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	$\Delta v/c$ after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	26	116	**116**	0	94	1	**94**	26	120	1	**120**	-1	119	1	**119**
	Left-Through		0							0				0				0	
	Through	482	2	241	0	482	241	38	542	2	271	0	542	2	271	0	542	2	271
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	322	1	**298**	0	322	**298**	31	368	1	**339**	0	368	1	**339**	0	368	1	**339**
	Through-Right		1							1				1				1	
	Right	273	0	273	0	273	273	24	309	0	309	0	309	0	309	0	309	0	309
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	186	1	**132**	0	186	**132**	123	317	1	**215**	0	317	1	**215**	0	317	1	**215**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	77	0	132	0	77	132	31	112	0	215	0	112	0	215	0	112	0	215
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES			*North-South:*	388		*North-South:*	414		*North-South:*		433		*North-South:*		459			*North-South:*	458
			East-West:	132		*East-West:*	132		*East-West:*		215		*East-West:*		215			*East-West:*	215
			SUM:	520		*SUM:*	546		*SUM:*		648		*SUM:*		674			*SUM:*	673
VOLUME/CAPACITY (V/C) RATIO:				0.347			0.364				0.432				0.449				0.449
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.247			0.264				0.332				0.349				0.349
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	*Δv/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0		NB--	0	SB-- 0		NB--	0	SB-- 0		NB--	0	SB-- 0		NB--	0	SB-- 0
	EB--	0	WB-- 0		EB--	0	WB-- 0		EB--	0	WB-- 0		EB--	0	WB-- 0		EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	**167**	26	193	**193**	0	175	1	**175**	26	201	1	**201**	-1	200	1	**200**
	Left-Through		0							0				0				0	
	Through	693	2	347	0	693	347	38	763	2	382	0	763	2	382	0	763	2	382
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	375	1	**351**	0	375	**351**	31	423	1	**394**	0	423	1	**394**	0	423	1	**394**
	Through-Right		1							1				1				1	
	Right	326	0	326	0	326	326	24	365	0	365	0	365	0	365	0	365	0	365
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	285	1	**213**	0	285	**213**	126	424	1	**301**	0	424	1	**301**	0	424	1	**301**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	141	0	213	0	141	213	31	178	0	301	0	178	0	301	0	178	0	301
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		North-South:		518	North-South:		544	North-South:			569	North-South:			595	North-South:			594
		East-West:		213	East-West:		213	East-West:			301	East-West:			301	East-West:			301
		SUM:		731	SUM:		757	SUM:			870	SUM:			896	SUM:			895
VOLUME/CAPACITY (V/C) RATIO:				0.487			0.505				0.580				0.597				0.597
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.387**			**0.405**				**0.480**				**0.497**				**0.497**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	*Δv/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	0	74	**74**	0	77	1	**77**	0	77	1	**77**	0	77	1	**77**
	Left-Through		0							0				0				0	
	Through	653	2	327	26	679	340	128	811	2	406	26	837	2	419	-8	829	2	415
	Through-Right		0							0				0				0	
	Right	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	1746	2	**873**	0	1746	**873**	161	1987	2	**994**	0	1987	2	**994**	0	1987	2	**994**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		0							0				0				0	
	Through	2	0	**78**	0	2	**78**	0	2	0	**82**	0	2	0	**82**	0	2	0	**82**
	Through-Right		0							0				0				0	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0	0	11
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		947	*North-South:*		947	*North-South:*			1071	*North-South:*			1071	*North-South:*			1071
		East-West:		83	*East-West:*		83	*East-West:*			87	*East-West:*			87	*East-West:*			87
		SUM:		1030	*SUM:*		1030	*SUM:*			1158	*SUM:*			1158	*SUM:*			1158
VOLUME/CAPACITY *(V/C)* RATIO:				0.687			0.687				0.772				0.772				0.772
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.587**			**0.587**				**0.672**				**0.672**				**0.672**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	57	**57**	0	60	1	**60**	0	60	1	**60**	0	60	1	**60**
	Left-Through		0							0				0				0	
	Through	692	2	346	26	718	359	136	860	2	430	26	886	2	443	-1	885	2	443
	Through-Right		0							0				0				0	
	Right	12	1	12	0	12	12	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	664	2	**332**	0	664	**332**	146	840	2	**420**	0	840	2	**420**	0	840	2	**420**
	Through-Right		0							0				0				0	
	Right	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	0	55	0	55	55	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		0							0				0				0	
	Through	2	0	**106**	0	2	**106**	0	2	0	**111**	0	2	0	**111**	0	2	0	**111**
	Through-Right		0							0				0				0	
	Right	49	0	0	0	49	0	0	51	0	0	0	51	0	0	0	51	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		0							0				0				0	
	Through	2	0	31	0	2	31	0	2	0	32	0	2	0	32	0	2	0	32
	Through-Right		0							0				0				0	
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		389	*North-South:*		389	*North-South:*			480	*North-South:*			480	*North-South:*			480
		East-West:		113	*East-West:*		113	*East-West:*			118	*East-West:*			118	*East-West:*			118
		SUM:		502	*SUM:*		502	*SUM:*			598	*SUM:*			598	*SUM:*			598
VOLUME/CAPACITY (V/C) RATIO:				0.335			0.335				0.399				0.399				0.399
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.235**			**0.235**				**0.299**				**0.299**				**0.299**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	0	86	86	0	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1678	2	**839**	26	1704	**852**	140	1895	2	**948**	26	1921	2	**961**	-1	1920	2	**960**
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	15	1	**15**	0	15	**15**	0	16	1	**16**	0	16	1	**16**	0	16	1	**16**
	Left-Through		0							0				0				0	
	Through	738	2	369	0	738	369	151	923	2	462	0	923	2	462	0	923	2	462
	Through-Right		0							0				0				0	
	Right	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	64	0	64	0	64	64	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through		0							0				0				0	
	Through	1	0	**144**	0	1	**144**	0	1	0	**151**	0	1	0	**151**	0	1	0	**151**
	Through-Right		0							0				0				0	
	Right	79	0	0	0	79	0	0	83	0	0	0	83	0	0	0	83	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	0	**6**	0	6	**6**	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		0							0				0				0	
	Through	1	0	20	0	1	20	0	1	0	21	0	1	0	21	0	1	0	21
	Through-Right		0							0				0				0	
	Right	13	0	0	0	13	0	0	14	0	0	0	14	0	0	0	14	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	854		*North-South:*	867		*North-South:*		964		*North-South:*		977		*North-South:*		976
			East-West:	150		*East-West:*	150		*East-West:*		157		*East-West:*		157		*East-West:*		157
			SUM:	1004		*SUM:*	1017		*SUM:*		1121		*SUM:*		1134		*SUM:*		1133
VOLUME/CAPACITY (V/C) RATIO:				0.669			0.678				0.747				0.756				0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.569**			**0.578**				**0.647**				**0.656**				**0.655**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	12	95	**95**	16	103	1	**103**	12	115	1	**115**	-5	110	1	**110**
	Left-Through		0							0				0				0	
	Through	620	2	310	17	637	319	128	776	2	388	17	793	2	397	-5	788	2	394
	Through-Right		0							0				0				0	
	Right	35	1	27	0	35	27	0	37	1	29	0	37	1	29	0	37	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	1485	2	**743**	0	1485	**743**	161	1714	2	**857**	0	1714	2	**857**	0	1714	2	**857**
	Through-Right		0							0				0				0	
	Right	148	1	84	0	148	79	0	155	1	88	0	155	1	83	0	155	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	129	1	**129**	9	138	**138**	0	135	1	**135**	9	144	1	**144**	-3	141	1	**141**
	Left-Through		0							0				0				0	
	Through	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Through-Right		0							0				0				0	
	Right	81	1	40	12	93	46	30	115	1	64	12	127	1	70	-5	122	1	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	18	0	**59**	0	18	**59**	0	19	0	**62**	0	19	0	**62**	0	19	0	**62**
	Through-Right		1							1				1				1	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		826	*North-South:*		838	*North-South:*			960	*North-South:*			972	*North-South:*			967
		East-West:		188	*East-West:*		197	*East-West:*			197	*East-West:*			206	*East-West:*			203
		SUM:		1014	*SUM:*		1035	*SUM:*			1157	*SUM:*			1178	*SUM:*			1170
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.690				0.771				0.785				0.780
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**			**0.590**				**0.671**				**0.685**				**0.680**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	12	101	**101**	24	117	1	**117**	12	129	1	**129**	0	129	1	**129**
	Left-Through		0							0				0				0	
	Through	593	2	297	17	610	305	136	756	2	378	17	773	2	387	0	773	2	387
	Through-Right		0							0				0				0	
	Right	37	1	24	0	37	24	0	39	1	26	0	39	1	26	0	39	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	48	0	48	48	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	545	2	**273**	0	545	**273**	146	716	2	**358**	0	716	2	**358**	0	716	2	**358**
	Through-Right		0							0				0				0	
	Right	94	1	27	0	94	23	0	98	1	28	0	98	1	24	0	98	1	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	**134**	9	143	**143**	0	140	1	**140**	9	149	1	**149**	-1	148	1	**148**
	Left-Through		0							0				0				0	
	Through	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Through-Right		0							0				0				0	
	Right	124	1	80	12	136	86	19	149	1	91	12	161	1	97	0	161	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	1	26	0	26	26	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	7	0	**72**	0	7	**72**	0	7	0	**75**	0	7	0	**75**	0	7	0	**75**
	Through-Right		1							1				1				1	
	Right	65	0	0	0	65	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		362	*North-South:*		374	*North-South:*			475	*North-South:*			487	*North-South:*			487
		East-West:		206	*East-West:*		215	*East-West:*			215	*East-West:*			224	*East-West:*			223
		SUM:		568	*SUM:*		589	*SUM:*			690	*SUM:*			711	*SUM:*			710
VOLUME/CAPACITY (V/C) RATIO:				0.379			0.393				0.460				0.474				0.473
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.279**			**0.293**				**0.360**				**0.374**				**0.373**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	*Δv/c* after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	95	12	107	107	24	123	1	123	12	135	1	135	5	140	1	140
	Left-Through		0							0				0				0	
	Through	1496	2	**748**	17	1513	**757**	140	1704	2	**852**	17	1721	2	**861**	0	1721	2	**861**
	Through-Right		0							0				0				0	
	Right	47	1	31	0	47	31	0	49	1	33	0	49	1	33	0	49	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	**60**	0	60	**60**	0	63	1	**63**	0	63	1	**63**	0	63	1	**63**
	Left-Through		0							0				0				0	
	Through	730	2	365	0	730	365	151	914	2	457	0	914	2	457	0	914	2	457
	Through-Right		0							0				0				0	
	Right	119	1	0	0	119	0	0	124	1	0	0	124	1	0	0	124	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	289	1	**289**	9	298	**298**	0	302	1	**302**	9	311	1	**311**	-1	310	1	**310**
	Left-Through		0							0				0				0	
	Through	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0							0				0				0	
	Right	202	1	155	12	214	161	19	230	1	169	12	242	1	175	5	247	1	177
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	5	0	**46**	0	5	**46**	0	5	0	**48**	0	5	0	**48**	0	5	0	**48**
	Through-Right		1							1				1				1	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		808	*North-South:*		817	*North-South:*			915	*North-South:*			924	*North-South:*			924
		East-West:		335	*East-West:*		344	*East-West:*			350	*East-West:*			359	*East-West:*			358
		SUM:		1143	*SUM:*		1161	*SUM:*			1265	*SUM:*			1283	*SUM:*			1282
VOLUME/CAPACITY (V/C) RATIO:				0.762			0.774				0.843				0.855				0.855
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.662**			**0.674**				**0.743**				**0.755**				**0.755**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.012**	**$\Delta v/c$ after mitigation:**	**0.012**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	41	1	**41**	0	41	**41**	0	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Left-Through		0							0				0				0	
	Through	723	2	362	29	752	376	144	900	2	450	29	929	2	465	-10	919	2	460
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	1486	2	**743**	12	1498	**749**	190	1744	2	**872**	12	1756	2	**878**	-5	1751	2	**876**
	Through-Right		0							0				0				0	
	Right	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	0	0	**79**	0	0	**79**	0	0	0	**83**	0	0	0	**83**	0	0	0	**83**
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	0	0	17	0	0	17	0	0	0	18	0	0	0	18	0	0	0	18
	Through-Right		0							0				0				0	
	Right	12	0	0	0	12	0	0	13	0	0	0	13	0	0	0	13	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		784	*North-South:*		790	*North-South:*			915	*North-South:*			921	*North-South:*			919
		East-West:		84	*East-West:*		84	*East-West:*			88	*East-West:*			88	*East-West:*			88
		SUM:		868	*SUM:*		874	*SUM:*			1003	*SUM:*			1009	*SUM:*			1007
	VOLUME/CAPACITY *(V/C)* RATIO:			0.579			0.583				0.669				0.673				0.671
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.479**			**0.483**				**0.569**				**0.573**				**0.571**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	$\Delta v/c$ after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	**23**	0	23	23	0	24	1	**24**	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	706	2	353	29	735	**368**	160	898	2	449	29	927	2	**464**	0	927	2	**464**
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	11	1	11	0	11	**11**	0	12	1	12	0	12	1	**12**	0	12	1	**12**
	Left-Through		0							0				0				0	
	Through	682	2	**341**	12	694	347	166	879	2	**440**	12	891	2	446	0	891	2	446
	Through-Right		0							0				0				0	
	Right	43	1	43	0	43	43	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	0	0	**62**	0	0	**62**	0	0	0	**65**	0	0	0	**65**	0	0	0	**65**
	Through-Right		0							0				0				0	
	Right	46	0	0	0	46	0	0	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		364	*North-South:*		379	*North-South:*			464	*North-South:*			476	*North-South:*			476
		East-West:		62	*East-West:*		62	*East-West:*			65	*East-West:*			65	*East-West:*			65
		SUM:		426	*SUM:*		441	*SUM:*			529	*SUM:*			541	*SUM:*			541
VOLUME/CAPACITY (V/C) RATIO:				0.284			0.294				0.353				0.361				0.361
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.184**			**0.194**				**0.253**				**0.261**				**0.261**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	*Δv/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	1516	2	**758**	29	1545	**773**	164	1749	2	**875**	29	1778	2	**889**	5	1783	2	**892**
	Through-Right		0							0				0				0	
	Right	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Left-Through		0							0				0				0	
	Through	866	2	433	12	878	439	171	1077	2	539	12	1089	2	545	5	1094	2	547
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	44	0	44	0	44	44	0	46	0	46	0	46	0	46	0	46	0	46
	Left-Through		0							0				0				0	
	Through	4	0	**88**	0	4	**88**	0	4	0	**92**	0	4	0	**92**	0	4	0	**92**
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	0	42	0	0	0	42	0	0	0	42	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		0							0				0				0	
	Through	0	0	27	0	0	27	0	0	0	28	0	0	0	28	0	0	0	28
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	762		*North-South:*	777			*North-South:*	879			*North-South:*	893			*North-South:*	896
			East-West:	98		*East-West:*	98			*East-West:*	102			*East-West:*	102			*East-West:*	102
			SUM:	860		*SUM:*	875			*SUM:*	981			*SUM:*	995			*SUM:*	998
VOLUME/CAPACITY (V/C) RATIO:				0.573			0.583				0.654				0.663				0.665
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.473**			**0.483**				**0.554**				**0.563**				**0.565**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	**16**	0	16	**16**	0	17	1	**17**	0	17	1	**17**	0	17	1	**17**
	Left-Through		0							0				0				0	
	Through	683	2	342	17	700	350	119	833	2	417	17	850	2	425	-5	845	2	423
	Through-Right		0							0				0				0	
	Right	59	1	59	0	59	59	38	100	1	100	0	100	1	100	0	100	1	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	1	57	0	57	57	50	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	1298	2	**649**	0	1298	**649**	135	1492	2	**746**	0	1492	2	**746**	0	1492	2	**746**
	Through-Right		0							0				0				0	
	Right	49	1	49	0	49	49	38	89	1	89	0	89	1	89	0	89	1	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	0	**8**	0	8	**8**	31	39	0	**39**	0	39	0	**39**	0	39	0	**39**
	Left-Through		0							0				0				0	
	Through	15	0	46	0	15	46	0	16	0	79	0	16	0	79	0	16	0	79
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	0	54	0	54	54	6	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		0							0				0				0	
	Through	26	0	**118**	0	26	**118**	0	27	0	**137**	0	27	0	**137**	0	27	0	**137**
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	8	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		665	*North-South:*		665	*North-South:*			763	*North-South:*			763	*North-South:*			763
		East-West:		126	*East-West:*		126	*East-West:*			176	*East-West:*			176	*East-West:*			176
		SUM:		791	*SUM:*		791	*SUM:*			939	*SUM:*			939	*SUM:*			939
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.527				0.626				0.626				0.626
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.427**			**0.427**				**0.526**				**0.526**				**0.526**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	**22**	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0							0				0				0	
	Through	665	2	333	17	682	**341**	135	830	2	**415**	17	847	2	**424**	0	847	2	**424**
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	5	78	1	78	0	78	1	78	0	78	1	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	1	37	0	37	**37**	6	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	701	2	**351**	0	701	351	139	872	2	436	0	872	2	436	0	872	2	436
	Through-Right		0							0				0				0	
	Right	38	1	38	0	38	38	38	78	1	78	0	78	1	78	0	78	1	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	0	**24**	0	24	**24**	31	56	0	**56**	0	56	0	**56**	0	56	0	**56**
	Left-Through		0							0				0				0	
	Through	18	0	74	0	18	74	0	19	0	108	0	19	0	108	0	19	0	108
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	0	59	0	59	59	18	80	0	80	0	80	0	80	0	80	0	80
	Left-Through		0							0				0				0	
	Through	28	0	**125**	0	28	**125**	0	29	0	**173**	0	29	0	**173**	0	29	0	**173**
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	24	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		373	*North-South:*		378	*North-South:*			460	*North-South:*			469	*North-South:*			469
		East-West:		149	*East-West:*		149	*East-West:*			229	*East-West:*			229	*East-West:*			229
		SUM:		522	*SUM:*		527	*SUM:*			689	*SUM:*			698	*SUM:*			698
VOLUME/CAPACITY (V/C) RATIO:				0.348			0.351				0.459				0.465				0.465
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.248**			**0.251**				**0.359**				**0.365**				**0.365**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	1367	2	684	17	1384	692	139	1568	2	784	17	1585	2	793	0	1585	2	793
	Through-Right		0							0				0				0	
	Right	55	1	55	0	55	55	5	63	1	63	0	63	1	63	0	63	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	28	0	28	28	6	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	873	2	437	0	873	437	144	1057	2	529	0	1057	2	529	0	1057	2	529
	Through-Right		0							0				0				0	
	Right	18	1	18	0	18	18	38	57	1	57	0	57	1	57	0	57	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	38	0	38	0	38	38	31	71	0	71	0	71	0	71	0	71	0	71
	Left-Through		0							0				0				0	
	Through	22	0	93	0	22	93	0	23	0	129	0	23	0	129	0	23	0	129
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	0	23	0	23	23	18	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		0							0				0				0	
	Through	18	0	73	0	18	73	0	19	0	118	0	19	0	118	0	19	0	118
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	24	57	0	0	0	57	0	0	0	57	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		712	North-South:		720	North-South:			819	North-South:			828	North-South:			828
		East-West:		116	East-West:		116	East-West:			189	East-West:			189	East-West:			189
		SUM:		828	SUM:		836	SUM:			1008	SUM:			1017	SUM:			1017
VOLUME/CAPACITY (V/C) RATIO:				0.552			0.557				0.672				0.678				0.678
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.452			0.457				0.572				0.578				0.578
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	32	1	**32**	0	32	**32**	41	74	1	**74**	0	74	1	**74**	0	74	1	**74**
	Left-Through		0							0				0				0	
	Through	599	2	300	17	616	308	80	706	2	353	17	723	2	362	-5	718	2	359
	Through-Right		0							0				0				0	
	Right	41	1	41	0	41	41	8	51	1	51	0	51	1	51	0	51	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	48	0	48	48	11	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1238	2	**619**	0	1238	**619**	56	1351	2	**676**	0	1351	2	**676**	0	1351	2	**676**
	Through-Right		0							0				0				0	
	Right	67	1	67	0	67	67	74	144	1	144	0	144	1	144	0	144	1	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	0	24	0	24	24	72	97	0	97	0	97	0	97	0	97	0	97
	Left-Through		0							0				0				0	
	Through	26	0	**90**	0	26	**90**	0	27	0	**205**	0	27	0	**205**	0	27	0	**205**
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	39	81	0	0	0	81	0	0	0	81	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	62	0	**62**	0	62	**62**	4	69	0	**69**	0	69	0	**69**	0	69	0	**69**
	Left-Through		0							0				0				0	
	Through	25	0	123	0	25	123	0	26	0	138	0	26	0	138	0	26	0	138
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	5	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		651	*North-South:*		651	*North-South:*			750	*North-South:*			750	*North-South:*			750
		East-West:		152	*East-West:*		152	*East-West:*			274	*East-West:*			274	*East-West:*			274
		SUM:		803	*SUM:*		803	*SUM:*			1024	*SUM:*			1024	*SUM:*			1024
	VOLUME/CAPACITY *(V/C)* RATIO:			0.535			0.535				0.683				0.683				0.683
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.435**			**0.435**				**0.583**				**0.583**				**0.583**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**Δ*v/c* after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	56	1	56	0	56	56	49	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	618	2	**309**	17	635	**318**	47	693	2	347	17	710	2	355	0	710	2	355
	Through-Right		0							0				0				0	
	Right	110	1	110	0	110	110	4	119	1	119	0	119	1	119	0	119	1	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	86	1	**86**	0	86	**86**	6	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	609	2	305	0	609	305	62	699	2	**350**	0	699	2	**350**	0	699	2	**350**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	89	155	1	155	0	155	1	155	0	155	1	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	57	0	57	0	57	57	81	141	0	141	0	141	0	141	0	141	0	141
	Left-Through		0							0				0				0	
	Through	36	0	**164**	0	36	**164**	0	38	0	**297**	0	38	0	**297**	0	38	0	**297**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	44	118	0	0	0	118	0	0	0	118	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	86	0	**86**	0	86	**86**	9	99	0	**99**	0	99	0	**99**	0	99	0	**99**
	Left-Through		0							0				0				0	
	Through	31	0	166	0	31	166	0	32	0	194	0	32	0	194	0	32	0	194
	Through-Right		0							0				0				0	
	Right	49	0	0	0	49	0	12	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		395	*North-South:*		404	*North-South:*			458	*North-South:*			458	*North-South:*			458
		East-West:		250	*East-West:*		250	*East-West:*			396	*East-West:*			396	*East-West:*			396
		SUM:		645	*SUM:*		654	*SUM:*			854	*SUM:*			854	*SUM:*			854
	VOLUME/CAPACITY (V/C) RATIO:			0.430			0.436				0.569				0.569				0.569
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.330			0.336				0.469				0.469				0.469
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	37	0	37	37	49	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	1165	2	**583**	17	1182	**591**	51	1269	2	**635**	17	1286	2	**643**	0	1286	2	**643**
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	4	77	1	77	0	77	1	77	0	77	1	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	1	**33**	0	33	**33**	6	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	780	2	390	0	780	390	67	883	2	442	0	883	2	442	0	883	2	442
	Through-Right		0							0				0				0	
	Right	69	1	69	0	69	69	89	161	1	161	0	161	1	161	0	161	1	161
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	109	0	**109**	0	109	**109**	81	195	0	195	0	195	0	195	0	195	0	195
	Left-Through		0							0				0				0	
	Through	28	0	227	0	28	227	0	29	0	**362**	0	29	0	**362**	0	29	0	**362**
	Through-Right		0							0				0				0	
	Right	90	0	0	0	90	0	44	138	0	0	0	138	0	0	0	138	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	0	48	0	48	48	9	59	0	**59**	0	59	0	**59**	0	59	0	**59**
	Left-Through		0							0				0				0	
	Through	12	0	**170**	0	12	**170**	0	13	0	199	0	13	0	199	0	13	0	199
	Through-Right		0							0				0				0	
	Right	110	0	0	0	110	0	12	127	0	0	0	127	0	0	0	127	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	616		*North-South:*	624		*North-South:*	676			*North-South:*	684			*North-South:*	684		
		East-West:	279		*East-West:*	279		*East-West:*	421			*East-West:*	421			*East-West:*	421		
		SUM:	895		*SUM:*	903		*SUM:*	1097			*SUM:*	1105			*SUM:*	1105		
VOLUME/CAPACITY (V/C) RATIO:			0.597			0.602			0.731				0.737				0.737		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.497**			**0.502**			**0.631**				**0.637**				**0.637**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**B**				**B**				**B**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	58	0	**75**	17	75	**92**	0	61	0	**79**	17	78	0	**96**	-5	73	0	**91**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1230	2	615	0	1230	615	97	1383	2	692	0	1383	2	692	0	1383	2	692
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	55	0	55	55	0	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	1472	2	**736**	0	1472	**736**	84	1623	2	**812**	0	1623	2	**812**	0	1623	2	**812**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		75	*North-South:*		92	*North-South:*			79	*North-South:*			96	*North-South:*			91
		East-West:		736	*East-West:*		736	*East-West:*			812	*East-West:*			812	*East-West:*			812
		SUM:		811	*SUM:*		828	*SUM:*			891	*SUM:*			908	*SUM:*			903
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.690				0.743				0.757				0.753
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.690				0.743				0.757				0.753
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			0			0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	32	0	**63**	17	49	**80**	0	33	0	**65**	17	50	0	**82**	0	50	0	**82**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	937	2	469	0	937	469	87	1067	2	534	0	1067	2	534	0	1067	2	534
	Through-Right		0							0				0				0	
	Right	33	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	47	0	47	47	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	1186	2	**593**	0	1186	**593**	99	1339	2	**670**	0	1339	2	**670**	0	1339	2	**670**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		63	*North-South:*		80	*North-South:*			65	*North-South:*			82	*North-South:*			82
		East-West:		593	*East-West:*		593	*East-West:*			670	*East-West:*			670	*East-West:*			670
		SUM:		656	*SUM:*		673	*SUM:*			735	*SUM:*			752	*SUM:*			752
VOLUME/CAPACITY (V/C) RATIO:				0.547			0.561				0.613				0.627				0.627
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.547			0.561				0.613				0.627				0.627
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	45	0	**59**	17	62	**76**	0	47	0	**62**	17	64	0	**79**	0	64	0	**79**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1324	2	662	0	1324	662	87	1471	2	736	0	1471	2	736	0	1471	2	736
	Through-Right		0							0				0				0	
	Right	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	1379	2	**690**	0	1379	**690**	99	1541	2	**771**	0	1541	2	**771**	0	1541	2	**771**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		59	*North-South:*		76	*North-South:*			62	*North-South:*			79	*North-South:*			79
		East-West:		690	*East-West:*		690	*East-West:*			771	*East-West:*			771	*East-West:*			771
		SUM:		749	*SUM:*		766	*SUM:*			833	*SUM:*			850	*SUM:*			850
VOLUME/CAPACITY (V/C) RATIO:				0.624			0.638				0.694				0.708				0.708
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.624			0.638				0.694				0.708				0.708
LEVEL OF SERVICE (LOS):				B			B				B				C				C

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	104	0	104	0	104	104	0	109	0	109	0	109	0	109	0	109	0	109
	Left-Through		0							0				0				0	
	Through	113	0	**339**	0	113	**339**	0	118	0	**355**	0	118	0	**355**	0	118	0	**355**
	Through-Right		0							0				0				0	
	Right	122	0	0	0	122	0	0	128	0	0	0	128	0	0	0	128	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	19	0	**19**	0	19	**19**	0	20	0	**20**	0	20	0	**20**	0	20	0	**20**
	Left-Through		0							0				0				0	
	Through	56	0	238	0	56	238	0	59	0	249	0	59	0	249	0	59	0	249
	Through-Right		0							0				0				0	
	Right	163	0	0	0	163	0	0	170	0	0	0	170	0	0	0	170	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	112	1	**112**	0	112	**112**	0	117	1	**117**	0	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	1021	2	511	17	1038	519	97	1165	2	583	17	1182	2	591	-5	1177	2	589
	Through-Right		0							0				0				0	
	Right	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	1191	2	**596**	0	1191	**596**	84	1329	2	**665**	0	1329	2	**665**	0	1329	2	**665**
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		358	*North-South:*		358	*North-South:*			375	*North-South:*			375	*North-South:*			375
		East-West:		708	*East-West:*		708	*East-West:*			782	*East-West:*			782	*East-West:*			782
		SUM:		1066	*SUM:*		1066	*SUM:*			1157	*SUM:*			1157	*SUM:*			1157
VOLUME/CAPACITY *(V/C)* RATIO:				0.711			0.711				0.771				0.771				0.771
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.611**			**0.611**				**0.671**				**0.671**				**0.671**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through		0							0				0				0	
	Through	193	0	**447**	0	193	**447**	0	202	0	**467**	0	202	0	**467**	0	202	0	**467**
	Through-Right		0							0				0				0	
	Right	138	0	0	0	138	0	0	144	0	0	0	144	0	0	0	144	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	**30**	0	30	**30**	0	31	0	**31**	0	31	0	**31**	0	31	0	**31**
	Left-Through		0							0				0				0	
	Through	61	0	244	0	61	244	0	64	0	255	0	64	0	255	0	64	0	255
	Through-Right		0							0				0				0	
	Right	153	0	0	0	153	0	0	160	0	0	0	160	0	0	0	160	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	111	1	**111**	0	111	**111**	0	116	1	**116**	0	116	1	**116**	0	116	1	**116**
	Left-Through		0							0				0				0	
	Through	780	2	390	17	797	399	87	903	2	452	17	920	2	460	0	920	2	460
	Through-Right		0							0				0				0	
	Right	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	842	2	**421**	0	842	**421**	99	979	2	**490**	0	979	2	**490**	0	979	2	**490**
	Through-Right		0							0				0				0	
	Right	22	1	22	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		477	*North-South:*		477	*North-South:*			498	*North-South:*			498	*North-South:*			498
		East-West:		532	*East-West:*		532	*East-West:*			606	*East-West:*			606	*East-West:*			606
		SUM:		1009	*SUM:*		1009	*SUM:*			1104	*SUM:*			1104	*SUM:*			1104
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.673				0.736				0.736				0.736
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.573**				**0.636**				**0.636**				**0.636**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	119	0	119	0	119	119	0	124	0	124	0	124	0	124	0	124	0	124
	Left-Through		0							0				0				0	
	Through	89	0	**337**	0	89	**337**	0	93	0	**352**	0	93	0	**352**	0	93	0	**352**
	Through-Right		0							0				0				0	
	Right	129	0	0	0	129	0	0	135	0	0	0	135	0	0	0	135	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	25	0	**25**	0	25	**25**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	51	0	204	0	51	204	0	53	0	213	0	53	0	213	0	53	0	213
	Through-Right		0							0				0				0	
	Right	128	0	0	0	128	0	0	134	0	0	0	134	0	0	0	134	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	114	1	114	0	114	114	0	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	1230	2	**615**	17	1247	**624**	87	1373	2	**687**	17	1390	2	**695**	0	1390	2	**695**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	1007	2	504	0	1007	504	99	1152	2	576	0	1152	2	576	0	1152	2	576
	Through-Right		0							0				0				0	
	Right	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		362	*North-South:*		362	*North-South:*			378	*North-South:*			378	*North-South:*			378
		East-West:		668	*East-West:*		677	*East-West:*			742	*East-West:*			750	*East-West:*			750
		SUM:		1030	*SUM:*		1039	*SUM:*			1120	*SUM:*			1128	*SUM:*			1128
VOLUME/CAPACITY (V/C) RATIO:				0.687			0.693				0.747				0.752				0.752
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.587**			**0.593**				**0.647**				**0.652**				**0.652**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	0	105	**105**	0	110	1	**110**	0	110	1	**110**	0	110	1	**110**
	Left-Through		0							0				0				0	
	Through	569	2	285	0	569	285	54	649	2	325	0	649	2	325	0	649	2	325
	Through-Right		0							0				0				0	
	Right	45	1	16	0	45	16	0	47	1	16	0	47	1	16	0	47	1	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	113	0	113	113	0	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	904	2	**452**	0	904	**452**	37	982	2	**491**	0	982	2	**491**	0	982	2	**491**
	Through-Right		0							0				0				0	
	Right	185	1	92	0	185	83	63	256	1	121	0	256	1	113	0	256	1	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	187	1	**187**	17	204	**204**	74	270	1	**270**	17	287	1	**287**	-5	282	1	**282**
	Left-Through		0							0				0				0	
	Through	547	1	336	0	547	336	2	574	1	352	0	574	1	352	0	574	1	352
	Through-Right		1							1				1				1	
	Right	124	0	124	0	124	124	0	130	0	130	0	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	1	59	0	59	59	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	758	1	**451**	0	758	**451**	2	795	1	**473**	0	795	1	**473**	0	795	1	**473**
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		557	*North-South:*		557	*North-South:*			601	*North-South:*			601	*North-South:*			601
		East-West:		638	*East-West:*		655	*East-West:*			743	*East-West:*			760	*East-West:*			755
		SUM:		1195	*SUM:*		1212	*SUM:*			1344	*SUM:*			1361	*SUM:*			1356
VOLUME/CAPACITY *(V/C)* RATIO:				0.869			0.881				0.977				0.990				0.986
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.769**			**0.781**				**0.877**				**0.890**				**0.886**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	105	0	105	105	0	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	627	2	**314**	0	627	**314**	39	695	2	**348**	0	695	2	**348**	0	695	2	**348**
	Through-Right		0							0				0				0	
	Right	47	1	34	0	47	34	0	49	1	35	0	49	1	35	0	49	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	**82**	0	82	**82**	0	86	1	**86**	0	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	526	2	263	0	526	263	42	592	2	296	0	592	2	296	0	592	2	296
	Through-Right		0							0				0				0	
	Right	211	1	131	0	211	122	74	295	1	182	0	295	1	173	0	295	1	173
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	161	1	**161**	17	178	**178**	59	227	1	**227**	17	244	1	**244**	0	244	1	**244**
	Left-Through		0							0				0				0	
	Through	387	1	257	0	387	257	3	408	1	271	0	408	1	271	0	408	1	271
	Through-Right		1							1				1				1	
	Right	127	0	127	0	127	127	0	133	0	133	0	133	0	133	0	133	0	133
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	398	1	**241**	0	398	**241**	3	419	1	**254**	0	419	1	**254**	0	419	1	**254**
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	396		*North-South:*	396		*North-South:*	434			*North-South:*	434			*North-South:*	434		
		East-West:	402		*East-West:*	419		*East-West:*	481			*East-West:*	498			*East-West:*	498		
		SUM:	798		*SUM:*	815		*SUM:*	915			*SUM:*	932			*SUM:*	932		
VOLUME/CAPACITY (V/C) RATIO:			0.580			0.593			0.665				0.678				0.678		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.480			0.493			0.565				0.578				0.578		
LEVEL OF SERVICE (LOS):			A			A			A				A				A		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	1	127	0	127	127	0	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	976	2	**488**	0	976	**488**	43	1064	2	**532**	0	1064	2	**532**	0	1064	2	**532**
	Through-Right		0							0				0				0	
	Right	54	1	34	0	54	34	0	56	1	35	0	56	1	35	0	56	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	135	1	**135**	0	135	**135**	0	141	1	**141**	0	141	1	**141**	0	141	1	**141**
	Left-Through		0							0				0				0	
	Through	682	2	341	0	682	341	47	760	2	380	0	760	2	380	0	760	2	380
	Through-Right		0							0				0				0	
	Right	197	1	89	0	197	80	74	280	1	137	0	280	1	129	0	280	1	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	217	1	217	17	234	234	59	286	1	**286**	17	303	1	**303**	0	303	1	**303**
	Left-Through		0							0				0				0	
	Through	914	1	**516**	0	914	**516**	3	959	1	541	0	959	1	541	0	959	1	541
	Through-Right		1							1				1				1	
	Right	118	0	118	0	118	118	0	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	**41**	0	41	**41**	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	512	1	321	0	512	321	3	538	1	**337**	0	538	1	**337**	0	538	1	**337**
	Through-Right		1							1				1				1	
	Right	130	0	130	0	130	130	0	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		623	*North-South:*		623	*North-South:*			673	*North-South:*			673	*North-South:*			673
		East-West:		557	*East-West:*		557	*East-West:*			623	*East-West:*			640	*East-West:*			640
		SUM:		1180	*SUM:*		1180	*SUM:*			1296	*SUM:*			1313	*SUM:*			1313
VOLUME/CAPACITY (V/C) RATIO:				0.858			0.858				0.943				0.955				0.955
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.758**			**0.758**				**0.843**				**0.855**				**0.855**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.012**	**$\Delta v/c$ after mitigation:**	**0.012**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			0			0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--			0	NB-- 0 SB--			0	NB-- 0 SB--			0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--			0	EB-- 0 WB--			0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	0	**68**	0	68	**68**	0	71	0	**71**	0	71	0	**71**	0	71	0	**71**
	Left-Through		1							1				1				1	
	Through	18	0	86	0	18	86	0	19	0	90	0	19	0	90	0	19	0	90
	Through-Right		0							0				0				0	
	Right	281	1	84	0	281	84	0	294	1	88	0	294	1	88	0	294	1	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	11	0	**35**	0	11	**35**	0	12	0	**37**	0	12	0	**37**	0	12	0	**37**
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	106	0	**200**	0	106	**200**	0	111	0	**209**	0	111	0	**209**	0	111	0	**209**
	Through-Right		0							0				0				0	
	Right	65	0	0	0	65	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	394	1	**394**	0	394	**394**	0	412	1	**412**	0	412	1	**412**	0	412	1	**412**
	Left-Through		0							0				0				0	
	Through	105	1	105	0	105	105	0	110	1	110	0	110	1	110	0	110	1	110
	Through-Right		0							0				0				0	
	Right	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		103	*North-South:*		103	*North-South:*			108	*North-South:*			108	*North-South:*			108
		East-West:		594	*East-West:*		594	*East-West:*			621	*East-West:*			621	*East-West:*			621
		SUM:		697	*SUM:*		697	*SUM:*			729	*SUM:*			729	*SUM:*			729
VOLUME/CAPACITY *(V/C)* RATIO:				0.581			0.581				0.608				0.608				0.608
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.581			0.581				0.608				0.608				0.608
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		1							1				1				1	
	Through	11	0	50	0	11	50	0	12	0	53	0	12	0	53	0	12	0	53
	Through-Right		0							0				0				0	
	Right	307	1	**177**	0	307	**177**	0	321	1	**185**	0	321	1	**185**	0	321	1	**185**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	0	**37**	0	37	**37**	0	39	0	**39**	0	39	0	**39**	0	39	0	**39**
	Left-Through		0							0				0				0	
	Through	15	0	75	0	15	75	0	16	0	79	0	16	0	79	0	16	0	79
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	90	0	**168**	0	90	**168**	0	94	0	**176**	0	94	0	**176**	0	94	0	**176**
	Through-Right		0							0				0				0	
	Right	62	0	0	0	62	0	0	65	0	0	0	65	0	0	0	65	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	260	1	**260**	0	260	**260**	0	272	1	**272**	0	272	1	**272**	0	272	1	**272**
	Left-Through		0							0				0				0	
	Through	108	1	108	0	108	108	0	113	1	113	0	113	1	113	0	113	1	113
	Through-Right		0							0				0				0	
	Right	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		214	*North-South:*		214	*North-South:*			224	*North-South:*			224	*North-South:*			224
		East-West:		428	*East-West:*		428	*East-West:*			448	*East-West:*			448	*East-West:*			448
		SUM:		642	*SUM:*		642	*SUM:*			672	*SUM:*			672	*SUM:*			672
VOLUME/CAPACITY (V/C) RATIO:				0.535			0.535				0.560				0.560				0.560
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.535				0.560				0.560				0.560
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	55	0	55	0	55	55	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		1							1				1				1	
	Through	19	0	74	0	19	74	0	20	0	78	0	20	0	78	0	20	0	78
	Through-Right		0							0				0				0	
	Right	450	1	283	0	450	283	0	471	1	296	0	471	1	296	0	471	1	296
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	0	40	40	0	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		0							0				0				0	
	Through	15	0	66	0	15	66	0	16	0	70	0	16	0	70	0	16	0	70
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	51	0	132	0	51	132	0	53	0	138	0	53	0	138	0	53	0	138
	Through-Right		0							0				0				0	
	Right	70	0	0	0	70	0	0	73	0	0	0	73	0	0	0	73	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	335	1	335	0	335	335	0	350	1	350	0	350	1	350	0	350	1	350
	Left-Through		0							0				0				0	
	Through	78	1	78	0	78	78	0	82	1	82	0	82	1	82	0	82	1	82
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		323	North-South:		323	North-South:			338	North-South:			338	North-South:			338
		East-West:		467	East-West:		467	East-West:			488	East-West:			488	East-West:			488
		SUM:		790	SUM:		790	SUM:			826	SUM:			826	SUM:			826
	VOLUME/CAPACITY (V/C) RATIO:			0.658			0.658				0.688				0.688				0.688
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.658			0.658				0.688				0.688				0.688
	LEVEL OF SERVICE (LOS):			B			B				B				B				B

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through		0							0				0				0	
	Through	277	1	165	0	277	165	110	400	1	227	0	400	1	227	0	400	1	227
	Through-Right		1							1				1				1	
	Right	52	0	52	0	52	52	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	91	0	91	91	2	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	654	1	**424**	0	654	**424**	66	750	1	**477**	0	750	1	**477**	0	750	1	**477**
	Through-Right		1							1				1				1	
	Right	194	0	194	0	194	194	0	203	0	203	0	203	0	203	0	203	0	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	**134**	0	134	**134**	0	140	1	**140**	0	140	1	**140**	0	140	1	**140**
	Left-Through		0							0				0				0	
	Through	243	1	243	0	243	243	0	254	1	254	0	254	1	254	0	254	1	254
	Through-Right		0							0				0				0	
	Right	13	1	9	0	13	9	0	14	1	10	0	14	1	10	0	14	1	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	123	1	123	0	123	123	0	129	1	129	0	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	309	1	**309**	0	309	**309**	0	323	1	**323**	0	323	1	**323**	0	323	1	**323**
	Through-Right		0							0				0				0	
	Right	139	1	94	0	139	94	1	146	1	98	0	146	1	98	0	146	1	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		432	*North-South:*		432	*North-South:*			485	*North-South:*			485	*North-South:*			485
		East-West:		443	*East-West:*		443	*East-West:*			463	*East-West:*			463	*East-West:*			463
		SUM:		875	*SUM:*		875	*SUM:*			948	*SUM:*			948	*SUM:*			948
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.636				0.689				0.689				0.689
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.536**			**0.536**				**0.589**				**0.589**				**0.589**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	340	1	**200**	0	340	**200**	36	392	1	**228**	0	392	1	**228**	0	392	1	**228**
	Through-Right		1							1				1				1	
	Right	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	110	1	**110**	0	110	**110**	2	117	1	**117**	0	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	258	1	177	0	258	177	48	318	1	209	0	318	1	209	0	318	1	209
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	138	1	**138**	0	138	**138**	0	144	1	**144**	0	144	1	**144**	0	144	1	**144**
	Left-Through		0							0				0				0	
	Through	287	1	287	0	287	287	0	300	1	300	0	300	1	300	0	300	1	300
	Through-Right		0							0				0				0	
	Right	42	1	34	0	42	34	0	44	1	35	0	44	1	35	0	44	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	298	1	**298**	0	298	**298**	0	312	1	**312**	0	312	1	**312**	0	312	1	**312**
	Through-Right		0							0				0				0	
	Right	150	1	95	0	150	95	4	161	1	103	0	161	1	103	0	161	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		310	*North-South:*		310	*North-South:*			345	*North-South:*			345	*North-South:*			345
		East-West:		436	*East-West:*		436	*East-West:*			456	*East-West:*			456	*East-West:*			456
		SUM:		746	*SUM:*		746	*SUM:*			801	*SUM:*			801	*SUM:*			801
VOLUME/CAPACITY (V/C) RATIO:				0.543			0.543				0.583				0.583				0.583
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.443**			**0.443**				**0.483**				**0.483**				**0.483**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	602	1	**332**	0	602	**332**	49	678	1	**371**	0	678	1	**371**	0	678	1	**371**
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	64	0	64	0	64	0	64	0	64	0	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	76	1	**76**	0	76	**76**	2	81	1	**81**	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	362	1	239	0	362	239	66	445	1	283	0	445	1	283	0	445	1	283
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	216	1	**216**	0	216	**216**	0	226	1	**226**	0	226	1	**226**	0	226	1	**226**
	Left-Through		0							0				0				0	
	Through	318	1	318	0	318	318	0	333	1	333	0	333	1	333	0	333	1	333
	Through-Right		0							0				0				0	
	Right	22	1	18	0	22	18	0	23	1	19	0	23	1	19	0	23	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	74	1	74	0	74	74	0	77	1	77	0	77	1	77	0	77	1	77
	Left-Through		0							0				0				0	
	Through	332	1	**332**	0	332	**332**	0	347	1	**347**	0	347	1	**347**	0	347	1	**347**
	Through-Right		0							0				0				0	
	Right	202	1	164	0	202	164	4	215	1	175	0	215	1	175	0	215	1	175
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	408		*North-South:*	408		*North-South:*	452			*North-South:*	452			*North-South:*	452		
		East-West:	548		*East-West:*	548		*East-West:*	573			*East-West:*	573			*East-West:*	573		
		SUM:	956		*SUM:*	956		*SUM:*	1025			*SUM:*	1025			*SUM:*	1025		
VOLUME/CAPACITY (V/C) RATIO:			0.695			0.695			0.745				0.745				0.745		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.595			0.595			0.645				0.645				0.645		
LEVEL OF SERVICE (LOS):			A			A			B				B				B		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	71	0	**71**	0	71	**71**	0	74	0	**74**	0	74	0	**74**	0	74	0	**74**
	Left-Through		0							0				0				0	
	Through	18	0	113	0	18	113	0	19	0	118	0	19	0	118	0	19	0	118
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through		0							0				0				0	
	Through	38	0	**107**	0	38	**107**	0	40	0	**112**	0	40	0	**112**	0	40	0	**112**
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	271	0	**359**	0	271	**359**	2	285	0	**377**	0	285	0	**377**	0	285	0	**377**
	Through-Right		0							0				0				0	
	Right	75	0	0	0	75	0	0	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	505	2	185	0	505	191	1	529	2	194	0	529	2	200	0	529	2	198
	Through-Right		1							1				1				1	
	Right	51	0	51	17	68	68	0	53	0	53	17	70	0	70	-5	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		178	*North-South:*		178	*North-South:*			186	*North-South:*			186	*North-South:*			186
		East-West:		459	*East-West:*		459	*East-West:*			482	*East-West:*			482	*East-West:*			482
		SUM:		637	*SUM:*		637	*SUM:*			668	*SUM:*			668	*SUM:*			668
	VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.447				0.469				0.469				0.469
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.347**			**0.347**				**0.369**				**0.369**				**0.369**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	0	63	63	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through		0							0				0				0	
	Through	22	0	**113**	0	22	**113**	0	23	0	**118**	0	23	0	**118**	0	23	0	**118**
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	0	**41**	0	41	**41**	0	43	0	**43**	0	43	0	**43**	0	43	0	**43**
	Left-Through		0							0				0				0	
	Through	24	0	74	0	24	74	0	25	0	77	0	25	0	77	0	25	0	77
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	407	0	**467**	0	407	**467**	2	428	0	**491**	0	428	0	**491**	0	428	0	**491**
	Through-Right		0							0				0				0	
	Right	55	0	0	0	55	0	0	58	0	0	0	58	0	0	0	58	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	64	1	**64**	0	64	**64**	0	67	1	**67**	0	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	474	2	177	0	474	182	4	500	2	186	0	500	2	192	0	500	2	192
	Through-Right		1							1				1				1	
	Right	56	0	56	17	73	73	0	59	0	59	17	76	0	76	0	76	0	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		154	*North-South:*		154	*North-South:*			161	*North-South:*			161	*North-South:*			161
		East-West:		531	*East-West:*		531	*East-West:*			558	*East-West:*			558	*East-West:*			558
		SUM:		685	*SUM:*		685	*SUM:*			719	*SUM:*			719	*SUM:*			719
VOLUME/CAPACITY (V/C) RATIO:				0.481			0.481				0.505				0.505				0.505
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.381**			**0.381**				**0.405**				**0.405**				**0.405**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	0	92	0	92	92	0	96	0	96	0	96	0	96	0	96	0	96
	Left-Through		0							0				0				0	
	Through	21	0	**163**	0	21	**163**	0	22	0	**170**	0	22	0	**170**	0	22	0	**170**
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		0							0				0				0	
	Through	25	0	43	0	25	43	0	26	0	44	0	26	0	44	0	26	0	44
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	416	0	**464**	0	416	**464**	2	437	0	**487**	0	437	0	**487**	0	437	0	**487**
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	**41**	0	41	**41**	0	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Left-Through		0							0				0				0	
	Through	562	2	201	0	562	207	4	592	2	212	0	592	2	217	0	592	2	217
	Through-Right		1							1				1				1	
	Right	41	0	41	17	58	58	0	43	0	43	17	60	0	60	0	60	0	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:			173			173				180				180				180
	East-West:			505			505				530				530				530
	SUM:			678			678				710				710				710
VOLUME/CAPACITY (V/C) RATIO:				0.476			0.476				0.498				0.498				0.498
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.376**			**0.376**				**0.398**				**0.398**				**0.398**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	234	1	234	17	251	251	0	245	1	245	17	262	1	262	-5	257	1	257
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	394	1	**338**	0	394	**338**	0	412	1	**353**	0	412	1	**353**	0	412	1	**353**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	210	0	**336**	0	210	**336**	2	222	0	**354**	0	222	0	**354**	0	222	0	**354**
	Through-Right		1							1				1				1	
	Right	126	0	0	0	126	0	0	132	0	0	0	132	0	0	0	132	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	113	1	**113**	0	113	**113**	0	118	1	**118**	0	118	1	**118**	0	118	1	**118**
	Left-Through		0							0				0				0	
	Through	429	2	215	0	429	215	1	450	2	225	0	450	2	225	0	450	2	225
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		338	*North-South:*		338	*North-South:*			353	*North-South:*			353	*North-South:*			353
		East-West:		449	*East-West:*		449	*East-West:*			472	*East-West:*			472	*East-West:*			472
		SUM:		787	*SUM:*		787	*SUM:*			825	*SUM:*			825	*SUM:*			825
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.656				0.688				0.688				0.688
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.656				0.688				0.688				0.688
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	17	167	167	0	157	1	157	17	174	1	174	0	174	1	174
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	342	1	**256**	0	342	**256**	0	358	1	**268**	0	358	1	**268**	0	358	1	**268**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	248	0	**466**	0	248	**466**	2	261	0	**489**	0	261	0	**489**	0	261	0	**489**
	Through-Right		1							1				1				1	
	Right	218	0	0	0	218	0	0	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	172	1	**172**	0	172	**172**	0	180	1	**180**	0	180	1	**180**	0	180	1	**180**
	Left-Through		0							0				0				0	
	Through	417	2	209	0	417	209	4	440	2	220	0	440	2	220	0	440	2	220
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		256	*North-South:*		256	*North-South:*			268	*North-South:*			268	*North-South:*			268
		East-West:		638	*East-West:*		638	*East-West:*			669	*East-West:*			669	*East-West:*			669
		SUM:		894	*SUM:*		894	*SUM:*			937	*SUM:*			937	*SUM:*			937
VOLUME/CAPACITY (V/C) RATIO:				0.745			0.745				0.781				0.781				0.781
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745			0.745				0.781				0.781				0.781
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	164	1	164	17	181	181	0	171	1	171	17	188	1	188	0	188	1	188
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	311	1	**246**	0	311	**246**	0	325	1	**257**	0	325	1	**257**	0	325	1	**257**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	297	0	**476**	0	297	**476**	2	313	0	**500**	0	313	0	**500**	0	313	0	**500**
	Through-Right		1							1				1				1	
	Right	179	0	0	0	179	0	0	187	0	0	0	187	0	0	0	187	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	130	1	**130**	0	130	**130**	0	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	427	2	214	0	427	214	4	451	2	226	0	451	2	226	0	451	2	226
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	246		*North-South:*	246		*North-South:*		257		*North-South:*		257		*North-South:*		257
			East-West:	606		*East-West:*	606		*East-West:*		636		*East-West:*		636		*East-West:*		636
			SUM:	852		*SUM:*	852		*SUM:*		893		*SUM:*		893		*SUM:*		893
VOLUME/CAPACITY (V/C) RATIO:				0.710			0.710				0.744				0.744				0.744
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.710				0.744				0.744				0.744
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	173	1	**173**	33	206	**206**	0	181	1	**181**	33	214	1	**214**	-20	194	1	**194**
	Left-Through		0							0				0				0	
	Through	375	2	188	0	375	188	0	392	2	196	0	392	2	196	0	392	2	196
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	2145	1	**1085**	0	2145	**1085**	0	2243	1	**1134**	0	2243	1	**1134**	0	2243	1	**1134**
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	3	1	**3**	0	3	**3**	0	3	1	**3**	0	3	1	**3**	0	3	1	**3**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	139	1	0	33	172	0	0	145	1	0	33	178	1	0	-20	158	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1258	*North-South:*		1291	*North-South:*			1315	*North-South:*			1348	*North-South:*			1328
		East-West:		3	*East-West:*		3	*East-West:*			3	*East-West:*			3	*East-West:*			3
		SUM:		1261	*SUM:*		1294	*SUM:*			1318	*SUM:*			1351	*SUM:*			1331
VOLUME/CAPACITY *(V/C)* RATIO:				0.885			0.908				0.925				0.948				0.934
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.785**			**0.808**				**0.825**				**0.848**				**0.834**
LEVEL OF SERVICE (LOS):				**C**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	**$\Delta v/c$ after mitigation:**	0.009
Significant impacted?	YES	**Fully mitigated?**	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0		EB-- 3	WB--	0		EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	209	1	**209**	33	242	**242**	0	219	1	**219**	33	252	1	**252**	10	262	1	**262**
	Left-Through		0							0				0				0	
	Through	435	2	218	0	435	218	0	455	2	228	0	455	2	228	0	455	2	228
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	535	1	**276**	0	535	**276**	0	559	1	**289**	0	559	1	**289**	0	559	1	**289**
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	**15**	0	15	**15**	0	16	1	**16**	0	16	1	**16**	0	16	1	**16**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	206	1	0	33	239	0	0	215	1	0	33	248	1	0	10	258	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		485	*North-South:*		518	*North-South:*			508	*North-South:*			541	*North-South:*			551
		East-West:		15	*East-West:*		15	*East-West:*			16	*East-West:*			16	*East-West:*			16
		SUM:		500	*SUM:*		533	*SUM:*			524	*SUM:*			557	*SUM:*			567
VOLUME/CAPACITY (V/C) RATIO:				0.351			0.374				0.368				0.391				0.398
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.251**			**0.274**				**0.268**				**0.291**				**0.298**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.023**	**$\Delta v/c$ after mitigation:**	**0.030**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0		EB-- 3	WB--	0		EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	33	103	103	0	73	1	73	33	106	1	106	-10	96	1	96
	Left-Through		0							0				0				0	
	Through	1802	2	**901**	0	1802	**901**	0	1884	2	**942**	0	1884	2	**942**	0	1884	2	**942**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	962	1	483	0	962	483	0	1006	1	505	0	1006	1	505	0	1006	1	505
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	128	1	**58**	33	161	**58**	0	134	1	**61**	33	167	1	**61**	-10	157	1	**61**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	901		*North-South:*	901		*North-South:*	942			*North-South:*	942			*North-South:*	942		
		East-West:	58		*East-West:*	58		*East-West:*	61			*East-West:*	61			*East-West:*	61		
		SUM:	959		*SUM:*	959		*SUM:*	1003			*SUM:*	1003			*SUM:*	1003		
VOLUME/CAPACITY (V/C) RATIO:			0.673			0.673			0.704				0.704				0.704		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.573**			**0.573**			**0.604**				**0.604**				**0.604**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**B**				**B**				**B**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	**242**	0	242	**242**	0	253	1	**253**	0	253	1	**253**	0	253	1	**253**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	275	0	177	0	275	177	42	330	0	223	0	330	0	223	0	330	0	223
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	974	1	974	33	1007	1007	0	1018	1	1018	33	1051	1	1051	-20	1031	1	1031
	Through-Right		0							0				0				0	
	Right	1355	1	**1113**	0	1355	**1113**	0	1417	1	**1164**	0	1417	1	**1164**	0	1417	1	**1164**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	196	1	**196**	0	196	**196**	9	214	1	**214**	0	214	1	**214**	0	214	1	**214**
	Left-Through		0							0				0				0	
	Through	294	2	147	33	327	164	0	307	2	154	33	340	2	170	-20	320	2	160
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		242	*North-South:*		242	*North-South:*			253	*North-South:*			253	*North-South:*			253
		East-West:		1309	*East-West:*		1309	*East-West:*			1378	*East-West:*			1378	*East-West:*			1378
		SUM:		1551	*SUM:*		1551	*SUM:*			1631	*SUM:*			1631	*SUM:*			1631
VOLUME/CAPACITY *(V/C)* RATIO:				1.088			1.088				1.145				1.145				1.145
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.988**			**0.988**				**1.045**				**1.045**				**1.045**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 3 WB--	0	NB-- 0 SB--	EB-- 3 WB--	0	NB-- 0 SB--	EB-- 3 WB--	0		NB-- 0 SB--	EB-- 3 WB--	0		NB-- 0 SB--	EB-- 3 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	**183**	0	242	**183**	0	253	1	**198**	0	253	1	**198**	0	253	1	**198**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	124	0	183	0	124	183	13	143	0	198	0	143	0	198	0	143	0	198
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	352	1	**352**	33	385	**385**	0	368	1	**368**	33	401	1	**401**	10	411	1	**411**
	Through-Right		0							0				0				0	
	Right	368	1	185	0	368	185	0	385	1	187	0	385	1	187	0	385	1	187
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	151	1	**151**	0	151	**151**	44	202	1	**202**	0	202	1	**202**	0	202	1	**202**
	Left-Through		0							0				0				0	
	Through	397	2	199	33	430	215	0	415	2	208	33	448	2	224	10	458	2	229
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		183	*North-South:*		183	*North-South:*			198	*North-South:*			198	*North-South:*			198
		East-West:		503	*East-West:*		536	*East-West:*			570	*East-West:*			603	*East-West:*			613
		SUM:		686	*SUM:*		719	*SUM:*			768	*SUM:*			801	*SUM:*			811
VOLUME/CAPACITY (V/C) RATIO:				0.481			0.505				0.539				0.562				0.569
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.381**			**0.405**				**0.439**				**0.462**				**0.469**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	*Δv/c* after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--
	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1356	1	**735**	0	1356	**735**	0	1418	1	**775**	0	1418	1	**775**	0	1418	1	**775**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	114	0	735	0	114	735	13	132	0	775	0	132	0	775	0	132	0	775
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	315	1	**315**	33	348	**348**	0	329	1	**329**	33	362	1	**362**	-10	352	1	**352**
	Through-Right		0							0				0				0	
	Right	773	1	38	0	773	38	0	808	1	33	0	808	1	33	0	808	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	79	1	**79**	0	79	**79**	44	127	1	**127**	0	127	1	**127**	0	127	1	**127**
	Left-Through		0							0				0				0	
	Through	514	2	257	33	547	274	0	537	2	269	33	570	2	285	-10	560	2	280
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		735	*North-South:*		735	*North-South:*			775	*North-South:*			775	*North-South:*			775
		East-West:		394	*East-West:*		427	*East-West:*			456	*East-West:*			489	*East-West:*			479
		SUM:		1129	*SUM:*		1162	*SUM:*			1231	*SUM:*			1264	*SUM:*			1254
VOLUME/CAPACITY (V/C) RATIO:				0.792			0.815				0.864				0.887				0.880
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.692**			**0.715**				**0.764**				**0.787**				**0.780**
LEVEL OF SERVICE (LOS):				**B**			**C**				**C**				**C**				**C**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.023**	**$\Delta v/c$ after mitigation:**	**0.016**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB--	1	WB--	0	EB--	1	WB--	0	EB--	1	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	231	1	**123**	33	264	**139**	0	242	1	**129**	33	275	1	**145**	-20	255	1	**135**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	14	0	123	0	14	139	0	15	0	129	0	15	0	145	0	15	0	135
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	537	2	**269**	0	537	**269**	42	604	2	**302**	0	604	2	**302**	0	604	2	**302**
	Through-Right		0							0				0				0	
	Right	675	1	0	33	708	0	0	706	1	0	33	739	1	0	-20	719	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	**20**	0	20	**20**	0	21	1	**21**	0	21	1	**21**	0	21	1	**21**
	Left-Through		0							0				0				0	
	Through	273	2	137	0	273	137	9	294	2	147	0	294	2	147	0	294	2	147
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		123	*North-South:*		139	*North-South:*			129	*North-South:*			145	*North-South:*			135
		East-West:		289	*East-West:*		289	*East-West:*			323	*East-West:*			323	*East-West:*			323
		SUM:		412	*SUM:*		428	*SUM:*			452	*SUM:*			468	*SUM:*			458
VOLUME/CAPACITY *(V/C)* RATIO:				0.343			0.357				0.377				0.390				0.382
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.357				0.377				0.390				0.382
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0		EB-- 1	WB--	0		EB-- 1	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	348	1	**182**	33	381	**198**	0	364	1	**190**	33	397	1	**207**	10	407	1	**212**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	15	0	182	0	15	198	0	16	0	190	0	16	0	207	0	16	0	212
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	173	2	**87**	0	173	**87**	13	194	2	**97**	0	194	2	**97**	0	194	2	**97**
	Through-Right		0							0				0				0	
	Right	348	1	0	33	381	0	0	364	1	0	33	397	1	0	10	407	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	35	1	**35**	0	35	**35**	0	37	1	**37**	0	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	208	2	104	0	208	104	44	262	2	131	0	262	2	131	0	262	2	131
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		182	*North-South:*		198	*North-South:*			190	*North-South:*			207	*North-South:*			212
		East-West:		122	*East-West:*		122	*East-West:*			134	*East-West:*			134	*East-West:*			134
		SUM:		304	*SUM:*		320	*SUM:*			324	*SUM:*			341	*SUM:*			346
VOLUME/CAPACITY (V/C) RATIO:				0.253			0.267				0.270				0.284				0.288
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.253			0.267				0.270				0.284				0.288
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	*Δv/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0		EB-- 1	WB--	0		EB-- 1	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	1	**96**	33	210	**113**	0	185	1	**101**	33	218	1	**117**	-10	208	1	**112**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	15	0	96	0	15	113	0	16	0	101	0	16	0	117	0	16	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	203	2	102	0	203	102	13	225	2	113	0	225	2	113	0	225	2	113
	Through-Right		0							0				0				0	
	Right	248	1	0	33	281	0	0	259	1	0	33	292	1	0	-10	282	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	412	2	**206**	0	412	**206**	44	475	2	**238**	0	475	2	**238**	0	475	2	**238**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		96	*North-South:*		113	*North-South:*			101	*North-South:*			117	*North-South:*			112
		East-West:		206	*East-West:*		206	*East-West:*			238	*East-West:*			238	*East-West:*			238
		SUM:		302	*SUM:*		319	*SUM:*			339	*SUM:*			355	*SUM:*			350
VOLUME/CAPACITY (V/C) RATIO:				0.252			0.266				0.283				0.296				0.292
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.252			0.266				0.283				0.296				0.292
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2					2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	268	0	**268**	0	268	**268**	63	343	0	**343**	0	343	0	**343**	0	343	0	**343**
	Left-Through		1							1				1				1	
	Through	4	0	12	0	4	12	0	4	0	12	0	4	0	12	0	4	0	12
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	54	1	54	0	54	54	0	56	1	56	0	56	1	56	0	56	1	56
	Through-Right		0							0				0				0	
	Right	694	1	**694**	33	727	**727**	0	726	1	**726**	33	759	1	**759**	-20	739	1	**739**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1140	2	**627**	0	1140	**627**	20	1212	2	**667**	0	1212	2	**667**	0	1212	2	**667**
	Left-Through		0							0				0				0	
	Through	306	1	306	33	339	339	0	320	1	320	33	353	1	353	-20	333	1	333
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		268	*North-South:*		268	*North-South:*			343	*North-South:*			343	*North-South:*			343
		East-West:		1321	*East-West:*		1354	*East-West:*			1393	*East-West:*			1426	*East-West:*			1406
		SUM:		1589	*SUM:*		1622	*SUM:*			1736	*SUM:*			1769	*SUM:*			1749
	VOLUME/CAPACITY *(V/C)* RATIO:			1.115			1.138				1.218				1.241				1.227
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.015			1.038				1.118				1.141				1.127
	LEVEL OF SERVICE (LOS):			F			F				F				F				F

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	Δ*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3				3	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	244	0	**244**	0	244	**244**	20	275	0	**275**	0	275	0	**275**	0	275	0	**275**
	Left-Through		1							1				1				1	
	Through	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7
	Through-Right		1							1				1				1	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Through-Right		0							0				0				0	
	Right	352	1	**352**	33	385	**385**	0	368	1	**368**	33	401	1	**401**	10	411	1	**411**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	733	2	403	0	733	403	90	856	2	**471**	0	856	2	**471**	0	856	2	**471**
	Left-Through		0							0				0				0	
	Through	406	1	**406**	33	439	**439**	0	425	1	425	33	458	1	458	10	468	1	468
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	244		*North-South:*	244		*North-South:*	275			*North-South:*	275			*North-South:*	275	
			East-West:	758		*East-West:*	824		*East-West:*	839			*East-West:*	872			*East-West:*	882	
			SUM:	1002		*SUM:*	1068		*SUM:*	1114			*SUM:*	1147			*SUM:*	1157	
	VOLUME/CAPACITY (V/C) RATIO:			0.703			0.749			0.782				0.805				0.812	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.603**			**0.649**			**0.682**				**0.705**				**0.712**	
	LEVEL OF SERVICE (LOS):			**B**			**B**			**B**				**C**				**C**	

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.023**	**$\Delta v/c$ after mitigation:**	**0.030**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	305	0	**305**	0	305	**305**	20	339	0	**339**	0	339	0	**339**	0	339	0	**339**
	Left-Through		1							1				1				1	
	Through	4	0	9	0	4	9	0	4	0	9	0	4	0	9	0	4	0	9
	Through-Right		1							1				1				1	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	38	1	38	0	38	38	0	40	1	40	0	40	1	40	0	40	1	40
	Through-Right		0							0				0				0	
	Right	233	1	**233**	33	266	**266**	0	244	1	**244**	33	277	1	**277**	-10	267	1	**267**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1187	2	**653**	0	1187	**653**	90	1331	2	**732**	0	1331	2	**732**	0	1331	2	**732**
	Left-Through		0							0				0				0	
	Through	220	1	220	33	253	253	0	230	1	230	33	263	1	263	-10	253	1	253
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		305	*North-South:*		305	*North-South:*			339	*North-South:*			339	*North-South:*			339
		East-West:		886	*East-West:*		919	*East-West:*			976	*East-West:*			1009	*East-West:*			999
		SUM:		1191	*SUM:*		1224	*SUM:*			1315	*SUM:*			1348	*SUM:*			1338
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.859				0.923				0.946				0.939
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.736**			**0.759**				**0.823**				**0.846**				**0.839**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	*Δv/c* after mitigation:	0.016
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			1200			#####			1200			1200			1200				1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	853	1	444	0	853	444	85	977	1	507	0	977	1	507	0	977	1	507
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	325	1	325	0	325	325	63	403	1	403	0	403	1	403	0	403	1	403
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1427	2	714	33	1460	730	20	1512	2	756	33	1545	2	773	-20	1525	2	763
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		444	North-South:		444	North-South:			507	North-South:			507	North-South:			507
		East-West:		714	East-West:		730	East-West:			756	East-West:			773	East-West:			763
		SUM:		1158	SUM:		1174	SUM:			1263	SUM:			1280	SUM:			1270
VOLUME/CAPACITY (V/C) RATIO:				0.965			0.978				1.053				1.067				1.058
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.978				1.053				1.067				1.058
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	0	73	0	73	73	0	76	0	76	0	76	0	76	0	76	0	76
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	754	1	**414**	0	754	**414**	43	831	1	**454**	0	831	1	**454**	0	831	1	**454**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	296	1	296	0	296	296	20	330	1	330	0	330	1	330	0	330	1	330
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1033	2	**517**	33	1066	**533**	90	1170	2	**585**	33	1203	2	**602**	10	1213	2	**607**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		414	*North-South:*		414	*North-South:*			454	*North-South:*			454	*North-South:*			454
		East-West:		517	*East-West:*		533	*East-West:*			585	*East-West:*			602	*East-West:*			607
		SUM:		931	*SUM:*		947	*SUM:*			1039	*SUM:*			1056	*SUM:*			1061
VOLUME/CAPACITY (V/C) RATIO:				0.776			0.789				0.866				0.880				0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.776			0.789				0.866				0.880				0.884
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	$\Delta v/c$ after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	0	96	0	96	96	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	789	1	**443**	0	789	**443**	43	868	1	**484**	0	868	1	**484**	0	868	1	**484**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	325	1	325	0	325	325	20	360	1	360	0	360	1	360	0	360	1	360
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1309	2	**655**	33	1342	**671**	90	1459	2	**730**	33	1492	2	**746**	-10	1482	2	**741**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		443	*North-South:*		443	*North-South:*			484	*North-South:*			484	*North-South:*			484
		East-West:		655	*East-West:*		671	*East-West:*			730	*East-West:*			746	*East-West:*			741
		SUM:		1098	*SUM:*		1114	*SUM:*			1214	*SUM:*			1230	*SUM:*			1225
VOLUME/CAPACITY (V/C) RATIO:				0.915			0.928				1.012				1.025				1.021
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.915			0.928				1.012				1.025				1.021
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--			0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	407	1	**224**	0	407	**224**	0	426	1	**234**	0	426	1	**234**	0	426	1	**234**
	Left-Through		1							1				1				1	
	Through	187	0	210	0	187	210	0	196	0	220	0	196	0	220	0	196	0	220
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	497	1	**497**	0	497	**497**	0	520	1	**520**	0	520	1	**520**	0	520	1	**520**
	Left-Through		0							0				0				0	
	Through	140	0	365	0	140	398	0	146	0	381	0	146	0	414	0	146	0	394
	Through-Right		1							1				1				1	
	Right	225	0	0	33	258	0	0	235	0	0	33	268	0	0	-20	248	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	747	1	**507**	0	747	**507**	148	929	1	**604**	0	929	1	**604**	0	929	1	**604**
	Through-Right		1							1				1				1	
	Right	266	0	266	0	266	266	0	278	0	278	0	278	0	278	0	278	0	278
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	**47**	0	47	**47**	0	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	676	1	406	0	676	406	20	727	1	441	0	727	1	441	0	727	1	441
	Through-Right		1							1				1				1	
	Right	135	0	135	0	135	135	14	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		721	*North-South:*		721	*North-South:*			754	*North-South:*			754	*North-South:*			754
		East-West:		554	*East-West:*		554	*East-West:*			653	*East-West:*			653	*East-West:*			653
		SUM:		1275	*SUM:*		1275	*SUM:*			1407	*SUM:*			1407	*SUM:*			1407
VOLUME/CAPACITY *(V/C)* RATIO:				0.895			0.895				0.987				0.987				0.987
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.795**			**0.795**				**0.887**				**0.887**				**0.887**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0		NB-- 0 SB--	EB-- 0 WB--	0		NB-- 0 SB--	EB-- 0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	218	1	120	0	218	120	0	228	1	125	0	228	1	125	0	228	1	125
	Left-Through		1							1				1				1	
	Through	146	0	**177**	0	146	**177**	0	153	0	**185**	0	153	0	**185**	0	153	0	**185**
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	147	1	147	0	147	147	0	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	27	0	**383**	0	27	**416**	0	28	0	**400**	0	28	0	**433**	0	28	0	**443**
	Through-Right		1							1				1				1	
	Right	356	0	0	33	389	0	0	372	0	0	33	405	0	0	10	415	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	635	1	**473**	0	635	**473**	62	726	1	**525**	0	726	1	**525**	0	726	1	**525**
	Through-Right		1							1				1				1	
	Right	310	0	310	0	310	310	0	324	0	324	0	324	0	324	0	324	0	324
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	462	1	297	0	462	297	90	573	1	388	0	573	1	388	0	573	1	388
	Through-Right		1							1				1				1	
	Right	131	0	131	0	131	131	66	203	0	203	0	203	0	203	0	203	0	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		560	*North-South:*		593	*North-South:*			585	*North-South:*			618	*North-South:*			628
		East-West:		526	*East-West:*		526	*East-West:*			580	*East-West:*			580	*East-West:*			580
		SUM:		1086	*SUM:*		1119	*SUM:*			1165	*SUM:*			1198	*SUM:*			1208
VOLUME/CAPACITY (V/C) RATIO:				0.762			0.785				0.818				0.841				0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.662**			**0.685**				**0.718**				**0.741**				**0.748**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	*Δv/c* after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0
	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	283	1	156	0	283	156	0	296	1	163	0	296	1	163	0	296	1	163
	Left-Through		1							1				1				1	
	Through	198	0	**225**	0	198	**225**	0	207	0	**235**	0	207	0	**235**	0	207	0	**235**
	Through-Right		1							1				1				1	
	Right	27	0	27	0	27	27	0	28	0	28	0	28	0	28	0	28	0	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	148	1	**148**	0	148	148	0	155	1	**155**	0	155	1	155	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	16	0	124	0	16	**157**	0	17	0	130	0	17	0	**163**	0	17	0	153
	Through-Right		1							1				1				1	
	Right	108	0	0	33	141	0	0	113	0	0	33	146	0	0	-10	136	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	20	1	**20**	0	20	**20**	0	21	1	**21**	0	21	1	**21**	0	21	1	**21**
	Left-Through		0							0				0				0	
	Through	669	1	494	0	669	494	62	762	1	548	0	762	1	548	0	762	1	548
	Through-Right		1							1				1				1	
	Right	318	0	318	0	318	318	0	333	0	333	0	333	0	333	0	333	0	333
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	41	0	41	41	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	935	1	**592**	0	935	**592**	90	1068	1	**697**	0	1068	1	**697**	0	1068	1	**697**
	Through-Right		1							1				1				1	
	Right	248	0	248	0	248	248	66	325	0	325	0	325	0	325	0	325	0	325
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		373	*North-South:*		382	*North-South:*			390	*North-South:*			398	*North-South:*			390
		East-West:		612	*East-West:*		612	*East-West:*			718	*East-West:*			718	*East-West:*			718
		SUM:		985	*SUM:*		994	*SUM:*			1108	*SUM:*			1116	*SUM:*			1108
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.698				0.778				0.783				0.778
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.591**			**0.598**				**0.678**				**0.683**				**0.678**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	
	EB--	0 WB--	1	EB--	0 WB--	1	EB--	0 WB--	1	EB--	0 WB--	1	EB--	0 WB--	1	EB--	0 WB--	1	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	3	1	**3**	0	3	**3**	0	3	1	**3**	0	3	1	**3**	0	3	1	**3**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	397	0	397	33	430	430	9	424	0	424	33	457	0	457	-20	437	0	437
	Left-Through		1							1				1				1	
	Through	7	0	404	0	7	437	0	7	0	431	0	7	0	464	0	7	0	444
	Through-Right		0							0				0				0	
	Right	707	1	**707**	0	707	**707**	0	739	1	**739**	0	739	1	**739**	0	739	1	**739**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1532	2	512	1	1533	512	41	1643	2	549	1	1644	2	549	0	1644	2	549
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1463	2	**732**	1	1464	**732**	31	1561	2	**781**	1	1562	2	**781**	0	1562	2	**781**
	Through-Right		0							0				0				0	
	Right	72	1	0	0	72	0	8	83	1	0	0	83	1	0	0	83	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		710	*North-South:*		710	*North-South:*			742	*North-South:*			742	*North-South:*			742
		East-West:		732	*East-West:*		732	*East-West:*			781	*East-West:*			781	*East-West:*			781
		SUM:		1442	*SUM:*		1442	*SUM:*			1523	*SUM:*			1523	*SUM:*			1523
VOLUME/CAPACITY *(V/C)* RATIO:				1.012			1.012				1.069				1.069				1.069
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.912**			**0.912**				**0.969**				**0.969**				**0.969**
LEVEL OF SERVICE (LOS):				**E**			**E**				**E**				**E**				**E**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	9	1	**9**	0	9	**9**	0	9	1	**9**	0	9	1	**9**	0	9	1	**9**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	89	0	89	33	122	122	13	106	0	106	33	139	0	139	10	149	0	149
	Left-Through		1							1				1				1	
	Through	0	0	89	0	0	122	0	0	0	106	0	0	0	139	0	0	0	149
	Through-Right		0							0				0				0	
	Right	200	1	**200**	0	200	**200**	0	209	1	**209**	0	209	1	**209**	0	209	1	**209**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	986	2	330	1	987	330	18	1049	2	351	1	1050	2	351	0	1050	2	351
	Through-Right		1							1				1				1	
	Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	902	2	**451**	1	903	**452**	15	958	2	**479**	1	959	2	**480**	0	959	2	**480**
	Through-Right		0							0				0				0	
	Right	204	1	0	0	204	0	11	224	1	0	0	224	1	0	0	224	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		209	*North-South:*		209	*North-South:*			218	*North-South:*			218	*North-South:*			218
		East-West:		451	*East-West:*		452	*East-West:*			479	*East-West:*			480	*East-West:*			480
		SUM:		660	*SUM:*		661	*SUM:*			697	*SUM:*			698	*SUM:*			698
VOLUME/CAPACITY (V/C) RATIO:				0.463			0.464				0.489				0.490				0.490
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.363**			**0.364**				**0.389**				**0.390**				**0.390**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	33	1	**33**	0	33	**33**	0	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	245	0	245	33	278	278	13	269	0	269	33	302	0	302	-10	292	0	292
	Left-Through		1							1				1				1	
	Through	2	0	247	0	2	280	0	2	0	271	0	2	0	304	0	2	0	294
	Through-Right		0							0				0				0	
	Right	347	1	**347**	0	347	**347**	0	363	1	**363**	0	363	1	**363**	0	363	1	**363**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1665	2	564	1	1666	564	24	1765	2	597	1	1766	2	598	0	1766	2	598
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1167	2	**584**	1	1168	**584**	24	1244	2	**622**	1	1245	2	**623**	0	1245	2	**623**
	Through-Right		0							0				0				0	
	Right	150	1	0	0	150	0	11	168	1	0	0	168	1	0	0	168	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		380	*North-South:*		380	*North-South:*			398	*North-South:*			398	*North-South:*			398
		East-West:		584	*East-West:*		584	*East-West:*			622	*East-West:*			623	*East-West:*			623
		SUM:		964	*SUM:*		964	*SUM:*			1020	*SUM:*			1021	*SUM:*			1021
VOLUME/CAPACITY (V/C) RATIO:				0.676			0.676				0.716				0.716				0.716
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**			**0.576**				**0.616**				**0.616**				**0.616**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			2			2			2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0		EB-- 1	WB--	0		EB-- 1	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	339	1	170	0	339	170	0	354	1	177	0	354	1	177	0	354	1	177
	Left-Through		1							1				1				1	
	Through	0	0	170	0	0	170	0	0	0	177	0	0	0	177	0	0	0	177
	Through-Right		0							0				0				0	
	Right	240	1	**240**	0	240	**240**	9	260	1	**260**	0	260	1	**260**	0	260	1	**260**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1440	2	**720**	34	1474	**737**	50	1556	2	**778**	34	1590	2	**795**	-20	1570	2	**785**
	Through-Right		0							0				0				0	
	Right	371	1	0	0	371	0	0	388	1	0	0	388	1	0	0	388	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1197	2	599	1	1198	599	39	1291	2	646	1	1292	2	646	0	1292	2	646
	Through-Right		0							0				0				0	
	Right	155	1	155	33	188	188	8	170	1	170	33	203	1	203	-20	183	1	183
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	240		*North-South:*	240		*North-South:*	260			*North-South:*	260			*North-South:*	260		
		East-West:	720		*East-West:*	737		*East-West:*	778			*East-West:*	795			*East-West:*	785		
		SUM:	960		*SUM:*	977		*SUM:*	1038			*SUM:*	1055			*SUM:*	1045		
VOLUME/CAPACITY *(V/C)* RATIO:			0.640			0.651			0.692				0.703				0.697		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.540**			**0.551**			**0.592**				**0.603**				**0.597**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**B**				**A**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	0
	EB--	1	0	WB--	EB--	1	0	WB--	EB--	1	0	WB--	EB--	1	0	WB--	EB--	1	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	255	1	128	0	255	128	0	267	1	134	0	267	1	134	0	267	1	134
Left-Through		1							1				1				1	
Through	1	0	128	0	1	128	0	1	0	134	0	1	0	134	0	1	0	134
Through-Right		0							0				0				0	
Right	233	1	**233**	0	233	**233**	13	257	1	**257**	0	257	1	**257**	0	257	1	**257**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	703	2	352	34	737	369	31	766	2	383	34	800	2	400	10	810	2	405
Through-Right		0							0				0				0	
Right	174	1	0	0	174	0	0	182	1	0	0	182	1	0	0	182	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	861	2	**431**	1	862	**431**	25	925	2	**463**	1	926	2	**463**	0	926	2	**463**
Through-Right		0							0				0				0	
Right	95	1	95	33	128	128	11	110	1	110	33	143	1	143	10	153	1	153
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		233	*North-South:*		233	*North-South:*			257	*North-South:*			257	*North-South:*			257
	East-West:		431	*East-West:*		431	*East-West:*			463	*East-West:*			463	*East-West:*			463
	SUM:		664	*SUM:*		664	*SUM:*			720	*SUM:*			720	*SUM:*			720
VOLUME/CAPACITY (V/C) RATIO:			0.443			0.443				0.480				0.480				0.480
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.343**			**0.343**				**0.380**				**0.380**				**0.380**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 1 WB--		0	NB-- 0 SB-- EB-- 1 WB--		0	NB-- 0 SB-- EB-- 1 WB--		0		NB-- 0 SB-- EB-- 1 WB--		0		NB-- 0 SB-- EB-- 1 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	211	1	106	0	211	106	0	221	1	111	0	221	1	111	0	221	1	111
	Left-Through		1							1				1				1	
	Through	0	0	106	0	0	106	0	0	0	111	0	0	0	111	0	0	0	111
	Through-Right		0							0				0				0	
	Right	242	1	**242**	0	242	**242**	13	266	1	**266**	0	266	1	**266**	0	266	1	**266**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1315	2	**658**	34	1349	**675**	37	1412	2	**706**	34	1446	2	**723**	-10	1436	2	**718**
	Through-Right		0							0				0				0	
	Right	232	1	0	0	232	0	0	243	1	0	0	243	1	0	0	243	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1118	2	559	1	1119	560	34	1203	2	602	1	1204	2	602	0	1204	2	602
	Through-Right		0							0				0				0	
	Right	83	1	83	33	116	116	11	98	1	98	33	131	1	131	-10	121	1	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		242	*North-South:*		242	*North-South:*			266	*North-South:*			266	*North-South:*			266
		East-West:		658	*East-West:*		675	*East-West:*			706	*East-West:*			723	*East-West:*			718
		SUM:		900	*SUM:*		917	*SUM:*			972	*SUM:*			989	*SUM:*			984
	VOLUME/CAPACITY (V/C) RATIO:			0.600			0.611				0.648				0.659				0.656
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.500**			**0.511**				**0.548**				**0.559**				**0.556**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.011**	**$\Delta v/c$ after mitigation:**	**0.008**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	223	1	**223**	0	223	**223**	0	233	1	**233**	0	233	1	**233**	0	233	1	**233**
	Left-Through		0							0				0				0	
	Through	837	3	279	0	837	279	22	897	3	299	0	897	3	299	0	897	3	299
	Through-Right		0							0				0				0	
	Right	83	1	35	0	83	35	0	87	1	37	0	87	1	37	0	87	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	241	1	241	0	241	241	0	252	1	252	0	252	1	252	0	252	1	252
	Left-Through		0							0				0				0	
	Through	1246	3	**415**	0	1246	**415**	21	1324	3	**441**	0	1324	3	**441**	0	1324	3	**441**
	Through-Right		0							0				0				0	
	Right	209	1	88	0	209	88	16	235	1	101	0	235	1	101	0	235	1	101
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	242	1	**242**	0	242	**242**	15	268	1	**268**	0	268	1	**268**	0	268	1	**268**
	Left-Through		0							0				0				0	
	Through	1235	2	618	34	1269	635	43	1334	2	667	34	1368	2	684	-20	1348	2	674
	Through-Right		0							0				0				0	
	Right	386	1	275	0	386	275	0	404	1	288	0	404	1	288	0	404	1	288
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	96	1	96	0	96	96	0	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	955	2	**478**	34	989	**495**	31	1030	2	**515**	34	1064	2	**532**	-20	1044	2	**522**
	Through-Right		0							0				0				0	
	Right	216	1	96	0	216	96	0	226	1	100	0	226	1	100	0	226	1	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		638	*North-South:*		638	*North-South:*			674	*North-South:*			674	*North-South:*			674
		East-West:		720	*East-West:*		737	*East-West:*			783	*East-West:*			800	*East-West:*			790
		SUM:		1358	*SUM:*		1375	*SUM:*			1457	*SUM:*			1474	*SUM:*			1464
VOLUME/CAPACITY *(V/C)* RATIO:				0.988			1.000				1.060				1.072				1.065
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.888**			**0.900**				**0.960**				**0.972**				**0.965**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	∆*v/c* after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	212	1	**212**	0	212	**212**	0	222	1	**222**	0	222	1	**222**	0	222	1	**222**
	Left-Through		0							0				0				0	
	Through	753	3	251	0	753	251	32	819	3	273	0	819	3	273	0	819	3	273
	Through-Right		0							0				0				0	
	Right	115	1	82	0	115	82	0	120	1	86	0	120	1	86	0	120	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	117	1	117	0	117	117	0	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	718	3	**239**	0	718	**239**	27	778	3	**259**	0	778	3	**259**	0	778	3	**259**
	Through-Right		0							0				0				0	
	Right	295	1	123	0	295	123	20	328	1	136	0	328	1	136	0	328	1	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**344**	0	344	**344**	25	385	1	**385**	0	385	1	**385**	0	385	1	**385**
	Left-Through		0							0				0				0	
	Through	489	2	245	34	523	262	20	531	2	266	34	565	2	283	10	575	2	288
	Through-Right		0							0				0				0	
	Right	211	1	105	0	211	105	0	221	1	110	0	221	1	110	0	221	1	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	466	2	**233**	34	500	**250**	16	503	2	**252**	34	537	2	**269**	10	547	2	**274**
	Through-Right		0							0				0				0	
	Right	117	1	59	0	117	59	0	122	1	61	0	122	1	61	0	122	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		451	*North-South:*		451	*North-South:*			481	*North-South:*			481	*North-South:*			481
		East-West:		577	*East-West:*		594	*East-West:*			637	*East-West:*			654	*East-West:*			659
		SUM:		1028	*SUM:*		1045	*SUM:*			1118	*SUM:*			1135	*SUM:*			1140
VOLUME/CAPACITY (V/C) RATIO:				0.748			0.760				0.813				0.825				0.829
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.660**				**0.713**				**0.725**				**0.729**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.012**	**$\Delta v/c$ after mitigation:**	**0.016**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	266	1	**266**	0	266	**266**	0	278	1	**278**	0	278	1	**278**	0	278	1	**278**
	Left-Through		0							0				0				0	
	Through	1254	3	418	0	1254	418	32	1343	3	448	0	1343	3	448	0	1343	3	448
	Through-Right		0							0				0				0	
	Right	192	1	161	0	192	161	0	201	1	168	0	201	1	168	0	201	1	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	184	1	184	0	184	184	0	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	1148	3	**383**	0	1148	**383**	27	1227	3	**409**	0	1227	3	**409**	0	1227	3	**409**
	Through-Right		0							0				0				0	
	Right	342	1	137	0	342	137	20	378	1	151	0	378	1	151	0	378	1	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	411	1	**411**	0	411	**411**	25	455	1	**455**	0	455	1	**455**	0	455	1	**455**
	Left-Through		0							0				0				0	
	Through	1110	2	555	34	1144	572	26	1187	2	594	34	1221	2	611	-10	1211	2	606
	Through-Right		0							0				0				0	
	Right	232	1	99	0	232	99	0	243	1	104	0	243	1	104	0	243	1	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	752	2	**376**	34	786	**393**	25	811	2	**406**	34	845	2	**423**	-10	835	2	**418**
	Through-Right		0							0				0				0	
	Right	120	1	28	0	120	28	0	125	1	29	0	125	1	29	0	125	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		649	*North-South:*		649	*North-South:*			687	*North-South:*			687	*North-South:*			687
		East-West:		787	*East-West:*		804	*East-West:*			861	*East-West:*			878	*East-West:*			873
		SUM:		1436	*SUM:*		1453	*SUM:*			1548	*SUM:*			1565	*SUM:*			1560
VOLUME/CAPACITY (V/C) RATIO:				1.044			1.057				1.126				1.138				1.135
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.944**			**0.957**				**1.026**				**1.038**				**1.035**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	0	**46**	0	46	**46**	0	48	0	**48**	0	48	0	**48**	0	48	0	**48**
	Left-Through		0							0				0				0	
	Through	35	0	114	0	35	114	0	37	0	120	0	37	0	120	0	37	0	120
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	0	57	0	57	57	0	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		0							0				0				0	
	Through	24	0	**137**	0	24	**137**	0	25	0	**144**	0	25	0	**144**	0	25	0	**144**
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	73	0	73	73	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1286	2	**643**	34	1320	**660**	42	1387	2	**694**	34	1421	2	**711**	-20	1401	2	**701**
	Through-Right		0							0				0				0	
	Right	31	1	31	0	31	31	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	**39**	0	39	**39**	0	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	1199	2	600	34	1233	617	32	1286	2	643	34	1320	2	660	-20	1300	2	650
	Through-Right		0							0				0				0	
	Right	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		183	*North-South:*		183	*North-South:*			192	*North-South:*			192	*North-South:*			192
		East-West:		682	*East-West:*		699	*East-West:*			735	*East-West:*			752	*East-West:*			742
		SUM:		865	*SUM:*		882	*SUM:*			927	*SUM:*			944	*SUM:*			934
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.588				0.618				0.629				0.623
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.477**			**0.488**				**0.518**				**0.529**				**0.523**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	$\Delta v/c$ after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	**25**	0	25	**25**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	16	0	58	0	16	58	0	17	0	61	0	17	0	61	0	17	0	61
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through		0							0				0				0	
	Through	11	0	**101**	0	11	**101**	0	12	0	**106**	0	12	0	**106**	0	12	0	**106**
	Through-Right		0							0				0				0	
	Right	68	0	0	0	68	0	0	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	47	1	**47**	0	47	**47**	0	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	532	2	266	34	566	283	16	572	2	286	34	606	2	303	10	616	2	308
	Through-Right		0							0				0				0	
	Right	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	498	2	**249**	34	532	**266**	20	541	2	**271**	34	575	2	**288**	10	585	2	**293**
	Through-Right		0							0				0				0	
	Right	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		126	*North-South:*		126	*North-South:*			132	*North-South:*			132	*North-South:*			132
		East-West:		296	*East-West:*		313	*East-West:*			320	*East-West:*			337	*East-West:*			342
		SUM:		422	*SUM:*		439	*SUM:*			452	*SUM:*			469	*SUM:*			474
VOLUME/CAPACITY (V/C) RATIO:				0.281			0.293				0.301				0.313				0.316
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.181**			**0.193**				**0.201**				**0.213**				**0.216**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	$\Delta v/c$ after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through		0							0				0				0	
	Through	16	0	98	0	16	98	0	17	0	103	0	17	0	103	0	17	0	103
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through		0							0				0				0	
	Through	13	0	77	0	13	77	0	14	0	81	0	14	0	81	0	14	0	81
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	58	1	58	0	58	58	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1255	2	628	34	1289	645	22	1334	2	667	34	1368	2	684	-10	1358	2	679
	Through-Right		0							0				0				0	
	Right	40	1	40	0	40	40	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	31	0	31	31	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	919	2	460	34	953	477	29	990	2	495	34	1024	2	512	-10	1014	2	507
	Through-Right		0							0				0				0	
	Right	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		119	North-South:		119	North-South:			125	North-South:			125	North-South:			125
		East-West:		659	East-West:		676	East-West:			699	East-West:			716	East-West:			711
		SUM:		778	SUM:		795	SUM:			824	SUM:			841	SUM:			836
VOLUME/CAPACITY (V/C) RATIO:				0.519			0.530				0.549				0.561				0.557
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.430				0.449				0.461				0.457
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	**310**	0	310	**310**	2	326	1	**326**	0	326	1	**326**	0	326	1	**326**
	Left-Through		0							0				0				0	
	Through	410	2	205	0	410	205	3	432	2	216	0	432	2	216	0	432	2	216
	Through-Right		0							0				0				0	
	Right	215	1	54	0	215	54	0	225	1	57	0	225	1	57	0	225	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	89	1	89	0	89	89	3	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	595	2	**298**	0	595	**298**	4	626	2	**313**	0	626	2	**313**	0	626	2	**313**
	Through-Right		0							0				0				0	
	Right	84	1	55	0	84	55	4	92	1	59	0	92	1	59	0	92	1	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	59	1	59	0	59	59	4	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	1125	2	**563**	34	1159	**580**	37	1213	2	**607**	34	1247	2	**624**	-20	1227	2	**614**
	Through-Right		0							0				0				0	
	Right	353	1	198	0	353	198	2	371	1	208	0	371	1	208	0	371	1	208
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	322	1	**322**	0	322	**322**	0	337	1	**337**	0	337	1	**337**	0	337	1	**337**
	Left-Through		0							0				0				0	
	Through	848	1	442	34	882	459	26	913	1	477	34	947	1	494	-20	927	1	484
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	4	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	608		*North-South:*	608		*North-South:*	639			*North-South:*	639			*North-South:*	639		
		East-West:	885		*East-West:*	902		*East-West:*	944			*East-West:*	961			*East-West:*	951		
		SUM:	1493		*SUM:*	1510		*SUM:*	1583			*SUM:*	1600			*SUM:*	1590		
VOLUME/CAPACITY *(V/C)* RATIO:			1.086			1.098			1.151				1.164				1.156		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.986**			**0.998**			**1.051**				**1.064**				**1.056**		
LEVEL OF SERVICE (LOS):			**E**			**E**			**F**				**F**				**F**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	$\Delta v/c$ after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	1	**177**	0	177	**177**	3	188	1	**188**	0	188	1	**188**	0	188	1	**188**
	Left-Through		0							0				0				0	
	Through	264	2	132	0	264	132	6	282	2	141	0	282	2	141	0	282	2	141
	Through-Right		0							0				0				0	
	Right	121	1	48	0	121	48	0	127	1	50	0	127	1	50	0	127	1	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	1	22	0	22	22	3	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	212	2	**106**	0	212	**106**	5	227	2	**114**	0	227	2	**114**	0	227	2	**114**
	Through-Right		0							0				0				0	
	Right	74	1	43	0	74	43	7	84	1	49	0	84	1	49	0	84	1	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	62	1	62	0	62	62	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	387	2	**194**	34	421	**211**	9	414	2	**207**	34	448	2	**224**	10	458	2	**229**
	Through-Right		0							0				0				0	
	Right	177	1	89	0	177	89	2	187	1	93	0	187	1	93	0	187	1	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	147	1	**147**	0	147	**147**	0	154	1	**154**	0	154	1	**154**	0	154	1	**154**
	Left-Through		0							0				0				0	
	Through	344	1	186	34	378	203	10	370	1	201	34	404	1	218	10	414	1	223
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	3	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	283		*North-South:*	283		*North-South:*	302			*North-South:*	302			*North-South:*	302		
		East-West:	341		*East-West:*	358		*East-West:*	361			*East-West:*	378			*East-West:*	383		
		SUM:	624		*SUM:*	641		*SUM:*	663			*SUM:*	680			*SUM:*	685		
VOLUME/CAPACITY (V/C) RATIO:			0.454			0.466			0.482				0.495				0.498		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.354**			**0.366**			**0.382**				**0.395**				**0.398**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	$\Delta v/c$ after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	242	1	**242**	0	242	**242**	3	256	1	**256**	0	256	1	**256**	0	256	1	**256**
	Left-Through		0							0				0				0	
	Through	539	2	270	0	539	270	6	570	2	285	0	570	2	285	0	570	2	285
	Through-Right		0							0				0				0	
	Right	215	1	91	0	215	91	0	225	1	95	0	225	1	95	0	225	1	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	59	1	59	0	59	59	3	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	397	2	**199**	0	397	**199**	5	420	2	**210**	0	420	2	**210**	0	420	2	**210**
	Through-Right		0							0				0				0	
	Right	96	1	31	0	96	31	7	107	1	36	0	107	1	36	0	107	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	131	1	131	0	131	131	5	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	1022	2	**511**	34	1056	**528**	15	1084	2	**542**	34	1118	2	**559**	-10	1108	2	**554**
	Through-Right		0							0				0				0	
	Right	246	1	125	0	246	125	2	259	1	131	0	259	1	131	0	259	1	131
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	249	1	**249**	0	249	**249**	0	260	1	**260**	0	260	1	**260**	0	260	1	**260**
	Left-Through		0							0				0				0	
	Through	675	1	359	34	709	376	19	725	1	386	34	759	1	403	-10	749	1	398
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	3	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	441		*North-South:*	441		*North-South:*	466			*North-South:*	466			*North-South:*	466		
		East-West:	760		*East-West:*	777		*East-West:*	802			*East-West:*	819			*East-West:*	814		
		SUM:	1201		*SUM:*	1218		*SUM:*	1268			*SUM:*	1285			*SUM:*	1280		
	VOLUME/CAPACITY (V/C) RATIO:		0.873			0.886			0.922				0.935				0.931		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.773**			**0.786**			**0.822**				**0.835**				**0.831**		
	LEVEL OF SERVICE (LOS):		**C**			**C**			**D**				**D**				**D**		

REMARKS: Alternate Route 1: Concurrant Use of All Three Vulcan Disposal Sites and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	*Δv/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	574	1	**328**	0	574	**342**	4	604	1	**346**	0	604	1	**360**	0	604	1	**355**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	410	1	0	43	453	0	4	433	1	0	43	476	1	0	-15	461	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	341	1	**341**	43	384	**384**	3	360	1	**360**	43	403	1	**403**	-15	388	1	**388**
	Left-Through		0							0				0				0	
	Through	1024	2	512	1	1025	513	36	1107	2	554	1	1108	2	554	0	1108	2	554
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	610	2	**305**	1	611	**306**	27	665	2	**333**	1	666	2	**333**	0	666	2	**333**
	Through-Right		0							0				0				0	
	Right	268	1	104	0	268	97	2	282	1	109	0	282	1	102	0	282	1	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		328	*North-South:*		342	*North-South:*			346	*North-South:*			360	*North-South:*			355
		East-West:		646	*East-West:*		690	*East-West:*			693	*East-West:*			736	*East-West:*			721
		SUM:		974	*SUM:*		1032	*SUM:*			1039	*SUM:*			1096	*SUM:*			1076
VOLUME/CAPACITY *(V/C)* RATIO:				0.684			0.724				0.729				0.769				0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.584**			**0.624**				**0.629**				**0.669**				**0.655**
LEVEL OF SERVICE (LOS):				**A**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.040	*Δv/c* after mitigation:	0.026
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	101	1	**101**	0	101	**101**	4	110	1	**110**	0	110	1	**110**	0	110	1	**110**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	227	1	0	43	270	0	5	242	1	0	43	285	1	0	0	285	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	231	1	**231**	43	274	**274**	4	246	1	**246**	43	289	1	**289**	0	289	1	**289**
	Left-Through		0							0				0				0	
	Through	304	2	152	1	305	153	7	325	2	163	1	326	2	163	0	326	2	163
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	312	2	**156**	1	313	**157**	8	334	2	**167**	1	335	2	**168**	0	335	2	**168**
	Through-Right		0							0				0				0	
	Right	146	1	96	0	146	96	5	158	1	103	0	158	1	103	0	158	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		101	*North-South:*		101	*North-South:*			110	*North-South:*			110	*North-South:*			110
		East-West:		387	*East-West:*		431	*East-West:*			413	*East-West:*			457	*East-West:*			457
		SUM:		488	*SUM:*		532	*SUM:*			523	*SUM:*			567	*SUM:*			567
VOLUME/CAPACITY (V/C) RATIO:				0.342			0.373				0.367				0.398				0.398
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.242**			**0.273**				**0.267**				**0.298**				**0.298**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.031	Δ*v/c* after mitigation:	0.031
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	223	1	**167**	0	223	**182**	4	237	1	**178**	0	237	1	**192**	0	237	1	**195**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	279	1	0	43	322	0	5	297	1	0	43	340	1	0	7	347	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	433	1	**433**	43	476	**476**	4	457	1	**457**	43	500	1	**500**	7	507	1	**507**
	Left-Through		0							0				0				0	
	Through	513	2	257	1	514	257	13	549	2	275	1	550	2	275	0	550	2	275
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	450	2	225	1	451	226	17	488	2	244	1	489	2	245	0	489	2	245
	Through-Right		0							0				0				0	
	Right	361	1	**278**	0	361	**270**	5	382	1	**293**	0	382	1	**286**	0	382	1	**285**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		167	*North-South:*		182	*North-South:*			178	*North-South:*			192	*North-South:*			195
		East-West:		711	*East-West:*		746	*East-West:*			750	*East-West:*			786	*East-West:*			792
		SUM:		878	*SUM:*		928	*SUM:*			928	*SUM:*			978	*SUM:*			987
VOLUME/CAPACITY (V/C) RATIO:				0.616			0.651				0.651				0.686				0.693
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.516**			**0.551**				**0.551**				**0.586**				**0.593**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.035	*Δv/c* after mitigation:	0.042
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1425			#####			1425				1425					1425
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	89	1	89	0	89	89	2	95	1	95	0	95	1	95	0	95	1	95
	Through-Right		1							1				1				1	
	Right	531	0	**341**	43	574	**372**	3	558	0	**358**	43	601	0	**389**	-15	586	0	**379**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	182	1	**182**	0	182	**182**	2	192	1	**192**	0	192	1	**192**	0	192	1	**192**
	Left-Through		0							0				0				0	
	Through	238	2	119	0	238	119	4	253	2	127	0	253	2	127	0	253	2	127
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	691	2	**380**	43	734	**404**	4	727	2	**400**	43	770	2	**424**	-15	755	2	**415**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	85	1	0	0	85	0	3	92	1	0	0	92	1	0	0	92	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		523	North-South:		554	North-South:			550	North-South:			581	North-South:			571
		East-West:		380	East-West:		404	East-West:			400	East-West:			424	East-West:			415
		SUM:		903	SUM:		958	SUM:			950	SUM:			1005	SUM:			986
	VOLUME/CAPACITY (V/C) RATIO:			0.634			0.672				0.667				0.705				0.692
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.634			0.672				0.667				0.705				0.692
	LEVEL OF SERVICE (LOS):			B			B				B				C				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

PROJECT IMPACT

Change in *v/c* due to project:	0.038	Δ*v/c* after mitigation:	0.025
Significant impacted?	NO	Fully mitigated?	N/A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			0			0			0				0					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1425			#####				1425				1425				1425
NORTHBOUND Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND Left-Through		0							0				0				0	
NORTHBOUND Through	51	1	51	0	51	51	5	58	1	58	0	58	1	58	0	58	1	58
NORTHBOUND Through-Right		1							1				1				1	
NORTHBOUND Right	318	0	242	43	361	273	4	337	0	256	43	380	0	287	0	380	0	287
NORTHBOUND Left-Through-Right		0							0				0				0	
NORTHBOUND Left-Right		0							0				0				0	
SOUTHBOUND Left	85	1	85	0	85	85	3	92	1	92	0	92	1	92	0	92	1	92
SOUTHBOUND Left-Through		0							0				0				0	
SOUTHBOUND Through	45	2	23	0	45	23	4	51	2	26	0	51	2	26	0	51	2	26
SOUTHBOUND Through-Right		0							0				0				0	
SOUTHBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0							0				0				0	
SOUTHBOUND Left-Right		0							0				0				0	
EASTBOUND Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through		0							0				0				0	
EASTBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Through-Right		0							0				0				0	
EASTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0							0				0				0	
EASTBOUND Left-Right		0							0				0				0	
WESTBOUND Left	279	2	153	43	322	177	5	297	2	163	43	340	2	187	0	340	2	187
WESTBOUND Left-Through		0							0				0				0	
WESTBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND Through-Right		0							0				0				0	
WESTBOUND Right	111	1	69	0	111	69	3	119	1	73	0	119	1	73	0	119	1	73
WESTBOUND Left-Through-Right		0							0				0				0	
WESTBOUND Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		327	North-South:		358	North-South:			348	North-South:			379	North-South:			379
	East-West:		153	East-West:		177	East-West:			163	East-West:			187	East-West:			187
	SUM:		480	SUM:		535	SUM:			511	SUM:			566	SUM:			566
VOLUME/CAPACITY (V/C) RATIO:			0.337			0.375				0.359				0.397				0.397
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.337			0.375				0.359				0.397				0.397
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/ WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

PROJECT IMPACT

Change in *v/c* due to project:	0.038	Δ*v/c* after mitigation:	0.038
Significant impacted?	NO	Fully mitigated?	N/A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1425			#####			1425				1425					1425
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	136	1	136	0	136	136	5	147	1	147	0	147	1	147	0	147	1	147
	Through-Right		1							1				1				1	
	Right	663	0	**539**	43	706	**570**	4	697	0	**566**	43	740	0	**597**	7	747	0	**602**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	**88**	0	88	**88**	3	95	1	**95**	0	95	1	**95**	0	95	1	**95**
	Left-Through		0							0				0				0	
	Through	72	2	36	0	72	36	4	79	2	40	0	79	2	40	0	79	2	40
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	451	2	**248**	43	494	**272**	5	477	2	**262**	43	520	2	**286**	7	527	2	**290**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	108	1	64	0	108	64	3	116	1	69	0	116	1	69	0	116	1	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		627	North-South:		658	North-South:			661	North-South:			692	North-South:			697
		East-West:		248	East-West:		272	East-West:			262	East-West:			286	East-West:			290
		SUM:		875	SUM:		930	SUM:			923	SUM:			978	SUM:			987
	VOLUME/CAPACITY (V/C) RATIO:			0.614			0.653				0.648				0.686				0.693
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.614			0.653				0.648				0.686				0.693
	LEVEL OF SERVICE (LOS):			B			B				B				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/ WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.038	**$\Delta v/c$ after mitigation:**	0.045
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**2**	0	2	**2**	0	2	0	**2**	0	2	0	**2**	0	2	0	**2**
	Left-Through		0							0				0				0	
	Through	2	0	106	0	2	106	0	2	0	111	0	2	0	111	0	2	0	111
	Through-Right		0							0				0				0	
	Right	102	0	0	0	102	0	0	107	0	0	0	107	0	0	0	107	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	128	0	128	0	128	128	9	143	0	143	0	143	0	143	0	143	0	143
	Left-Through		1							1				1				1	
	Through	12	0	140	0	12	140	0	13	0	156	0	13	0	156	0	13	0	156
	Through-Right		0							0				0				0	
	Right	384	1	**289**	0	384	**276**	1	403	1	**303**	0	403	1	**290**	0	403	1	**294**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	191	1	**191**	26	217	**217**	0	200	1	**200**	26	226	1	**226**	-8	218	1	**218**
	Left-Through		0							0				0				0	
	Through	542	1	272	17	559	280	5	572	1	287	17	589	1	295	-7	582	1	292
	Through-Right		1							1				1				1	
	Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	374	1	**326**	43	417	**348**	6	397	1	**345**	43	440	1	**366**	-15	425	1	**359**
	Through-Right		1							1				1				1	
	Right	278	0	278	0	278	278	1	292	0	292	0	292	0	292	0	292	0	292
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		291	*North-South:*		278	*North-South:*			305	*North-South:*			292	*North-South:*			296
		East-West:		517	*East-West:*		565	*East-West:*			545	*East-West:*			592	*East-West:*			577
		SUM:		808	*SUM:*		843	*SUM:*			850	*SUM:*			884	*SUM:*			873
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.703				0.708				0.737				0.728
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.703				0.708				0.737				0.728
LEVEL OF SERVICE (LOS):				**B**			**C**				**C**				**C**				**C**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.029	∆*v/c* after mitigation:	0.020
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1	0	**38**	0	1	**38**	0	1	0	**40**	0	1	0	**40**	0	1	0	**40**
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	68	0	**68**	0	68	**68**	1	72	0	**72**	0	72	0	**72**	0	72	0	**72**
	Left-Through		1							1				1				1	
	Through	7	0	75	0	7	75	0	7	0	79	0	7	0	79	0	7	0	79
	Through-Right		0							0				0				0	
	Right	35	1	6	0	35	0	1	38	1	8	0	38	1	0	0	38	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	58	1	**58**	26	84	**84**	0	61	1	**61**	26	87	1	**87**	-1	86	1	**86**
	Left-Through		0							0				0				0	
	Through	359	1	181	17	376	189	7	382	1	192	17	399	1	201	1	400	1	201
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	362	1	**216**	43	405	**237**	7	386	1	**230**	43	429	1	**251**	0	429	1	**251**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	1	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		106	*North-South:*		106	*North-South:*			112	*North-South:*			112	*North-South:*			112
		East-West:		274	*East-West:*		321	*East-West:*			291	*East-West:*			338	*East-West:*			337
		SUM:		380	*SUM:*		427	*SUM:*			403	*SUM:*			450	*SUM:*			449
VOLUME/CAPACITY (V/C) RATIO:				0.317			0.356				0.336				0.375				0.374
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.317			0.356				0.336				0.375				0.374
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.039	$\Delta v/c$ after mitigation:	0.038
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		0							0				0				0	
	Through	2	0	**63**	0	2	**63**	0	2	0	**66**	0	2	0	**66**	0	2	0	**66**
	Through-Right		0							0				0				0	
	Right	60	0	0	0	60	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	150	0	**150**	0	150	**150**	5	162	0	**162**	0	162	0	**162**	0	162	0	**162**
	Left-Through		1							1				1				1	
	Through	15	0	165	0	15	165	0	16	0	178	0	16	0	178	0	16	0	178
	Through-Right		0							0				0				0	
	Right	120	1	90	0	120	77	1	126	1	95	0	126	1	82	0	126	1	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	1	60	26	86	86	0	63	1	63	26	89	1	89	-1	88	1	88
	Left-Through		0							0				0				0	
	Through	692	1	**350**	17	709	**359**	7	731	1	**370**	17	748	1	**378**	8	756	1	**382**
	Through-Right		1							1				1				1	
	Right	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	**73**	0	73	**73**	0	76	1	**76**	0	76	1	**76**	0	76	1	**76**
	Left-Through		0							0				0				0	
	Through	421	1	253	43	464	274	7	447	1	268	43	490	1	290	7	497	1	293
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	1	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		213	*North-South:*		213	*North-South:*			228	*North-South:*			228	*North-South:*			228
		East-West:		423	*East-West:*		432	*East-West:*			446	*East-West:*			454	*East-West:*			458
		SUM:		636	*SUM:*		645	*SUM:*			674	*SUM:*			682	*SUM:*			686
VOLUME/CAPACITY (V/C) RATIO:				0.530			0.538				0.562				0.568				0.572
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.538				0.562				0.568				0.572
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	*Δv/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	20	0	**109**	0	20	**109**	0	21	0	**114**	0	21	0	**114**	0	21	0	**114**
	Through-Right		0							0				0				0	
	Right	76	0	0	0	76	0	0	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	25	0	**25**	0	25	**25**	1	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		1							1				1				1	
	Through	1	0	26	0	1	26	0	1	0	28	0	1	0	28	0	1	0	28
	Through-Right		0							0				0				0	
	Right	45	1	0	0	45	0	0	47	1	0	0	47	1	0	0	47	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	**206**	0	206	**206**	1	216	1	**216**	0	216	1	**216**	0	216	1	**216**
	Left-Through		0							0				0				0	
	Through	518	1	273	17	535	282	14	556	1	293	17	573	1	301	-7	566	1	298
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	1	51	0	51	51	0	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	657	1	**380**	43	700	**401**	7	694	1	**404**	43	737	1	**426**	-15	722	1	**418**
	Through-Right		1							1				1				1	
	Right	102	0	102	0	102	102	7	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		134	*North-South:*		134	*North-South:*			141	*North-South:*			141	*North-South:*			141
		East-West:		586	*East-West:*		607	*East-West:*			620	*East-West:*			642	*East-West:*			634
		SUM:		720	*SUM:*		741	*SUM:*			761	*SUM:*			783	*SUM:*			775
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.618				0.634				0.653				0.646
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.618				0.634				0.653				0.646
LEVEL OF SERVICE (LOS):				A			B				B				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	$\Delta v/c$ after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	23	0	**74**	0	23	**74**	0	24	0	**78**	0	24	0	**78**	0	24	0	**78**
	Through-Right		0							0				0				0	
	Right	35	0	0	0	35	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	53	0	**53**	0	53	**53**	1	56	0	**56**	0	56	0	**56**	0	56	0	**56**
	Left-Through		1							1				1				1	
	Through	3	0	56	0	3	56	0	3	0	59	0	3	0	59	0	3	0	59
	Through-Right		0							0				0				0	
	Right	68	1	24	0	68	24	0	71	1	25	0	71	1	25	0	71	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	88	1	**88**	0	88	**88**	1	93	1	**93**	0	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	366	1	196	17	383	204	7	390	1	208	17	407	1	217	1	408	1	217
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	374	1	**236**	43	417	**257**	8	399	1	**251**	43	442	1	**272**	0	442	1	**272**
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	1	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		127	*North-South:*		127	*North-South:*			134	*North-South:*			134	*North-South:*			134
		East-West:		324	*East-West:*		345	*East-West:*			344	*East-West:*			365	*East-West:*			365
		SUM:		451	*SUM:*		472	*SUM:*			478	*SUM:*			499	*SUM:*			499
	VOLUME/CAPACITY (V/C) RATIO:			0.376			0.393				0.398				0.416				0.416
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.376			0.393				0.398				0.416				0.416
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	∆*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through		0							0				0				0	
	Through	8	0	**58**	0	8	**58**	0	8	0	**60**	0	8	0	**60**	0	8	0	**60**
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	71	0	**71**	0	71	**71**	1	75	0	**75**	0	75	0	**75**	0	75	0	**75**
	Left-Through		1							1				1				1	
	Through	6	0	77	0	6	77	0	6	0	81	0	6	0	81	0	6	0	81
	Through-Right		0							0				0				0	
	Right	59	1	0	0	59	0	0	62	1	0	0	62	1	0	0	62	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	233	1	**233**	0	233	**233**	1	245	1	**245**	0	245	1	**245**	0	245	1	**245**
	Left-Through		0							0				0				0	
	Through	642	1	332	17	659	340	11	682	1	352	17	699	1	361	8	707	1	365
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	15	1	15	0	15	15	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	504	1	**354**	43	547	**375**	8	535	1	**377**	43	578	1	**398**	7	585	1	**402**
	Through-Right		1							1				1				1	
	Right	203	0	203	0	203	203	6	218	0	218	0	218	0	218	0	218	0	218
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		129	*North-South:*		129	*North-South:*			135	*North-South:*			135	*North-South:*			135
		East-West:		587	*East-West:*		608	*East-West:*			622	*East-West:*			643	*East-West:*			647
		SUM:		716	*SUM:*		737	*SUM:*			757	*SUM:*			778	*SUM:*			782
VOLUME/CAPACITY (V/C) RATIO:				0.597			0.614				0.631				0.648				0.652
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.597			0.614				0.631				0.648				0.652
LEVEL OF SERVICE (LOS):				A			B				B				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	$\Delta v/c$ after mitigation:	0.021
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	2	**85**	0	154	**85**	0	161	2	**89**	0	161	2	**89**	0	161	2	**89**
	Left-Through		0							0				0				0	
	Through	409	1	280	0	409	293	52	480	1	319	0	480	1	332	0	480	1	328
	Through-Right		1							1				1				1	
	Right	150	0	150	26	176	176	0	157	0	157	26	183	0	183	-8	175	0	175
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	140	2	77	0	140	77	7	153	2	84	0	153	2	84	0	153	2	84
	Left-Through		0							0				0				0	
	Through	1013	1	**572**	0	1013	**572**	46	1105	1	**632**	0	1105	1	**632**	0	1105	1	**632**
	Through-Right		1							1				1				1	
	Right	130	0	130	0	130	130	22	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	**101**	0	101	**101**	33	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	540	1	441	0	540	441	53	618	1	488	0	618	1	488	0	618	1	488
	Through-Right		1							1				1				1	
	Right	342	0	342	0	342	342	0	358	0	358	0	358	0	358	0	358	0	358
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	177	1	177	0	177	177	0	185	1	185	0	185	1	185	0	185	1	185
	Left-Through		0							0				0				0	
	Through	547	1	**547**	0	547	**547**	38	610	1	**610**	0	610	1	**610**	0	610	1	**610**
	Through-Right		0							0				0				0	
	Right	133	1	95	0	133	95	11	150	1	108	0	150	1	108	0	150	1	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		657	*North-South:*		657	*North-South:*			721	*North-South:*			721	*North-South:*			721
		East-West:		648	*East-West:*		648	*East-West:*			749	*East-West:*			749	*East-West:*			749
		SUM:		1305	*SUM:*		1305	*SUM:*			1470	*SUM:*			1470	*SUM:*			1470
	VOLUME/CAPACITY *(V/C)* RATIO:			0.916			0.916				1.032				1.032				1.032
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.816**			**0.816**				**0.932**				**0.932**				**0.932**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	2	53	0	97	53	0	101	2	56	0	101	2	56	0	101	2	56
	Left-Through		0							0				0				0	
	Through	468	1	**292**	0	468	**305**	30	519	1	**320**	0	519	1	**333**	0	519	1	**332**
	Through-Right		1							1				1				1	
	Right	115	0	115	26	141	141	0	120	0	120	26	146	0	146	-1	145	0	145
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	2	**51**	0	92	**51**	0	96	2	**53**	0	96	2	**53**	0	96	2	**53**
	Left-Through		0							0				0				0	
	Through	391	1	263	0	391	263	36	445	1	293	0	445	1	293	0	445	1	293
	Through-Right		1							1				1				1	
	Right	135	0	135	0	135	135	0	141	0	141	0	141	0	141	0	141	0	141
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	**117**	0	117	**117**	0	122	1	**122**	0	122	1	**122**	0	122	1	**122**
	Left-Through		0							0				0				0	
	Through	250	1	208	0	250	208	16	277	1	225	0	277	1	225	0	277	1	225
	Through-Right		1							1				1				1	
	Right	165	0	165	0	165	165	0	173	0	173	0	173	0	173	0	173	0	173
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	273	1	**273**	0	273	**273**	15	300	1	**300**	0	300	1	**300**	0	300	1	**300**
	Through-Right		0							0				0				0	
	Right	120	1	95	0	120	95	0	125	1	99	0	125	1	99	0	125	1	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		343	*North-South:*		356	*North-South:*			373	*North-South:*			386	*North-South:*			385
		East-West:		390	*East-West:*		390	*East-West:*			422	*East-West:*			422	*East-West:*			422
		SUM:		733	*SUM:*		746	*SUM:*			795	*SUM:*			808	*SUM:*			807
VOLUME/CAPACITY (V/C) RATIO:				0.514			0.524				0.558				0.567				0.566
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.414**			**0.424**				**0.458**				**0.467**				**0.466**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	∆*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0		NB-- 0 SB--	EB-- 0 WB--	0		NB-- 0 SB--	EB-- 0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	122	2	67	0	122	67	0	128	2	70	0	128	2	70	0	128	2	70
	Left-Through		0							0				0				0	
	Through	877	1	**516**	0	877	**529**	37	954	1	**558**	0	954	1	**571**	0	954	1	**571**
	Through-Right		1							1				1				1	
	Right	155	0	155	26	181	181	0	162	0	162	26	188	0	188	-1	187	0	187
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	102	2	**56**	0	102	**56**	5	112	2	**62**	0	112	2	**62**	0	112	2	**62**
	Left-Through		0							0				0				0	
	Through	487	1	316	0	487	316	44	553	1	361	0	553	1	361	0	553	1	361
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	16	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	158	1	**158**	0	158	**158**	10	175	1	**175**	0	175	1	**175**	0	175	1	**175**
	Left-Through		0							0				0				0	
	Through	414	1	299	0	414	299	22	455	1	324	0	455	1	324	0	455	1	324
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	192	0	192	0	192	0	192	0	192	0	192
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	162	1	162	0	162	162	0	169	1	169	0	169	1	169	0	169	1	169
	Left-Through		0							0				0				0	
	Through	460	1	**460**	0	460	**460**	23	504	1	**504**	0	504	1	**504**	0	504	1	**504**
	Through-Right		0							0				0				0	
	Right	156	1	128	0	156	128	3	166	1	135	0	166	1	135	0	166	1	135
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	572	*North-South:*			585	*North-South:*			620	*North-South:*			633	*North-South:*			633
		East-West:	618	*East-West:*			618	*East-West:*			679	*East-West:*			679	*East-West:*			679
		SUM:	1190	*SUM:*			1203	*SUM:*			1299	*SUM:*			1312	*SUM:*			1312
VOLUME/CAPACITY (V/C) RATIO:			0.835				0.844				0.912				0.921				0.921
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.735**				**0.744**				**0.812**				**0.821**				**0.821**
LEVEL OF SERVICE (LOS):			**C**				**C**				**D**				**D**				**D**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	99	**99**	74	178	1	**178**	0	178	1	**178**	0	178	1	**178**
	Left-Through		0							0				0				0	
	Through	411	1	286	0	411	286	113	543	1	356	0	543	1	356	0	543	1	356
	Through-Right		1							1				1				1	
	Right	161	0	161	0	161	161	0	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	77	0	77	77	16	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	976	1	**547**	0	976	**556**	130	1151	1	**637**	0	1151	1	**646**	0	1151	1	**642**
	Through-Right		1							1				1				1	
	Right	118	0	118	17	135	135	0	123	0	123	17	140	0	140	-7	133	0	133
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	1	68	17	85	85	0	71	1	71	17	88	1	88	-7	81	1	81
	Left-Through		0							0				0				0	
	Through	414	1	**414**	26	440	**440**	14	447	1	**447**	26	473	1	**473**	-8	465	1	**465**
	Through-Right		0							0				0				0	
	Right	212	1	163	0	212	163	77	299	1	210	0	299	1	210	0	299	1	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	117	0	**117**	0	117	**117**	0	122	0	**122**	0	122	0	**122**	0	122	0	**122**
	Left-Through		0							0				0				0	
	Through	272	0	436	0	272	436	13	297	0	471	0	297	0	471	0	297	0	471
	Through-Right		0							0				0				0	
	Right	47	0	0	0	47	0	3	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		646	*North-South:*		655	*North-South:*			815	*North-South:*			824	*North-South:*			820
		East-West:		531	*East-West:*		557	*East-West:*			569	*East-West:*			595	*East-West:*			587
		SUM:		1177	*SUM:*		1212	*SUM:*			1384	*SUM:*			1419	*SUM:*			1407
VOLUME/CAPACITY *(V/C)* RATIO:				0.856			0.881				1.007				1.032				1.023
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.781				0.907				0.932				0.923
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	$\Delta v/c$ after mitigation:	0.016
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	0	63	63	38	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	455	1	**306**	0	455	**306**	58	534	1	**349**	0	534	1	**349**	0	534	1	**349**
	Through-Right		1							1				1				1	
	Right	157	0	157	0	157	157	0	164	0	164	0	164	0	164	0	164	0	164
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	**85**	0	85	**85**	3	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	436	1	262	0	436	271	66	522	1	307	0	522	1	316	0	522	1	316
	Through-Right		1							1				1				1	
	Right	88	0	88	17	105	105	0	92	0	92	17	109	0	109	1	110	0	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	44	1	**44**	17	61	**61**	0	46	1	**46**	17	63	1	**63**	1	64	1	**64**
	Left-Through		0							0				0				0	
	Through	234	1	234	26	260	260	16	261	1	261	26	287	1	287	-1	286	1	286
	Through-Right		0							0				0				0	
	Right	100	1	69	0	100	69	31	136	1	84	0	136	1	84	0	136	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	113	0	113	0	113	113	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through		0							0				0				0	
	Through	236	0	**424**	0	236	**424**	15	262	0	**467**	0	262	0	**467**	0	262	0	**467**
	Through-Right		0							0				0				0	
	Right	75	0	0	0	75	0	9	87	0	0	0	87	0	0	0	87	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		391	*North-South:*		391	*North-South:*			441	*North-South:*			441	*North-South:*			441
		East-West:		468	*East-West:*		485	*East-West:*			513	*East-West:*			530	*East-West:*			531
		SUM:		859	*SUM:*		876	*SUM:*			954	*SUM:*			971	*SUM:*			972
VOLUME/CAPACITY (V/C) RATIO:				0.625			0.637				0.694				0.706				0.707
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.525**			**0.537**				**0.594**				**0.606**				**0.607**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	109	109	49	163	1	163	0	163	1	163	0	163	1	163
	Left-Through		0							0				0				0	
	Through	685	1	**407**	0	685	**407**	77	793	1	**464**	0	793	1	**464**	0	793	1	**464**
	Through-Right		1							1				1				1	
	Right	128	0	128	0	128	128	0	134	0	134	0	134	0	134	0	134	0	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	**60**	0	60	**60**	3	66	1	**66**	0	66	1	**66**	0	66	1	**66**
	Left-Through		0							0				0				0	
	Through	376	1	232	0	376	240	83	476	1	284	0	476	1	292	0	476	1	296
	Through-Right		1							1				1				1	
	Right	87	0	87	17	104	104	0	91	0	91	17	108	0	108	8	116	0	116
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	63	1	**63**	17	80	**80**	0	66	1	**66**	17	83	1	**83**	8	91	1	**91**
	Left-Through		0							0				0				0	
	Through	276	1	276	26	302	302	16	305	1	305	26	331	1	331	-1	330	1	330
	Through-Right		0							0				0				0	
	Right	70	1	16	0	70	16	42	115	1	34	0	115	1	34	0	115	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through		0							0				0				0	
	Through	323	0	**498**	0	323	**498**	15	353	0	**545**	0	353	0	**545**	0	353	0	**545**
	Through-Right		0							0				0				0	
	Right	59	0	0	0	59	0	9	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		467	*North-South:*		467	*North-South:*			530	*North-South:*			530	*North-South:*			530
		East-West:		561	*East-West:*		578	*East-West:*			611	*East-West:*			628	*East-West:*			636
		SUM:		1028	*SUM:*		1045	*SUM:*			1141	*SUM:*			1158	*SUM:*			1166
VOLUME/CAPACITY (V/C) RATIO:				0.748			0.760				0.830				0.842				0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.660**				**0.730**				**0.742**				**0.748**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	∆*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0				0				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	551	1	287	26	577	300	52	628	1	326	26	654	1	339	-8	646	1	335
	Through-Right		1							1				1				1	
	Right	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	82	0	82	82	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	1318	2	**659**	0	1318	**659**	46	1424	2	**712**	0	1424	2	**712**	0	1424	2	**712**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through		1							1				1				1	
	Through	5	0	33	0	5	33	0	5	0	34	0	5	0	34	0	5	0	34
	Through-Right		0							0				0				0	
	Right	281	1	**281**	0	281	**281**	55	349	1	**349**	0	349	1	**349**	0	349	1	**349**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	22	0	**22**	0	22	**22**	0	23	0	**23**	0	23	0	**23**	0	23	0	**23**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	75	0	97	0	75	97	0	78	0	101	0	78	0	101	0	78	0	101
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
	CRITICAL VOLUMES	North-South:		659	North-South:		659	North-South:			712	North-South:			712	North-South:			712
		East-West:		303	East-West:		303	East-West:			372	East-West:			372	East-West:			372
		SUM:		962	SUM:		962	SUM:			1084	SUM:			1084	SUM:			1084
	VOLUME/CAPACITY (V/C) RATIO:			0.802			0.802				0.903				0.903				0.903
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.802			0.802				0.903				0.903				0.903
	LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 | *Δv/c* after mitigation: 0.000

Significant impacted? NO | Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	397	1	213	26	423	226	30	445	1	238	26	471	1	251	-1	470	1	250
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	514	2	**257**	0	514	**257**	36	573	2	**287**	0	573	2	**287**	0	573	2	**287**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through		1							1				1				1	
	Through	7	0	48	0	7	48	0	7	0	50	0	7	0	50	0	7	0	50
	Through-Right		0							0				0				0	
	Right	146	1	**146**	0	146	**146**	3	156	1	**156**	0	156	1	**156**	0	156	1	**156**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	18	0	**18**	0	18	**18**	0	19	0	**19**	0	19	0	**19**	0	19	0	**19**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	25	0	43	0	25	43	0	26	0	45	0	26	0	45	0	26	0	45
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
	CRITICAL VOLUMES	*North-South:*		257	*North-South:*		257	*North-South:*			287	*North-South:*			287	*North-South:*			287
		East-West:		164	*East-West:*		164	*East-West:*			175	*East-West:*			175	*East-West:*			175
		SUM:		421	*SUM:*		421	*SUM:*			462	*SUM:*			462	*SUM:*			462
	VOLUME/CAPACITY (V/C) RATIO:			0.351			0.351				0.385				0.385				0.385
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.351			0.351				0.385				0.385				0.385
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1044	1	**538**	26	1070	**551**	37	1129	1	**581**	26	1155	1	**594**	-1	1154	1	**593**
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	45	1	**45**	0	45	**45**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
	Left-Through		0							0				0				0	
	Through	786	2	393	0	786	393	44	866	2	433	0	866	2	433	0	866	2	433
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	0	54	0	54	54	0	56	0	56	0	56	0	56	0	56	0	56
	Left-Through		1							1				1				1	
	Through	17	0	71	0	17	71	0	18	0	74	0	18	0	74	0	18	0	74
	Through-Right		0							0				0				0	
	Right	206	1	**206**	0	206	**206**	9	224	1	**224**	0	224	1	**224**	0	224	1	**224**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	0	**20**	0	20	**20**	0	21	0	**21**	0	21	0	**21**	0	21	0	**21**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	47	0	67	0	47	67	0	49	0	70	0	49	0	70	0	49	0	70
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
	CRITICAL VOLUMES	North-South:		583	North-South:		596	North-South:			628	North-South:			641	North-South:			640
		East-West:		226	East-West:		226	East-West:			245	East-West:			245	East-West:			245
		SUM:		809	SUM:		822	SUM:			873	SUM:			886	SUM:			885
	VOLUME/CAPACITY (V/C) RATIO:			0.674			0.685				0.728				0.738				0.738
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.674			0.685				0.728				0.738				0.738
	LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	**48**	0	48	**48**	0	50	1	**50**	0	50	1	**50**	0	50	1	**50**
	Left-Through		0							0				0				0	
	Through	358	2	179	26	384	192	40	414	2	207	26	440	2	220	-8	432	2	216
	Through-Right		0							0				0				0	
	Right	227	1	180	0	227	180	94	331	1	256	0	331	1	256	0	331	1	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	157	1	157	0	157	157	74	238	1	238	0	238	1	238	0	238	1	238
	Left-Through		0							0				0				0	
	Through	1238	1	**726**	0	1238	**726**	27	1322	1	**773**	0	1322	1	**773**	0	1322	1	**773**
	Through-Right		1							1				1				1	
	Right	214	0	214	0	214	214	0	224	0	224	0	224	0	224	0	224	0	224
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	133	1	**133**	0	133	**133**	0	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	828	1	475	0	828	475	72	938	1	533	0	938	1	533	0	938	1	533
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	0	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	53	151	1	151	0	151	1	151	0	151	1	151
	Left-Through		0							0				0				0	
	Through	883	1	**501**	0	883	**501**	50	973	1	**555**	0	973	1	**555**	0	973	1	**555**
	Through-Right		1							1				1				1	
	Right	119	0	119	0	119	119	12	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		774	*North-South:*		774	*North-South:*			823	*North-South:*			823	*North-South:*			823
		East-West:		634	*East-West:*		634	*East-West:*			694	*East-West:*			694	*East-West:*			694
		SUM:		1408	*SUM:*		1408	*SUM:*			1517	*SUM:*			1517	*SUM:*			1517
VOLUME/CAPACITY *(V/C)* RATIO:				0.939			0.939				1.011				1.011				1.011
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.839**			**0.839**				**0.911**				**0.911**				**0.911**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	**17**	0	17	**17**	0	18	1	**18**	0	18	1	**18**	0	18	1	**18**
	Left-Through		0							0				0				0	
	Through	269	2	135	26	295	148	30	311	2	156	26	337	2	169	-1	336	2	168
	Through-Right		0							0				0				0	
	Right	228	1	170	0	228	170	3	241	1	176	0	241	1	176	0	241	1	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	120	1	120	0	120	120	3	128	1	128	0	128	1	128	0	128	1	128
	Left-Through		0							0				0				0	
	Through	473	1	**289**	0	473	**289**	36	531	1	**321**	0	531	1	**321**	0	531	1	**321**
	Through-Right		1							1				1				1	
	Right	105	0	105	0	105	105	0	110	0	110	0	110	0	110	0	110	0	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	1	60	0	60	60	0	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0							0				0				0	
	Through	444	1	**282**	0	444	**282**	16	480	1	**303**	0	480	1	**303**	0	480	1	**303**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	116	1	**116**	0	116	**116**	9	130	1	**130**	0	130	1	**130**	0	130	1	**130**
	Left-Through		0							0				0				0	
	Through	374	1	233	0	374	233	15	406	1	251	0	406	1	251	0	406	1	251
	Through-Right		1							1				1				1	
	Right	91	0	91	0	91	91	0	95	0	95	0	95	0	95	0	95	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		306	*North-South:*		306	*North-South:*			339	*North-South:*			339	*North-South:*			339
		East-West:		398	*East-West:*		398	*East-West:*			433	*East-West:*			433	*East-West:*			433
		SUM:		704	*SUM:*		704	*SUM:*			772	*SUM:*			772	*SUM:*			772
VOLUME/CAPACITY (V/C) RATIO:				0.469			0.469				0.515				0.515				0.515
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.369**			**0.369**				**0.415**				**0.415**				**0.415**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	825	2	**413**	26	851	**426**	33	896	2	**448**	26	922	2	**461**	-1	921	2	**461**
	Through-Right		0							0				0				0	
	Right	231	1	185	0	231	185	15	257	1	197	0	257	1	197	0	257	1	197
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	115	1	**115**	0	115	**115**	12	132	1	**132**	0	132	1	**132**	0	132	1	**132**
	Left-Through		0							0				0				0	
	Through	842	1	448	0	842	448	41	921	1	488	0	921	1	488	0	921	1	488
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	121	1	121	0	121	121	0	127	1	127	0	127	1	127	0	127	1	127
	Left-Through		0							0				0				0	
	Through	918	1	**497**	0	918	**497**	25	985	1	**532**	0	985	1	**532**	0	985	1	**532**
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	0	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	**93**	0	93	**93**	24	121	1	**121**	0	121	1	**121**	0	121	1	**121**
	Left-Through		0							0				0				0	
	Through	673	1	385	0	673	385	26	730	1	417	0	730	1	417	0	730	1	417
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	4	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		528	*North-South:*		541	*North-South:*			580	*North-South:*			593	*North-South:*			593
		East-West:		590	*East-West:*		590	*East-West:*			653	*East-West:*			653	*East-West:*			653
		SUM:		1118	*SUM:*		1131	*SUM:*			1233	*SUM:*			1246	*SUM:*			1246
VOLUME/CAPACITY (V/C) RATIO:				0.745			0.754				0.822				0.831				0.831
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.645**			**0.654**				**0.722**				**0.731**				**0.731**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	∆*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	618	1	**376**	0	618	**376**	79	725	1	**432**	0	725	1	**432**	0	725	1	**432**
	Through-Right		1							1				1				1	
	Right	133	0	133	0	133	133	0	139	0	139	0	139	0	139	0	139	0	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	578	1	**578**	0	578	**578**	28	632	1	**632**	0	632	1	**632**	0	632	1	**632**
	Left-Through		0							0				0				0	
	Through	713	2	357	0	713	357	52	798	2	399	0	798	2	399	0	798	2	399
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	1	**23**	0	23	**23**	0	24	1	**24**	0	24	1	**24**	0	24	1	**24**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	96	1	0	26	122	0	55	155	1	0	26	181	1	0	-8	173	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	954		*North-South:*	954		*North-South:*	1064			*North-South:*	1064			*North-South:*	1064	
			East-West:	23		*East-West:*	23		*East-West:*	24			*East-West:*	24			*East-West:*	24	
			SUM:	977		*SUM:*	977		*SUM:*	1088			*SUM:*	1088			*SUM:*	1088	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.814			0.814				0.907				0.907				0.907
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.814			0.814				0.907				0.907				0.907
	LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	481	1	**273**	0	481	**273**	30	533	1	**301**	0	533	1	**301**	0	533	1	**301**
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	260	1	**260**	0	260	**260**	9	281	1	**281**	0	281	1	**281**	0	281	1	**281**
	Left-Through		0							0				0				0	
	Through	433	2	217	0	433	217	36	489	2	245	0	489	2	245	0	489	2	245
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	145	1	15	26	171	41	3	155	1	15	26	181	1	41	-1	180	1	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	533		*North-South:*	533		*North-South:*	582			*North-South:*	582			*North-South:*	582		
		East-West:	53		*East-West:*	53		*East-West:*	55			*East-West:*	55			*East-West:*	55		
		SUM:	586		*SUM:*	586		*SUM:*	637			*SUM:*	637			*SUM:*	637		
VOLUME/CAPACITY (V/C) RATIO:			0.488			0.488			0.531				0.531				0.531		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.488			0.488			0.531				0.531				0.531		
LEVEL OF SERVICE (LOS):			A			A			A				A				A		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1057	1	**554**	0	1057	**554**	39	1144	1	**599**	0	1144	1	**599**	0	1144	1	**599**
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	403	1	**403**	0	403	**403**	17	438	1	**438**	0	438	1	**438**	0	438	1	**438**
	Left-Through		0							0				0				0	
	Through	581	2	291	0	581	291	49	657	2	329	0	657	2	329	0	657	2	329
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	38	1	**38**	0	38	38	0	40	1	**40**	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	219	1	18	26	245	**44**	9	238	1	19	26	264	1	**45**	-1	263	1	**44**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		957	*North-South:*		957	*North-South:*			1037	*North-South:*			1037	*North-South:*			1037
		East-West:		38	*East-West:*		44	*East-West:*			40	*East-West:*			45	*East-West:*			44
		SUM:		995	*SUM:*		1001	*SUM:*			1077	*SUM:*			1082	*SUM:*			1081
	VOLUME/CAPACITY (V/C) RATIO:			0.829			0.834				0.898				0.902				0.901
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.829			0.834				0.898				0.902				0.901
	LEVEL OF SERVICE (LOS):			D			D				D				E				E

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	$\Delta v/c$ after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	2	0	**43**	0	2	**43**	0	2	0	**45**	0	2	0	**45**	0	2	0	**45**
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	991	1	**595**	0	991	**595**	240	1276	1	**742**	0	1276	1	**742**	0	1276	1	**742**
	Through-Right		1							1				1				1	
	Right	198	0	198	0	198	198	0	207	0	207	0	207	0	207	0	207	0	207
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	207	1	**207**	0	207	**207**	28	244	1	**244**	0	244	1	**244**	0	244	1	**244**
	Left-Through		0							0				0				0	
	Through	1072	1	551	0	1072	551	116	1237	1	634	0	1237	1	634	0	1237	1	634
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		43	*North-South:*		43	*North-South:*			45	*North-South:*			45	*North-South:*			45
		East-West:		802	*East-West:*		802	*East-West:*			986	*East-West:*			986	*East-West:*			986
		SUM:		845	*SUM:*		845	*SUM:*			1031	*SUM:*			1031	*SUM:*			1031
	VOLUME/CAPACITY *(V/C)* RATIO:			0.704			0.704				0.859				0.859				0.859
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.704			0.704				0.859				0.859				0.859
	LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	10	0	**55**	0	10	**55**	0	10	0	**57**	0	10	0	**57**	0	10	0	**57**
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	635	1	**393**	0	635	**393**	22	686	1	**422**	0	686	1	**422**	0	686	1	**422**
	Through-Right		1							1				1				1	
	Right	150	0	150	0	150	150	0	157	0	157	0	157	0	157	0	157	0	157
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	152	1	**152**	0	152	**152**	9	168	1	**168**	0	168	1	**168**	0	168	1	**168**
	Left-Through		0							0				0				0	
	Through	550	1	284	0	550	284	24	599	1	309	0	599	1	309	0	599	1	309
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	55		*North-South:*	55		*North-South:*	57			*North-South:*	57			*North-South:*	57		
		East-West:	545		*East-West:*	545		*East-West:*	590			*East-West:*	590			*East-West:*	590		
		SUM:	600		*SUM:*	600		*SUM:*	647			*SUM:*	647			*SUM:*	647		
VOLUME/CAPACITY (V/C) RATIO:			0.500			0.500			0.539				0.539				0.539		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.500			0.500			0.539				0.539				0.539		
LEVEL OF SERVICE (LOS):			A			A			A				A				A		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0				0				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	4	0	**44**	0	4	**44**	0	4	0	**45**	0	4	0	**45**	0	4	0	**45**
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	43	1	43	0	43	43	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	1000	1	**615**	0	1000	**615**	51	1097	1	**669**	0	1097	1	**669**	0	1097	1	**669**
	Through-Right		1							1				1				1	
	Right	230	0	230	0	230	230	0	241	0	241	0	241	0	241	0	241	0	241
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	135	1	**135**	0	135	**135**	17	158	1	**158**	0	158	1	**158**	0	158	1	**158**
	Left-Through		0							0				0				0	
	Through	842	1	428	0	842	428	54	934	1	475	0	934	1	475	0	934	1	475
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		44	*North-South:*		44	*North-South:*			45	*North-South:*			45	*North-South:*			45
		East-West:		750	*East-West:*		750	*East-West:*			827	*East-West:*			827	*East-West:*			827
		SUM:		794	*SUM:*		794	*SUM:*			872	*SUM:*			872	*SUM:*			872
	VOLUME/CAPACITY (V/C) RATIO:			0.662			0.662				0.727				0.727				0.727
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.662			0.662				0.727				0.727				0.727
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	208	0	208	0	208	208	0	218	0	218	0	218	0	218	0	218	0	218
	Left-Through		0							0				0				0	
	Through	30	0	**290**	0	30	**290**	0	31	0	**303**	0	31	0	**303**	0	31	0	**303**
	Through-Right		0							0				0				0	
	Right	52	0	0	0	52	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	0	**32**	0	32	**32**	0	33	0	**33**	0	33	0	**33**	0	33	0	**33**
	Left-Through		0							0				0				0	
	Through	41	0	106	0	41	106	0	43	0	111	0	43	0	111	0	43	0	111
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	1	**13**	0	13	**13**	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	770	1	477	0	770	477	240	1045	1	**619**	0	1045	1	**619**	0	1045	1	**619**
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	192	0	192	0	192	0	192	0	192	0	192
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	39	0	39	39	0	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	1068	1	**540**	0	1068	**540**	144	1261	1	637	0	1261	1	637	0	1261	1	637
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		322	*North-South:*		322	*North-South:*			336	*North-South:*			336	*North-South:*			336
		East-West:		553	*East-West:*		553	*East-West:*			660	*East-West:*			660	*East-West:*			660
		SUM:		875	*SUM:*		875	*SUM:*			996	*SUM:*			996	*SUM:*			996
VOLUME/CAPACITY *(V/C)* RATIO:				0.583			0.583				0.664				0.664				0.664
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.483**			**0.483**				**0.564**				**0.564**				**0.564**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	0	**58**	0	58	**58**	0	61	0	**61**	0	61	0	**61**	0	61	0	**61**
	Left-Through		0							0				0				0	
	Through	0	0	63	0	0	63	0	0	0	66	0	0	0	66	0	0	0	66
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	2	0	**29**	0	2	**29**	0	2	0	**30**	0	2	0	**30**	0	2	0	**30**
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through		0							0				0				0	
	Through	617	1	325	0	617	325	22	667	1	351	0	667	1	351	0	667	1	351
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	651	1	**329**	0	651	**329**	33	714	1	**360**	0	714	1	**360**	0	714	1	**360**
	Through-Right		1							1				1				1	
	Right	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		87	North-South:		87	North-South:			91	North-South:			91	North-South:			91
		East-West:		337	East-West:		337	East-West:			368	East-West:			368	East-West:			368
		SUM:		424	SUM:		424	SUM:			459	SUM:			459	SUM:			459
VOLUME/CAPACITY (V/C) RATIO:				0.283			0.283				0.306				0.306				0.306
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.183**			**0.183**				**0.206**				**0.206**				**0.206**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	0	**102**	0	102	**102**	0	107	0	**107**	0	107	0	**107**	0	107	0	**107**
	Left-Through		0							0				0				0	
	Through	10	0	129	0	10	129	0	10	0	135	0	10	0	135	0	10	0	135
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	12	0	**39**	0	12	**39**	0	13	0	**41**	0	13	0	**41**	0	13	0	**41**
	Through-Right		0							0				0				0	
	Right	19	0	0	0	19	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	12	1	12	0	12	12	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	972	1	**536**	0	972	**536**	51	1067	1	**586**	0	1067	1	**586**	0	1067	1	**586**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	0	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Left-Through		0							0				0				0	
	Through	869	1	437	0	869	437	71	980	1	493	0	980	1	493	0	980	1	493
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		141	*North-South:*		141	*North-South:*			148	*North-South:*			148	*North-South:*			148
		East-West:		540	*East-West:*		540	*East-West:*			590	*East-West:*			590	*East-West:*			590
		SUM:		681	*SUM:*		681	*SUM:*			738	*SUM:*			738	*SUM:*			738
VOLUME/CAPACITY (V/C) RATIO:				0.454			0.454				0.492				0.492				0.492
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.354**			**0.354**				**0.392**				**0.392**				**0.392**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	0	138	0	138	138	125	269	0	269	0	269	0	269	0	269	0	269
	Left-Through		0							0				0				0	
	Through	23	0	**224**	0	23	**224**	0	24	0	**359**	0	24	0	**359**	0	24	0	**359**
	Through-Right		0							0				0				0	
	Right	63	0	0	0	63	0	0	66	0	0	0	66	0	0	0	66	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	**12**	0	12	**12**	0	13	0	**13**	0	13	0	**13**	0	13	0	**13**
	Left-Through		0							0				0				0	
	Through	49	0	92	0	49	92	0	51	0	96	0	51	0	96	0	51	0	96
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		1							1				1				1	
	Through	606	0	391	0	606	391	45	679	0	529	0	679	0	529	0	679	0	529
	Through-Right		1							1				1				1	
	Right	156	0	391	0	156	391	195	358	0	529	0	358	0	529	0	358	0	529
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	143	0	143	0	143	143	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through		1							1				1				1	
	Through	868	0	**736**	0	868	**736**	19	927	0	**930**	0	927	0	**930**	0	927	0	**930**
	Through-Right		1							1				1				1	
	Right	32	0	736	0	32	736	0	33	0	930	0	33	0	930	0	33	0	930
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		236	North-South:		236	North-South:			372	North-South:			372	North-South:			372
		East-West:		741	East-West:		741	East-West:			935	East-West:			935	East-West:			935
		SUM:		977	SUM:		977	SUM:			1307	SUM:			1307	SUM:			1307
VOLUME/CAPACITY (V/C) RATIO:				0.651			0.651				0.871				0.871				0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.551				0.771				0.771				0.771
LEVEL OF SERVICE (LOS):				A			A				C				C				C

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			2			2			2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	0	38	0	38	38	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0							0				0				0	
	Through	4	0	**61**	0	4	**61**	0	4	0	**64**	0	4	0	**64**	0	4	0	**64**
	Through-Right		0							0				0				0	
	Right	19	0	0	0	19	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	2	0	18	0	2	18	0	2	0	19	0	2	0	19	0	2	0	19
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	6	0	6	0	6	6	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		1							1				1				1	
	Through	576	0	**311**	0	576	**311**	22	624	0	336	0	624	0	336	0	624	0	336
	Through-Right		1							1				1				1	
	Right	33	0	311	0	33	311	0	35	0	336	0	35	0	336	0	35	0	336
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	33	0	**33**	0	33	**33**	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through		1							1				1				1	
	Through	512	0	337	0	512	337	33	568	0	**369**	0	568	0	**369**	0	568	0	**369**
	Through-Right		1							1				1				1	
	Right	29	0	337	0	29	337	0	30	0	369	0	30	0	369	0	30	0	369
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		61	*North-South:*		61	*North-South:*			64	*North-South:*			64	*North-South:*			64
		East-West:		344	*East-West:*		344	*East-West:*			375	*East-West:*			375	*East-West:*			375
		SUM:		405	*SUM:*		405	*SUM:*			439	*SUM:*			439	*SUM:*			439
VOLUME/CAPACITY (V/C) RATIO:				0.270			0.270				0.293				0.293				0.293
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.170**			**0.170**				**0.193**				**0.193**				**0.193**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	0	93	0	93	93	38	135	0	135	0	135	0	135	0	135	0	135
	Left-Through		0							0				0				0	
	Through	7	0	153	0	7	153	0	7	0	197	0	7	0	197	0	7	0	197
	Through-Right		0							0				0				0	
	Right	53	0	0	0	53	0	0	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		0							0				0				0	
	Through	6	0	38	0	6	38	0	6	0	39	0	6	0	39	0	6	0	39
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1							1				1				1	
	Through	761	0	458	0	761	458	22	818	0	504	0	818	0	504	0	818	0	504
	Through-Right		1							1				1				1	
	Right	115	0	458	0	115	458	29	149	0	504	0	149	0	504	0	149	0	504
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	0	55	0	55	55	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		1							1				1				1	
	Through	666	0	449	0	666	449	33	729	0	487	0	729	0	487	0	729	0	487
	Through-Right		1							1				1				1	
	Right	12	0	449	0	12	449	0	13	0	487	0	13	0	487	0	13	0	487
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		157	North-South:		157	North-South:			201	North-South:			201	North-South:			201
		East-West:		513	East-West:		513	East-West:			562	East-West:			562	East-West:			562
		SUM:		670	SUM:		670	SUM:			763	SUM:			763	SUM:			763
VOLUME/CAPACITY (V/C) RATIO:				0.447			0.447				0.509				0.509				0.509
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.347				0.409				0.409				0.409
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	183	1	**183**	0	183	**183**	0	191	1	**191**	0	191	1	**191**	0	191	1	**191**
	Left-Through		0							0				0				0	
	Through	750	1	415	0	750	415	161	945	1	514	0	945	1	514	0	945	1	514
	Through-Right		1							1				1				1	
	Right	79	0	79	0	79	79	0	83	0	83	0	83	0	83	0	83	0	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	100	1	100	0	100	100	27	132	1	132	0	132	1	132	0	132	1	132
	Left-Through		0							0				0				0	
	Through	575	1	**349**	0	575	**349**	180	781	1	**455**	0	781	1	**455**	0	781	1	**455**
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	0	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	1	**54**	0	54	**54**	0	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	447	1	301	0	447	301	45	512	1	337	0	512	1	337	0	512	1	337
	Through-Right		1							1				1				1	
	Right	155	0	155	0	155	155	0	162	0	162	0	162	0	162	0	162	0	162
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	148	1	148	0	148	148	0	155	1	155	0	155	1	155	0	155	1	155
	Left-Through		0							0				0				0	
	Through	1053	1	**598**	0	1053	**598**	19	1120	1	**648**	0	1120	1	**648**	0	1120	1	**648**
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	26	176	0	176	0	176	0	176	0	176	0	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		532	*North-South:*		532	*North-South:*			646	*North-South:*			646	*North-South:*			646
		East-West:		652	*East-West:*		652	*East-West:*			704	*East-West:*			704	*East-West:*			704
		SUM:		1184	*SUM:*		1184	*SUM:*			1350	*SUM:*			1350	*SUM:*			1350
VOLUME/CAPACITY *(V/C)* RATIO:				0.861			0.861				0.982				0.982				0.982
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.761**			**0.761**				**0.882**				**0.882**				**0.882**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	0	124	**124**	0	130	1	130	0	130	1	130	0	130	1	130
	Left-Through		0							0				0				0	
	Through	400	1	243	0	400	243	67	485	1	**287**	0	485	1	**287**	0	485	1	**287**
	Through-Right		1							1				1				1	
	Right	85	0	85	0	85	85	0	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	72	1	72	0	72	72	32	107	1	**107**	0	107	1	**107**	0	107	1	**107**
	Left-Through		0							0				0				0	
	Through	367	1	**216**	0	367	**216**	65	449	1	258	0	449	1	258	0	449	1	258
	Through-Right		1							1				1				1	
	Right	64	0	64	0	64	64	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	67	1	67	0	67	67	0	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	479	1	**297**	0	479	**297**	22	523	1	**321**	0	523	1	**321**	0	523	1	**321**
	Through-Right		1							1				1				1	
	Right	114	0	114	0	114	114	0	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	**87**	0	87	**87**	0	91	1	**91**	0	91	1	**91**	0	91	1	**91**
	Left-Through		0							0				0				0	
	Through	454	1	268	0	454	268	33	508	1	311	0	508	1	311	0	508	1	311
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	29	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	340		*North-South:*	340		*North-South:*	394			*North-South:*	394			*North-South:*	394		
		East-West:	384		*East-West:*	384		*East-West:*	412			*East-West:*	412			*East-West:*	412		
		SUM:	724		*SUM:*	724		*SUM:*	806			*SUM:*	806			*SUM:*	806		
VOLUME/CAPACITY (V/C) RATIO:			0.527			0.527			0.586				0.586				0.586		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.427**			**0.427**			**0.486**				**0.486**				**0.486**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	197	1	**197**	0	197	**197**	0	206	1	**206**	0	206	1	**206**	0	206	1	**206**
	Left-Through		0							0				0				0	
	Through	570	1	342	0	570	342	97	693	1	406	0	693	1	406	0	693	1	406
	Through-Right		1							1				1				1	
	Right	113	0	113	0	113	113	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	97	1	97	0	97	97	32	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	591	1	**325**	0	591	**325**	92	710	1	**386**	0	710	1	**386**	0	710	1	**386**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	89	1	89	0	89	89	0	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	756	1	**449**	0	756	**449**	22	813	1	**481**	0	813	1	**481**	0	813	1	**481**
	Through-Right		1							1				1				1	
	Right	142	0	142	0	142	142	0	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	557	1	322	0	557	322	33	615	1	368	0	615	1	368	0	615	1	368
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	29	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		522	*North-South:*		522	*North-South:*			592	*North-South:*			592	*North-South:*			592
		East-West:		549	*East-West:*		549	*East-West:*			586	*East-West:*			586	*East-West:*			586
		SUM:		1071	*SUM:*		1071	*SUM:*			1178	*SUM:*			1178	*SUM:*			1178
	VOLUME/CAPACITY (V/C) RATIO:			0.779			0.779				0.857				0.857				0.857
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.679**			**0.679**				**0.757**				**0.757**				**0.757**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.000**	**$\Delta v/c$ after mitigation:**	**0.000**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	133	1	**133**	0	133	**133**	45	184	1	**184**	0	184	1	**184**	0	184	1	**184**
	Left-Through		0							0				0				0	
	Through	412	2	206	0	412	206	81	512	2	256	0	512	2	256	0	512	2	256
	Through-Right		0							0				0				0	
	Right	59	1	17	0	59	17	31	93	1	30	0	93	1	30	0	93	1	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	111	1	111	0	111	111	75	191	1	191	0	191	1	191	0	191	1	191
	Left-Through		0							0				0				0	
	Through	1189	1	**746**	0	1189	**746**	115	1358	1	**837**	0	1358	1	**837**	0	1358	1	**837**
	Through-Right		1							1				1				1	
	Right	302	0	302	0	302	302	0	316	0	316	0	316	0	316	0	316	0	316
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	208	1	**208**	0	208	**208**	0	218	1	**218**	0	218	1	**218**	0	218	1	**218**
	Left-Through		0							0				0				0	
	Through	257	1	187	0	257	187	0	269	1	231	0	269	1	231	0	269	1	231
	Through-Right		1							1				1				1	
	Right	116	0	116	0	116	116	72	193	0	193	0	193	0	193	0	193	0	193
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	0	84	84	38	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	457	1	**264**	0	457	**264**	0	478	1	**307**	0	478	1	**307**	0	478	1	**307**
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	63	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		879	*North-South:*		879	*North-South:*			1021	*North-South:*			1021	*North-South:*			1021
		East-West:		472	*East-West:*		472	*East-West:*			525	*East-West:*			525	*East-West:*			525
		SUM:		1351	*SUM:*		1351	*SUM:*			1546	*SUM:*			1546	*SUM:*			1546
VOLUME/CAPACITY *(V/C)* RATIO:				0.901			0.901				1.031				1.031				1.031
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.801**			**0.801**				**0.931**				**0.931**				**0.931**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	**191**	0	191	**191**	62	262	1	**262**	0	262	1	**262**	0	262	1	**262**
	Left-Through		0							0				0				0	
	Through	450	2	225	0	450	225	97	568	2	284	0	568	2	284	0	568	2	284
	Through-Right		0							0				0				0	
	Right	52	1	29	0	52	29	31	85	1	42	0	85	1	42	0	85	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	0	88	88	75	167	1	167	0	167	1	167	0	167	1	167
	Left-Through		0							0				0				0	
	Through	497	1	**323**	0	497	**323**	91	611	1	**383**	0	611	1	**383**	0	611	1	**383**
	Through-Right		1							1				1				1	
	Right	148	0	148	0	148	148	0	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	177	1	**177**	0	177	**177**	0	185	1	**185**	0	185	1	**185**	0	185	1	**185**
	Left-Through		0							0				0				0	
	Through	248	1	180	0	248	180	0	259	1	216	0	259	1	216	0	259	1	216
	Through-Right		1							1				1				1	
	Right	112	0	112	0	112	112	55	172	0	172	0	172	0	172	0	172	0	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	46	0	46	46	38	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	178	1	**118**	0	178	**118**	0	186	1	**155**	0	186	1	**155**	0	186	1	**155**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	63	124	0	124	0	124	0	124	0	124	0	124
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		514	*North-South:*		514	*North-South:*			645	*North-South:*			645	*North-South:*			645
		East-West:		295	*East-West:*		295	*East-West:*			340	*East-West:*			340	*East-West:*			340
		SUM:		809	*SUM:*		809	*SUM:*			985	*SUM:*			985	*SUM:*			985
VOLUME/CAPACITY (V/C) RATIO:				0.539			0.539				0.657				0.657				0.657
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.439**			**0.439**				**0.557**				**0.557**				**0.557**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	190	**190**	62	261	1	**261**	0	261	1	**261**	0	261	1	**261**
	Left-Through		0							0				0				0	
	Through	847	2	424	0	847	424	101	987	2	494	0	987	2	494	0	987	2	494
	Through-Right		0							0				0				0	
	Right	65	1	38	0	65	38	31	99	1	51	0	99	1	51	0	99	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	110	1	110	0	110	110	75	190	1	190	0	190	1	190	0	190	1	190
	Left-Through		0							0				0				0	
	Through	718	1	**449**	0	718	**449**	96	847	1	**518**	0	847	1	**518**	0	847	1	**518**
	Through-Right		1							1				1				1	
	Right	180	0	180	0	180	180	0	188	0	188	0	188	0	188	0	188	0	188
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	288	1	**288**	0	288	**288**	0	301	1	**301**	0	301	1	**301**	0	301	1	**301**
	Left-Through		0							0				0				0	
	Through	420	1	288	0	420	288	0	439	1	329	0	439	1	329	0	439	1	329
	Through-Right		1							1				1				1	
	Right	156	0	156	0	156	156	55	218	0	218	0	218	0	218	0	218	0	218
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	55	0	55	55	38	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	214	1	**143**	0	214	**143**	0	224	1	**181**	0	224	1	**181**	0	224	1	**181**
	Through-Right		1							1				1				1	
	Right	71	0	71	0	71	71	63	137	0	137	0	137	0	137	0	137	0	137
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		639	*North-South:*		639	*North-South:*			779	*North-South:*			779	*North-South:*			779
		East-West:		431	*East-West:*		431	*East-West:*			482	*East-West:*			482	*East-West:*			482
		SUM:		1070	*SUM:*		1070	*SUM:*			1261	*SUM:*			1261	*SUM:*			1261
VOLUME/CAPACITY (V/C) RATIO:				0.713			0.713				0.841				0.841				0.841
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.613**			**0.613**				**0.741**				**0.741**				**0.741**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.000**	**$\Delta v/c$ after mitigation:**	**0.000**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	0	65	**65**	7	75	1	**75**	0	75	1	**75**	0	75	1	**75**
	Left-Through		0							0				0				0	
	Through	978	1	558	0	978	558	52	1075	1	610	0	1075	1	610	0	1075	1	610
	Through-Right		1							1				1				1	
	Right	138	0	138	0	138	138	0	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	149	1	149	0	149	149	0	156	1	156	0	156	1	156	0	156	1	156
	Left-Through		0							0				0				0	
	Through	1331	1	**813**	0	1331	**813**	59	1451	1	**880**	0	1451	1	**880**	0	1451	1	**880**
	Through-Right		1							1				1				1	
	Right	294	0	294	0	294	294	1	308	0	308	0	308	0	308	0	308	0	308
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	81	1	81	0	81	81	1	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	606	1	**326**	17	623	**335**	4	638	1	**348**	17	655	1	**357**	-7	648	1	**353**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	10	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	422	1	317	43	465	339	5	446	1	334	43	489	1	356	-15	474	1	348
	Through-Right		1							1				1				1	
	Right	212	0	212	0	212	212	0	222	0	222	0	222	0	222	0	222	0	222
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		878	*North-South:*		878	*North-South:*			955	*North-South:*			955	*North-South:*			955
		East-West:		426	*East-West:*		435	*East-West:*			453	*East-West:*			462	*East-West:*			458
		SUM:		1304	*SUM:*		1313	*SUM:*			1408	*SUM:*			1417	*SUM:*			1413
VOLUME/CAPACITY *(V/C)* RATIO:				0.915			0.921				0.988				0.994				0.992
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.815**			**0.821**				**0.888**				**0.894**				**0.892**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	**$\Delta v/c$ after mitigation:**	0.004
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	0	86	86	1	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	565	1	**341**	0	565	**341**	27	618	1	**370**	0	618	1	**370**	0	618	1	**370**
	Through-Right		1							1				1				1	
	Right	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	160	1	**160**	0	160	**160**	0	167	1	**167**	0	167	1	**167**	0	167	1	**167**
	Left-Through		0							0				0				0	
	Through	525	1	300	0	525	300	33	582	1	331	0	582	1	331	0	582	1	331
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	1	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	**117**	0	117	**117**	1	123	1	**123**	0	123	1	**123**	0	123	1	**123**
	Left-Through		0							0				0				0	
	Through	316	1	175	17	333	184	5	335	1	186	17	352	1	195	1	353	1	195
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	1	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	247	1	**184**	43	290	**205**	6	264	1	**195**	43	307	1	**216**	0	307	1	**216**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		501	*North-South:*		501	*North-South:*			537	*North-South:*			537	*North-South:*			537
		East-West:		301	*East-West:*		322	*East-West:*			318	*East-West:*			339	*East-West:*			339
		SUM:		802	*SUM:*		823	*SUM:*			855	*SUM:*			876	*SUM:*			876
VOLUME/CAPACITY (V/C) RATIO:				0.563			0.578				0.600				0.615				0.615
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.463			0.478				0.500				0.515				0.515
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	∆*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	1	165	0	165	165	6	179	1	179	0	179	1	179	0	179	1	179
	Left-Through		0							0				0				0	
	Through	1261	1	**714**	0	1261	**714**	41	1360	1	**768**	0	1360	1	**768**	0	1360	1	**768**
	Through-Right		1							1				1				1	
	Right	167	0	167	0	167	167	0	175	0	175	0	175	0	175	0	175	0	175
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	199	1	**199**	0	199	**199**	0	208	1	**208**	0	208	1	**208**	0	208	1	**208**
	Left-Through		0							0				0				0	
	Through	1082	1	663	0	1082	663	43	1174	1	715	0	1174	1	715	0	1174	1	715
	Through-Right		1							1				1				1	
	Right	243	0	243	0	243	243	1	255	0	255	0	255	0	255	0	255	0	255
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	1	92	0	92	92	1	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	703	1	**412**	17	720	**420**	5	740	1	**435**	17	757	1	**444**	8	765	1	**448**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	5	130	0	130	0	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	1	**104**	0	104	**104**	0	109	1	**109**	0	109	1	**109**	0	109	1	**109**
	Left-Through		0							0				0				0	
	Through	567	1	337	43	610	358	6	599	1	355	43	642	1	377	7	649	1	380
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:			913	North-South:		913	North-South:			976	North-South:			976	North-South:			976
	East-West:			516	East-West:		524	East-West:			544	East-West:			553	East-West:			557
	SUM:			1429	SUM:		1437	SUM:			1520	SUM:			1529	SUM:			1533
VOLUME/CAPACITY (V/C) RATIO:				1.003			1.008				1.067				1.073				1.076
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.908				0.967				0.973				0.976
LEVEL OF SERVICE (LOS):				E			E				E				E				E

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through		0							0				0				0	
	Through	0	0	112	0	0	112	0	0	0	117	0	0	0	117	0	0	0	117
	Through-Right		0							0				0				0	
	Right	87	0	0	0	87	0	0	91	0	0	0	91	0	0	0	91	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		0							0				0				0	
	Through	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0	0	9
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	831	1	429	17	848	437	4	873	1	450	17	890	1	459	-7	883	1	455
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	75	1	75	0	75	75	0	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	789	1	397	43	832	419	5	830	1	418	43	873	1	439	-15	858	1	432
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		113	North-South:		113	North-South:			118	North-South:			118	North-South:			118
		East-West:		504	East-West:		512	East-West:			528	East-West:			537	East-West:			533
		SUM:		617	SUM:		625	SUM:			646	SUM:			655	SUM:			651
VOLUME/CAPACITY (V/C) RATIO:				0.514			0.521				0.538				0.546				0.543
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.514			0.521				0.538				0.546				0.543
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	3	0	40	0	3	40	0	3	0	41	0	3	0	41	0	3	0	41
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		0							0				0				0	
	Through	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0	0	9
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	498	1	258	17	515	267	5	526	1	273	17	543	1	281	1	544	1	282
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	542	1	272	43	585	294	6	573	1	288	43	616	1	309	0	616	1	309
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		42	North-South:		42	North-South:		43		North-South:		43		North-South:		43	
		East-West:		308	East-West:		317	East-West:		325		East-West:		333		East-West:		334	
		SUM:		350	SUM:		359	SUM:		368		SUM:		376		SUM:		377	
	VOLUME/CAPACITY (V/C) RATIO:			0.292			0.299			0.307				0.313				0.314	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.292			0.299			0.307				0.313				0.314	
	LEVEL OF SERVICE (LOS):			A			A			A				A				A	

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			1200			#####			1200			1200			1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	1	0	84	0	1	84	0	1	0	87	0	1	0	87	0	1	0	87
	Through-Right		0							0				0				0	
	Right	73	0	0	0	73	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	0	0	10	0	0	10	0	0	0	10	0	0	0	10	0	0	0	10
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	1032	1	534	17	1049	542	5	1084	1	561	17	1101	1	569	8	1109	1	573
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	72	1	72	0	72	72	0	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	702	1	355	43	745	376	6	740	1	374	43	783	1	395	7	790	1	399
	Through-Right		1							1				1				1	
	Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		89	North-South:		89	North-South:			92	North-South:			92	North-South:			92
		East-West:		606	East-West:		614	East-West:			636	East-West:			644	East-West:			648
		SUM:		695	SUM:		703	SUM:			728	SUM:			736	SUM:			740
VOLUME/CAPACITY (V/C) RATIO:				0.579			0.586				0.607				0.613				0.617
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.579			0.586				0.607				0.613				0.617
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	0	37	0	37	37	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		0							0				0				0	
	Through	0	0	**126**	0	0	**126**	0	0	0	**132**	0	0	0	**132**	0	0	0	**132**
	Through-Right		0							0				0				0	
	Right	89	0	0	0	89	0	0	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	862	1	**459**	17	879	**468**	4	905	1	**482**	17	922	1	**491**	-7	915	1	**487**
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	1	**54**	0	54	**54**	0	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	811	2	406	43	854	427	5	853	2	427	43	896	2	448	-15	881	2	441
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		126	*North-South:*		126	*North-South:*			132	*North-South:*			132	*North-South:*			132
		East-West:		513	*East-West:*		522	*East-West:*			538	*East-West:*			547	*East-West:*			543
		SUM:		639	*SUM:*		648	*SUM:*			670	*SUM:*			679	*SUM:*			675
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.540				0.558				0.566				0.563
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.540				0.558				0.566				0.563
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	*Δv/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			1200			#####			1200			1200							1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	0	0	**35**	0	0	**35**	0	0	0	**36**	0	0	0	**36**	0	0	0	**36**
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	539	1	**280**	17	556	**289**	5	569	1	**296**	17	586	1	**304**	1	587	1	**305**
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	1	**26**	0	26	**26**	0	27	1	**27**	0	27	1	**27**	0	27	1	**27**
	Left-Through		0							0				0				0	
	Through	538	2	269	43	581	291	6	569	2	285	43	612	2	306	0	612	2	306
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		35	*North-South:*		35	*North-South:*			36	*North-South:*			36	*North-South:*			36
		East-West:		306	*East-West:*		315	*East-West:*			323	*East-West:*			331	*East-West:*			332
		SUM:		341	*SUM:*		350	*SUM:*			359	*SUM:*			367	*SUM:*			368
VOLUME/CAPACITY (V/C) RATIO:				0.284			0.292				0.299				0.306				0.307
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.292				0.299				0.306				0.307
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20
	Left-Through		0							0				0				0	
	Through	0	0	**77**	0	0	**77**	0	0	0	**81**	0	0	0	**81**	0	0	0	**81**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	0	61	0	0	0	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1058	1	**547**	17	1075	**556**	5	1111	1	**575**	17	1128	1	**583**	8	1136	1	**587**
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	**27**	0	27	**27**	0	28	1	**28**	0	28	1	**28**	0	28	1	**28**
	Left-Through		0							0				0				0	
	Through	771	2	386	43	814	407	6	812	2	406	43	855	2	428	7	862	2	431
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		77	*North-South:*		77	*North-South:*			81	*North-South:*			81	*North-South:*			81
		East-West:		574	*East-West:*		583	*East-West:*			603	*East-West:*			611	*East-West:*			615
		SUM:		651	*SUM:*		660	*SUM:*			684	*SUM:*			692	*SUM:*			696
VOLUME/CAPACITY (V/C) RATIO:				0.543			0.550				0.570				0.577				0.580
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.543			0.550				0.570				0.577				0.580
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	0	**59**	0	59	**59**	0	62	0	**62**	0	62	0	**62**	0	62	0	**62**
	Left-Through		0							0				0				0	
	Through	59	0	163	0	59	163	0	62	0	171	0	62	0	171	0	62	0	171
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	53	0	53	0	53	53	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through		0							0				0				0	
	Through	39	0	**191**	0	39	**191**	0	41	0	**200**	0	41	0	**200**	0	41	0	**200**
	Through-Right		0							0				0				0	
	Right	99	0	0	0	99	0	0	104	0	0	0	104	0	0	0	104	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	101	0	101	101	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	775	1	**432**	17	792	**441**	4	814	1	**454**	17	831	1	**462**	-7	824	1	**459**
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	70	1	**70**	0	70	**70**	0	73	1	**73**	0	73	1	**73**	0	73	1	**73**
	Left-Through		0							0				0				0	
	Through	679	1	356	43	722	378	5	715	1	375	43	758	1	397	-15	743	1	389
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		250	*North-South:*		250	*North-South:*			262	*North-South:*			262	*North-South:*			262
		East-West:		502	*East-West:*		511	*East-West:*			527	*East-West:*			535	*East-West:*			532
		SUM:		752	*SUM:*		761	*SUM:*			789	*SUM:*			797	*SUM:*			794
VOLUME/CAPACITY *(V/C)* RATIO:				0.501			0.507				0.526				0.531				0.529
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.401			0.407				0.426				0.431				0.429
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	**26**	0	26	**26**	0	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		0							0				0				0	
	Through	13	0	77	0	13	77	0	14	0	81	0	14	0	81	0	14	0	81
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	13	0	**79**	0	13	**79**	0	14	0	**83**	0	14	0	**83**	0	14	0	**83**
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	**69**	0	69	**69**	0	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	470	1	247	17	487	255	5	496	1	260	17	513	1	269	1	514	1	269
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	484	1	**254**	43	527	**276**	6	512	1	**269**	43	555	1	**290**	0	555	1	**290**
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		105	*North-South:*		105	*North-South:*			110	*North-South:*			110	*North-South:*			110
		East-West:		323	*East-West:*		345	*East-West:*			341	*East-West:*			362	*East-West:*			362
		SUM:		428	*SUM:*		450	*SUM:*			451	*SUM:*			472	*SUM:*			472
VOLUME/CAPACITY (V/C) RATIO:				0.285			0.300				0.301				0.315				0.315
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.185**			**0.200**				**0.201**				**0.215**				**0.215**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	*Δv/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	**40**	0	40	**40**	0	42	0	**42**	0	42	0	**42**	0	42	0	**42**
	Left-Through		0							0				0				0	
	Through	49	0	133	0	49	133	0	51	0	139	0	51	0	139	0	51	0	139
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	30	0	30	30	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	30	0	**126**	0	30	**126**	0	31	0	**131**	0	31	0	**131**	0	31	0	**131**
	Through-Right		0							0				0				0	
	Right	66	0	0	0	66	0	0	69	0	0	0	69	0	0	0	69	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	112	1	112	0	112	112	0	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	952	1	**501**	17	969	**509**	5	1000	1	**526**	17	1017	1	**534**	8	1025	1	**538**
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	682	1	362	43	725	383	6	719	1	381	43	762	1	403	7	769	1	406
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		166	*North-South:*		166	*North-South:*			173	*North-South:*			173	*North-South:*			173
		East-West:		554	*East-West:*		562	*East-West:*			581	*East-West:*			589	*East-West:*			593
		SUM:		720	*SUM:*		728	*SUM:*			754	*SUM:*			762	*SUM:*			766
VOLUME/CAPACITY (V/C) RATIO:				0.480			0.485				0.503				0.508				0.511
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.380**			**0.385**				**0.403**				**0.408**				**0.411**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.005**	**$\Delta v/c$ after mitigation:**	**0.008**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	2	EB-- 3	WB--	2	EB-- 3	WB--	2		EB-- 3	WB--	2		EB-- 3	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	34	17	51	51	0	36	1	36	17	53	1	53	-7	46	1	46
	Left-Through		0							0				0				0	
	Through	717	2	**359**	0	717	**359**	87	837	2	**419**	0	837	2	**419**	0	837	2	**419**
	Through-Right		0							0				0				0	
	Right	395	1	314	0	395	314	0	413	1	328	0	413	1	328	0	413	1	328
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	158	1	**158**	0	158	**158**	0	165	1	**165**	0	165	1	**165**	0	165	1	**165**
	Left-Through		0							0				0				0	
	Through	772	2	386	0	772	386	99	906	2	453	0	906	2	453	0	906	2	453
	Through-Right		0							0				0				0	
	Right	286	1	185	26	312	211	0	299	1	193	26	325	1	219	-8	317	1	211
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	101	0	101	101	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	763	2	**382**	0	763	**382**	4	802	2	**401**	0	802	2	**401**	0	802	2	**401**
	Through-Right		0							0				0				0	
	Right	45	1	11	17	62	11	0	47	1	11	17	64	1	11	-7	57	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	163	1	163	0	163	163	0	170	1	170	0	170	1	170	0	170	1	170
	Left-Through		0							0				0				0	
	Through	549	1	**434**	0	549	**434**	5	579	1	**457**	0	579	1	**457**	0	579	1	**457**
	Through-Right		1							1				1				1	
	Right	319	0	319	0	319	319	0	334	0	334	0	334	0	334	0	334	0	334
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		517	*North-South:*		517	*North-South:*			584	*North-South:*			584	*North-South:*			584
		East-West:		816	*East-West:*		816	*East-West:*			858	*East-West:*			858	*East-West:*			858
		SUM:		1333	*SUM:*		1333	*SUM:*			1442	*SUM:*			1442	*SUM:*			1442
VOLUME/CAPACITY *(V/C)* RATIO:				0.969			0.969				1.049				1.049				1.049
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.869**			**0.869**				**0.949**				**0.949**				**0.949**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	3	SB--	NB--	0	3	SB--	NB--	0	3	SB--	NB--	0	3	SB--	NB--	0	3	SB--
	EB--	3	2	WB--	EB--	3	2	WB--	EB--	3	2	WB--	EB--	3	2	WB--	EB--	3	2	WB--
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	52	17	69	69	0	54	1	54	17	71	1	71	1	72	1	72
	Left-Through		0							0				0				0	
	Through	782	2	**391**	0	782	**391**	43	861	2	**431**	0	861	2	**431**	0	861	2	**431**
	Through-Right		0							0				0				0	
	Right	295	1	212	0	295	212	0	308	1	221	0	308	1	221	0	308	1	221
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	174	1	**174**	0	174	**174**	0	182	1	**182**	0	182	1	**182**	0	182	1	**182**
	Left-Through		0							0				0				0	
	Through	570	2	285	0	570	285	49	645	2	323	0	645	2	323	0	645	2	323
	Through-Right		0							0				0				0	
	Right	183	1	79	26	209	105	0	191	1	82	26	217	1	108	-1	216	1	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	104	0	104	104	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	336	2	**168**	0	336	**168**	5	356	2	**178**	0	356	2	**178**	0	356	2	**178**
	Through-Right		0							0				0				0	
	Right	157	1	105	17	174	105	0	164	1	110	17	181	1	110	1	182	1	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	167	1	167	0	167	167	0	175	1	175	0	175	1	175	0	175	1	175
	Left-Through		0							0				0				0	
	Through	398	1	**383**	0	398	**383**	6	422	1	**403**	0	422	1	**403**	0	422	1	**403**
	Through-Right		1							1				1				1	
	Right	367	0	367	0	367	367	0	384	0	384	0	384	0	384	0	384	0	384
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		565	North-South:		565	North-South:			613	North-South:			613	North-South:			613
		East-West:		551	East-West:		551	East-West:			581	East-West:			581	East-West:			581
		SUM:		1116	SUM:		1116	SUM:			1194	SUM:			1194	SUM:			1194
VOLUME/CAPACITY (V/C) RATIO:				0.812			0.812				0.868				0.868				0.868
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.712**			**0.712**				**0.768**				**0.768**				**0.768**
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	2	EB-- 3	WB--	2	EB-- 3	WB--	2		EB-- 3	WB--	2		EB-- 3	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	17	63	63	0	48	1	48	17	65	1	65	8	73	1	73
	Left-Through		0							0				0				0	
	Through	737	2	**369**	0	737	**369**	66	837	2	**419**	0	837	2	**419**	0	837	2	**419**
	Through-Right		0							0				0				0	
	Right	302	1	220	0	302	220	0	316	1	231	0	316	1	231	0	316	1	231
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	**143**	0	143	**143**	0	150	1	**150**	0	150	1	**150**	0	150	1	**150**
	Left-Through		0							0				0				0	
	Through	749	2	375	0	749	375	67	850	2	425	0	850	2	425	0	850	2	425
	Through-Right		0							0				0				0	
	Right	174	1	49	26	200	75	0	182	1	51	26	208	1	77	-1	207	1	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	125	1	125	0	125	125	0	131	1	131	0	131	1	131	0	131	1	131
	Left-Through		0							0				0				0	
	Through	661	2	**331**	0	661	**331**	5	696	2	**348**	0	696	2	**348**	0	696	2	**348**
	Through-Right		0							0				0				0	
	Right	197	1	151	17	214	151	0	206	1	158	17	223	1	158	8	231	1	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	164	1	164	0	164	164	0	171	1	171	0	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	573	1	**456**	0	573	**456**	6	605	1	**479**	0	605	1	**479**	0	605	1	**479**
	Through-Right		1							1				1				1	
	Right	338	0	338	0	338	338	0	353	0	353	0	353	0	353	0	353	0	353
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	512		*North-South:*	512		*North-South:*	569			*North-South:*	569			*North-South:*	569		
		East-West:	787		*East-West:*	787		*East-West:*	827			*East-West:*	827			*East-West:*	827		
		SUM:	1299		*SUM:*	1299		*SUM:*	1396			*SUM:*	1396			*SUM:*	1396		
VOLUME/CAPACITY (V/C) RATIO:			0.945			0.945			1.015				1.015				1.015		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.845**			**0.845**			**0.915**				**0.915**				**0.915**		
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	0	95	**95**	2	101	1	**101**	0	101	1	**101**	0	101	1	**101**
	Left-Through		0							0				0				0	
	Through	640	2	320	17	657	329	87	756	2	378	17	773	2	387	-7	766	2	383
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	813	2	**407**	17	830	**415**	99	949	2	**475**	17	966	2	**483**	-7	959	2	**480**
	Through-Right		0							0				0				0	
	Right	225	1	0	0	225	0	0	235	1	0	0	235	1	0	0	235	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	533	1	491	0	533	491	0	557	1	517	0	557	1	517	0	557	1	517
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	449	0	**491**	0	449	**491**	7	477	0	**517**	0	477	0	**517**	0	477	0	**517**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		502	*North-South:*		510	*North-South:*			576	*North-South:*			584	*North-South:*			581
		East-West:		491	*East-West:*		491	*East-West:*			517	*East-West:*			517	*East-West:*			517
		SUM:		993	*SUM:*		1001	*SUM:*			1093	*SUM:*			1101	*SUM:*			1098
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.667				0.729				0.734				0.732
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.562**			**0.567**				**0.629**				**0.634**				**0.632**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	70	**70**	5	78	1	**78**	0	78	1	**78**	0	78	1	**78**
	Left-Through		0							0				0				0	
	Through	644	2	322	17	661	331	43	716	2	358	17	733	2	367	1	734	2	367
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	663	2	**332**	17	680	**340**	49	742	2	**371**	17	759	2	**380**	1	760	2	**380**
	Through-Right		0							0				0				0	
	Right	181	1	0	0	181	0	0	189	1	0	0	189	1	0	0	189	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	541	1	354	0	541	354	0	566	1	371	0	566	1	371	0	566	1	371
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	166	0	**354**	0	166	**354**	2	176	0	**371**	0	176	0	**371**	0	176	0	**371**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		402	*North-South:*		410	*North-South:*			449	*North-South:*			458	*North-South:*			458
		East-West:		354	*East-West:*		354	*East-West:*			371	*East-West:*			371	*East-West:*			371
		SUM:		756	*SUM:*		764	*SUM:*			820	*SUM:*			829	*SUM:*			829
VOLUME/CAPACITY (V/C) RATIO:				0.504			0.509				0.547				0.553				0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.404**			**0.409**				**0.447**				**0.453**				**0.453**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	**128**	0	128	**128**	5	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	827	2	414	17	844	422	66	931	2	466	17	948	2	474	8	956	2	478
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	851	2	**426**	17	868	**434**	67	957	2	**479**	17	974	2	**487**	8	982	2	**491**
	Through-Right		0							0				0				0	
	Right	264	1	0	0	264	0	0	276	1	0	0	276	1	0	0	276	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	515	1	387	0	515	387	0	539	1	406	0	539	1	406	0	539	1	406
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	258	0	**387**	0	258	**387**	2	272	0	**406**	0	272	0	**406**	0	272	0	**406**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		554	*North-South:*		562	*North-South:*			618	*North-South:*			626	*North-South:*			630
		East-West:		387	*East-West:*		387	*East-West:*			406	*East-West:*			406	*East-West:*			406
		SUM:		941	*SUM:*		949	*SUM:*			1024	*SUM:*			1032	*SUM:*			1036
VOLUME/CAPACITY (V/C) RATIO:				0.627			0.633				0.683				0.688				0.691
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.527**			**0.533**				**0.583**				**0.588**				**0.591**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 3 WB--	0 2	NB-- 0 SB--	EB-- 3 WB--	0 2	NB-- 0 SB--	EB-- 3 WB--	0 2		NB-- 0 SB--	EB-- 3 WB--	0 2		NB-- 0 SB--	EB-- 3 WB--	0 2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	42	**42**	9	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	489	1	318	17	506	327	85	596	1	381	17	613	1	390	-7	606	1	386
	Through-Right		1							1				1				1	
	Right	147	0	147	0	147	147	12	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	189	1	189	0	189	189	0	198	1	198	0	198	1	198	0	198	1	198
	Left-Through		0							0				0				0	
	Through	978	1	**526**	17	995	**535**	106	1129	1	**604**	17	1146	1	**613**	-7	1139	1	**609**
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	2	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	114	1	114	0	114	114	3	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	884	2	**442**	0	884	**442**	52	976	2	**488**	0	976	2	**488**	0	976	2	**488**
	Through-Right		0							0				0				0	
	Right	53	1	11	0	53	11	8	63	1	10	0	63	1	10	0	63	1	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	223	1	**223**	0	223	**223**	19	252	1	**252**	0	252	1	**252**	0	252	1	**252**
	Left-Through		0							0				0				0	
	Through	831	2	416	0	831	416	58	927	2	464	0	927	2	464	0	927	2	464
	Through-Right		0							0				0				0	
	Right	109	1	109	0	109	109	0	114	1	114	0	114	1	114	0	114	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		568	*North-South:*		577	*North-South:*			657	*North-South:*			666	*North-South:*			662
		East-West:		665	*East-West:*		665	*East-West:*			740	*East-West:*			740	*East-West:*			740
		SUM:		1233	*SUM:*		1242	*SUM:*			1397	*SUM:*			1406	*SUM:*			1402
VOLUME/CAPACITY *(V/C)* RATIO:				0.897			0.903				1.016				1.023				1.020
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.797**			**0.803**				**0.916**				**0.923**				**0.920**
LEVEL OF SERVICE (LOS):				**C**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	*Δv/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 3 WB--	0 2	NB-- 0 SB--	EB-- 3 WB--	0 2	NB-- 0 SB--	EB-- 3 WB--	0 2		NB-- 0 SB--	EB-- 3 WB--	0 2		NB-- 0 SB--	EB-- 3 WB--	0 2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	60	60	9	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	474	1	**282**	17	491	**290**	45	541	1	**317**	17	558	1	**326**	1	559	1	**326**
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	448	1	291	17	465	299	47	515	1	329	17	532	1	337	1	533	1	338
	Through-Right		1							1				1				1	
	Right	133	0	133	0	133	133	3	142	0	142	0	142	0	142	0	142	0	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	121	1	**121**	0	121	**121**	2	129	1	**129**	0	129	1	**129**	0	129	1	**129**
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	19	752	2	376	0	752	2	376	0	752	2	376
	Through-Right		0							0				0				0	
	Right	95	1	35	0	95	35	9	108	1	36	0	108	1	36	0	108	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	73	0	73	73	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	623	2	**312**	0	623	**312**	17	668	2	**334**	0	668	2	**334**	0	668	2	**334**
	Through-Right		0							0				0				0	
	Right	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		382	*North-South:*		390	*North-South:*			422	*North-South:*			431	*North-South:*			431
		East-West:		433	*East-West:*		433	*East-West:*			463	*East-West:*			463	*East-West:*			463
		SUM:		815	*SUM:*		823	*SUM:*			885	*SUM:*			894	*SUM:*			894
VOLUME/CAPACITY (V/C) RATIO:				0.593			0.599				0.644				0.650				0.650
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.493**			**0.499**				**0.544**				**0.550**				**0.550**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--			NB--	0	SB--	0
	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							2
Override Capacity			0			0			0			0							0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	88	0	88	88	9	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	647	1	**376**	17	664	**385**	68	745	1	**430**	17	762	1	**438**	8	770	1	**442**
	Through-Right		1							1				1				1	
	Right	105	0	105	0	105	105	4	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	**143**	0	143	**143**	0	150	1	**150**	0	150	1	**150**	0	150	1	**150**
	Left-Through		0							0				0				0	
	Through	592	1	376	17	609	385	65	684	1	427	17	701	1	436	8	709	1	440
	Through-Right		1							1				1				1	
	Right	160	0	160	0	160	160	3	170	0	170	0	170	0	170	0	170	0	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	84	1	84	0	84	84	2	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	874	2	**437**	0	874	**437**	42	956	2	**478**	0	956	2	**478**	0	956	2	**478**
	Through-Right		0							0				0				0	
	Right	115	1	27	0	115	27	9	129	1	28	0	129	1	28	0	129	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	118	1	**118**	0	118	**118**	3	126	1	**126**	0	126	1	**126**	0	126	1	**126**
	Left-Through		0							0				0				0	
	Through	916	2	458	0	916	458	37	995	2	498	0	995	2	498	0	995	2	498
	Through-Right		0							0				0				0	
	Right	110	1	110	0	110	110	0	115	1	115	0	115	1	115	0	115	1	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		519	*North-South:*		528	*North-South:*			580	*North-South:*			588	*North-South:*			592
		East-West:		555	*East-West:*		555	*East-West:*			604	*East-West:*			604	*East-West:*			604
		SUM:		1074	*SUM:*		1083	*SUM:*			1184	*SUM:*			1192	*SUM:*			1196
VOLUME/CAPACITY (V/C) RATIO:				0.781			0.788				0.861				0.867				0.870
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.681**			**0.688**				**0.761**				**0.767**				**0.770**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	1	**36**	0	36	**36**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	525	1	352	17	542	361	93	642	1	419	17	659	1	427	-7	652	1	424
	Through-Right		1							1				1				1	
	Right	179	0	179	0	179	179	8	195	0	195	0	195	0	195	0	195	0	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	1	32	0	32	32	15	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	1169	2	**585**	17	1186	**593**	117	1339	2	**670**	17	1356	2	**678**	-7	1349	2	**675**
	Through-Right		0							0				0				0	
	Right	93	1	57	0	93	57	0	97	1	60	0	97	1	60	0	97	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	0	72	0	72	72	0	75	0	75	0	75	0	75	0	75	0	75
	Left-Through		0							0				0				0	
	Through	141	0	**254**	0	141	**254**	15	162	0	**280**	0	162	0	**280**	0	162	0	**280**
	Through-Right		0							0				0				0	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	202	0	202	0	202	202	6	217	0	217	0	217	0	217	0	217	0	217
	Left-Through		0							0				0				0	
	Through	141	0	**390**	0	141	**390**	13	160	0	**439**	0	160	0	**439**	0	160	0	**439**
	Through-Right		0							0				0				0	
	Right	47	0	0	0	47	0	13	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	621		*North-South:*	629		*North-South:*		708		*North-South:*		716			*North-South:*	713
			East-West:	644		*East-West:*	644		*East-West:*		719		*East-West:*		719			*East-West:*	719
			SUM:	1265		*SUM:*	1273		*SUM:*		1427		*SUM:*		1435			*SUM:*	1432
VOLUME/CAPACITY *(V/C)* RATIO:				0.920			0.926				1.038				1.044				1.041
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.820**			**0.826**				**0.938**				**0.944**				**0.941**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	2	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	521	1	**314**	17	538	**322**	54	599	1	**355**	17	616	1	**364**	1	617	1	**364**
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	**36**	0	36	**36**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	566	2	283	17	583	292	56	648	2	324	17	665	2	333	1	666	2	333
	Through-Right		0							0				0				0	
	Right	91	1	61	0	91	61	0	95	1	64	0	95	1	64	0	95	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through		0							0				0				0	
	Through	77	0	**163**	0	77	**163**	0	81	0	**171**	0	81	0	**171**	0	81	0	**171**
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	82	0	82	0	82	82	0	86	0	86	0	86	0	86	0	86	0	86
	Left-Through		0							0				0				0	
	Through	52	0	**165**	0	52	**165**	0	54	0	**172**	0	54	0	**172**	0	54	0	**172**
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	358		*North-South:*		393		*North-South:*		402		*North-South:*		402
			East-West:	328		*East-West:*	328		*East-West:*		343		*East-West:*		343		*East-West:*		343
			SUM:	678		*SUM:*	686		*SUM:*		736		*SUM:*		745		*SUM:*		745
VOLUME/CAPACITY (V/C) RATIO:				0.493			0.499				0.535				0.542				0.542
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.393**			**0.399**				**0.435**				**0.442**				**0.442**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	*Δv/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	2	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	795	1	**496**	17	812	**505**	70	901	1	**556**	17	918	1	**564**	8	926	1	**568**
	Through-Right		1							1				1				1	
	Right	197	0	197	0	197	197	4	210	0	210	0	210	0	210	0	210	0	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	**44**	0	44	**44**	9	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	678	2	339	17	695	348	68	777	2	389	17	794	2	397	8	802	2	401
	Through-Right		0							0				0				0	
	Right	103	1	69	0	103	69	0	108	1	73	0	108	1	73	0	108	1	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	0	68	0	68	68	0	71	0	71	0	71	0	71	0	71	0	71
	Left-Through		0							0				0				0	
	Through	133	0	**246**	0	133	**246**	9	148	0	**266**	0	148	0	**266**	0	148	0	**266**
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	142	0	142	0	142	142	5	153	0	153	0	153	0	153	0	153	0	153
	Left-Through		0							0				0				0	
	Through	124	0	**324**	0	124	**324**	10	140	0	**364**	0	140	0	**364**	0	140	0	**364**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	10	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		540	*North-South:*		549	*North-South:*			611	*North-South:*			619	*North-South:*			623
		East-West:		570	*East-West:*		570	*East-West:*			630	*East-West:*			630	*East-West:*			630
		SUM:		1110	*SUM:*		1119	*SUM:*			1241	*SUM:*			1249	*SUM:*			1253
VOLUME/CAPACITY (V/C) RATIO:				0.807			0.814				0.903				0.908				0.911
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.707**			**0.714**				**0.803**				**0.808**				**0.811**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	**56**	0	56	**56**	11	70	1	**70**	0	70	1	**70**	0	70	1	**70**
	Left-Through		0							0				0				0	
	Through	500	2	250	17	517	259	94	617	2	309	17	634	2	317	-7	627	2	314
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1261	1	**739**	17	1278	**747**	112	1431	1	**834**	17	1448	1	**843**	-7	1441	1	**839**
	Through-Right		1							1				1				1	
	Right	216	0	216	0	216	216	11	237	0	237	0	237	0	237	0	237	0	237
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	246	1	**246**	0	246	**246**	7	264	1	**264**	0	264	1	**264**	0	264	1	**264**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	120	1	92	0	120	92	7	132	1	97	0	132	1	97	0	132	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		795	*North-South:*		803	*North-South:*			904	*North-South:*			913	*North-South:*			909
		East-West:		246	*East-West:*		246	*East-West:*			264	*East-West:*			264	*East-West:*			264
		SUM:		1041	*SUM:*		1049	*SUM:*			1168	*SUM:*			1177	*SUM:*			1173
VOLUME/CAPACITY *(V/C)* RATIO:				0.694			0.699				0.779				0.785				0.782
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.594**			**0.599**				**0.679**				**0.685**				**0.682**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	*Δv/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	0	66	**66**	0	69	1	**69**	0	69	1	**69**	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	496	2	248	17	513	257	54	573	2	287	17	590	2	295	1	591	2	296
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	564	1	**342**	17	581	**351**	56	646	1	**386**	17	663	1	**394**	1	664	1	**395**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	130	1	**130**	0	130	**130**	0	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	76	1	43	0	76	43	0	79	1	45	0	79	1	45	0	79	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		408	*North-South:*		417	*North-South:*			455	*North-South:*			463	*North-South:*			464
		East-West:		130	*East-West:*		130	*East-West:*			136	*East-West:*			136	*East-West:*			136
		SUM:		538	*SUM:*		547	*SUM:*			591	*SUM:*			599	*SUM:*			600
VOLUME/CAPACITY (V/C) RATIO:				0.359			0.365				0.394				0.399				0.400
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.259			0.265				0.294				0.299				0.300
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	114	1	**114**	0	114	**114**	3	122	1	**122**	0	122	1	**122**	0	122	1	**122**
	Left-Through		0							0				0				0	
	Through	832	2	416	17	849	425	69	939	2	470	17	956	2	478	8	964	2	482
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	697	1	**441**	17	714	**450**	70	799	1	**498**	17	816	1	**506**	8	824	1	**510**
	Through-Right		1							1				1				1	
	Right	185	0	185	0	185	185	3	196	0	196	0	196	0	196	0	196	0	196
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	227	1	**227**	0	227	**227**	5	242	1	**242**	0	242	1	**242**	0	242	1	**242**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	121	1	64	0	121	64	5	132	1	71	0	132	1	71	0	132	1	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		555	*North-South:*		564	*North-South:*			620	*North-South:*			628	*North-South:*			632
		East-West:		227	*East-West:*		227	*East-West:*			242	*East-West:*			242	*East-West:*			242
		SUM:		782	*SUM:*		791	*SUM:*			862	*SUM:*			870	*SUM:*			874
VOLUME/CAPACITY (V/C) RATIO:				0.521			0.527				0.575				0.580				0.583
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.421**			**0.427**				**0.475**				**0.480**				**0.483**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2			2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	**29**	0	29	**29**	7	37	1	**37**	0	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	334	1	202	17	351	211	92	441	1	266	17	458	1	274	-7	451	1	271
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	17	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	113	0	113	113	8	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	901	1	**485**	17	918	**494**	111	1053	1	**563**	17	1070	1	**571**	-7	1063	1	**568**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	0	72	0	72	0	72	0	72	0	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	605	1	**327**	0	605	**327**	13	646	1	**352**	0	646	1	**352**	0	646	1	**352**
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	7	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	0	84	84	27	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	787	1	**444**	0	787	**444**	14	837	1	**478**	0	837	1	**478**	0	837	1	**478**
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	13	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		514	*North-South:*		523	*North-South:*			600	*North-South:*			608	*North-South:*			605
		East-West:		771	*East-West:*		771	*East-West:*			830	*East-West:*			830	*East-West:*			830
		SUM:		1285	*SUM:*		1294	*SUM:*			1430	*SUM:*			1438	*SUM:*			1435
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.941				1.040				1.046				1.044
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.835**			**0.841**				**0.940**				**0.946**				**0.944**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	2	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	60	60	7	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	347	1	**195**	17	364	**204**	52	415	1	**234**	17	432	1	**243**	1	433	1	**243**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	8	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	172	1	**172**	0	172	**172**	1	181	1	**181**	0	181	1	**181**	0	181	1	**181**
	Left-Through		0							0				0				0	
	Through	462	1	263	17	479	271	55	538	1	302	17	555	1	311	1	556	1	311
	Through-Right		1							1				1				1	
	Right	63	0	63	0	63	63	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	77	1	77	0	77	77	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	564	1	**305**	0	564	**305**	8	598	1	**327**	0	598	1	**327**	0	598	1	**327**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	8	56	0	56	0	56	0	56	0	56	0	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	46	0	46	46	6	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	537	1	**327**	0	537	**327**	6	568	1	**346**	0	568	1	**346**	0	568	1	**346**
	Through-Right		1							1				1				1	
	Right	117	0	117	0	117	117	1	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		367	*North-South:*		376	*North-South:*			415	*North-South:*			424	*North-South:*			424
		East-West:		632	*East-West:*		632	*East-West:*			673	*East-West:*			673	*East-West:*			673
		SUM:		999	*SUM:*		1008	*SUM:*			1088	*SUM:*			1097	*SUM:*			1097
VOLUME/CAPACITY (V/C) RATIO:				0.727			0.733				0.791				0.798				0.798
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.627**			**0.633**				**0.691**				**0.698**				**0.698**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	*Δv/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	76	0	76	76	7	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	563	1	**322**	17	580	**331**	67	656	1	**377**	17	673	1	**385**	8	681	1	**389**
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	12	97	0	97	0	97	0	97	0	97	0	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	184	1	**184**	0	184	**184**	6	198	1	**198**	0	198	1	**198**	0	198	1	**198**
	Left-Through		0							0				0				0	
	Through	471	1	269	17	488	277	69	562	1	316	17	579	1	324	8	587	1	328
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	0	69	0	69	0	69	0	69	0	69	0	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	104	0	104	104	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	672	1	**359**	0	672	**359**	12	715	1	**385**	0	715	1	**385**	0	715	1	**385**
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	8	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	56	1	56	0	56	56	9	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	719	1	**430**	0	719	**430**	11	763	1	**457**	0	763	1	**457**	0	763	1	**457**
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	4	151	0	151	0	151	0	151	0	151	0	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		506	North-South:		515	North-South:			575	North-South:			583	North-South:			587
		East-West:		789	East-West:		789	East-West:			842	East-West:			842	East-West:			842
		SUM:		1295	SUM:		1304	SUM:			1417	SUM:			1425	SUM:			1429
VOLUME/CAPACITY (V/C) RATIO:				0.942			0.948				1.031				1.036				1.039
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.842**			**0.848**				**0.931**				**0.936**				**0.939**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0		EB-- 3	WB--	0		EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	586	1	**586**	0	586	**586**	2	615	1	**615**	0	615	1	**615**	0	615	1	**615**
	Left-Through		0							0				0				0	
	Through	802	2	401	0	802	401	85	924	2	462	0	924	2	462	0	924	2	462
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	761	2	**381**	0	761	**381**	92	888	2	**444**	0	888	2	**444**	0	888	2	**444**
	Through-Right		0							0				0				0	
	Right	350	1	146	0	350	146	0	366	1	153	0	366	1	153	0	366	1	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	204	1	**204**	0	204	**204**	0	213	1	**213**	0	213	1	**213**	0	213	1	**213**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	500	1	0	26	526	0	7	530	1	0	26	556	1	0	-8	548	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	967		*North-South:*	967		*North-South:*	1059			*North-South:*	1059			*North-South:*	1059		
		East-West:	204		*East-West:*	204		*East-West:*	213			*East-West:*	213			*East-West:*	213		
		SUM:	1171		*SUM:*	1171		*SUM:*	1272			*SUM:*	1272			*SUM:*	1272		
VOLUME/CAPACITY *(V/C)* RATIO:			0.822			0.822			0.893				0.893				0.893		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.722**			**0.722**			**0.793**				**0.793**				**0.793**		
LEVEL OF SERVICE (LOS):			**C**			**C**			**C**				**C**				**C**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	682	1	**682**	0	682	**682**	5	718	1	**718**	0	718	1	**718**	0	718	1	**718**
	Left-Through		0							0				0				0	
	Through	830	2	415	0	830	415	38	906	2	453	0	906	2	453	0	906	2	453
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	661	2	**331**	0	661	**331**	47	738	2	**369**	0	738	2	**369**	0	738	2	**369**
	Through-Right		0							0				0				0	
	Right	375	1	281	0	375	281	0	392	1	294	0	392	1	294	0	392	1	294
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	94	1	**94**	0	94	**94**	0	98	1	**98**	0	98	1	**98**	0	98	1	**98**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	278	1	0	26	304	0	2	293	1	0	26	319	1	0	-1	318	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1013	*North-South:*		1013	*North-South:*			1087	*North-South:*			1087	*North-South:*			1087
		East-West:		94	*East-West:*		94	*East-West:*			98	*East-West:*			98	*East-West:*			98
		SUM:		1107	*SUM:*		1107	*SUM:*			1185	*SUM:*			1185	*SUM:*			1185
VOLUME/CAPACITY (V/C) RATIO:				0.777			0.777				0.832				0.832				0.832
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.677**			**0.677**				**0.732**				**0.732**				**0.732**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0		EB-- 3	WB--	0		EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	735	1	**735**	0	735	**735**	5	774	1	**774**	0	774	1	**774**	0	774	1	**774**
	Left-Through		0							0				0				0	
	Through	889	2	445	0	889	445	61	991	2	496	0	991	2	496	0	991	2	496
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	776	2	388	0	776	388	65	876	2	**438**	0	876	2	**438**	0	876	2	**438**
	Through-Right		0							0				0				0	
	Right	559	1	**403**	0	559	**403**	0	585	1	422	0	585	1	422	0	585	1	422
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	156	1	**156**	0	156	**156**	0	163	1	**163**	0	163	1	**163**	0	163	1	**163**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	359	1	0	26	385	0	2	377	1	0	26	403	1	0	-1	402	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1138	*North-South:*		1138	*North-South:*			1212	*North-South:*			1212	*North-South:*			1212
		East-West:		156	*East-West:*		156	*East-West:*			163	*East-West:*			163	*East-West:*			163
		SUM:		1294	*SUM:*		1294	*SUM:*			1375	*SUM:*			1375	*SUM:*			1375
VOLUME/CAPACITY (V/C) RATIO:				0.908			0.908				0.965				0.965				0.965
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.808**			**0.808**				**0.865**				**0.865**				**0.865**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	159	1	159	0	159	159	0	166	1	166	0	166	1	166	0	166	1	166
	Left-Through		0							0				0				0	
	Through	727	1	**424**	1	728	**425**	23	783	1	**455**	1	784	1	**456**	0	784	1	**456**
	Through-Right		1							1				1				1	
	Right	121	0	121	0	121	121	0	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	324	1	**324**	0	324	**324**	5	344	1	**344**	0	344	1	**344**	0	344	1	**344**
	Left-Through		0							0				0				0	
	Through	988	2	494	1	989	495	36	1069	2	535	1	1070	2	535	0	1070	2	535
	Through-Right		0							0				0				0	
	Right	138	1	83	0	138	83	0	144	1	86	0	144	1	86	0	144	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	111	1	111	0	111	111	0	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	966	1	**553**	0	966	**553**	50	1060	1	**603**	0	1060	1	**603**	0	1060	1	**603**
	Through-Right		1							1				1				1	
	Right	140	0	140	0	140	140	0	146	0	146	0	146	0	146	0	146	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	69	1	**69**	0	69	**69**	0	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	870	1	503	0	870	503	44	954	1	551	0	954	1	551	0	954	1	551
	Through-Right		1							1				1				1	
	Right	136	0	136	0	136	136	6	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	748		*North-South:*	749		*North-South:*	799			*North-South:*	800			*North-South:*	800	
		East-West:	622		*East-West:*	622		*East-West:*	675			*East-West:*	675			*East-West:*	675	
		SUM:	1370		*SUM:*	1371		*SUM:*	1474			*SUM:*	1475			*SUM:*	1475	
VOLUME/CAPACITY *(V/C)* RATIO:			0.996			0.997			1.072				1.073				1.073	
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.896**			**0.897**			**0.972**				**0.973**				**0.973**	
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**	

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	246	1	**173**	1	247	**173**	7	264	1	**184**	1	265	1	**185**	0	265	1	**185**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	0	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	124	1	**124**	0	124	**124**	6	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	231	2	116	1	232	116	6	248	2	124	1	249	2	125	0	249	2	125
	Through-Right		0							0				0				0	
	Right	86	1	41	0	86	41	0	90	1	43	0	90	1	43	0	90	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	90	1	90	0	90	90	0	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	839	1	**473**	0	839	**473**	19	896	1	504	0	896	1	504	0	896	1	504
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	58	1	**58**	0	58	**58**	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	774	1	440	0	774	440	17	826	1	**472**	0	826	1	**472**	0	826	1	**472**
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	7	118	0	118	0	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		297	*North-South:*		297	*North-South:*			320	*North-South:*			321	*North-South:*			321
		East-West:		531	*East-West:*		531	*East-West:*			566	*East-West:*			566	*East-West:*			566
		SUM:		828	*SUM:*		828	*SUM:*			886	*SUM:*			887	*SUM:*			887
VOLUME/CAPACITY (V/C) RATIO:				0.602			0.602				0.644				0.645				0.645
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.502**			**0.502**				**0.544**				**0.545**				**0.545**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0			0	NB-- 0 SB-- 0 EB-- 0 WB-- 0			0	NB-- 0 SB-- 0 EB-- 0 WB-- 0			0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	
NORTHBOUND																		
Left	155	1	155	0	155	155	0	162	1	162	0	162	1	162	0	162	1	162
Left-Through		0							0				0				0	
Through	727	1	**443**	1	728	**444**	16	776	1	**471**	1	777	1	**472**	0	777	1	**472**
Through-Right		1							1				1				1	
Right	159	0	159	0	159	159	0	166	0	166	0	166	0	166	0	166	0	166
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	199	1	**199**	0	199	**199**	6	214	1	**214**	0	214	1	**214**	0	214	1	**214**
Left-Through		0							0				0				0	
Through	422	2	211	1	423	212	12	453	2	227	1	454	2	227	0	454	2	227
Through-Right		0							0				0				0	
Right	88	1	0	0	88	0	0	92	1	0	0	92	1	0	0	92	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	182	1	**182**	0	182	**182**	0	190	1	**190**	0	190	1	**190**	0	190	1	**190**
Left-Through		0							0				0				0	
Through	1130	1	656	0	1130	656	35	1217	1	703	0	1217	1	703	0	1217	1	703
Through-Right		1							1				1				1	
Right	181	0	181	0	181	181	0	189	0	189	0	189	0	189	0	189	0	189
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	62	1	62	0	62	62	0	65	1	65	0	65	1	65	0	65	1	65
Left-Through		0							0				0				0	
Through	936	1	**541**	0	936	**541**	36	1015	1	**587**	0	1015	1	**587**	0	1015	1	**587**
Through-Right		1							1				1				1	
Right	145	0	145	0	145	145	7	159	0	159	0	159	0	159	0	159	0	159
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		642	North-South:		643	North-South:			685	North-South:			686	North-South:			686
	East-West:		723	East-West:		723	East-West:			777	East-West:			777	East-West:			777
	SUM:		1365	SUM:		1366	SUM:			1462	SUM:			1463	SUM:			1463
VOLUME/CAPACITY (V/C) RATIO:			0.993			0.993				1.063				1.064				1.064
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.893**			**0.893**				**0.963**				**0.964**				**0.964**
LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		0							0				0				0	
	Through	50	0	**117**	0	50	**117**	0	52	0	**122**	0	52	0	**122**	0	52	0	**122**
	Through-Right		0							0				0				0	
	Right	52	0	0	0	52	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	66	0	**66**	0	66	**66**	0	69	0	**69**	0	69	0	**69**	0	69	0	**69**
	Left-Through		0							0				0				0	
	Through	53	0	130	0	53	130	0	55	0	136	0	55	0	136	0	55	0	136
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0							0				0				0	
	Through	1376	1	**696**	0	1376	**696**	55	1494	1	**756**	0	1494	1	**756**	0	1494	1	**756**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	43	1	**43**	0	43	**43**	0	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	1065	1	540	0	1065	540	50	1164	1	590	0	1164	1	590	0	1164	1	590
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		183	*North-South:*		183	*North-South:*			191	*North-South:*			191	*North-South:*			191
		East-West:		739	*East-West:*		739	*East-West:*			801	*East-West:*			801	*East-West:*			801
		SUM:		922	*SUM:*		922	*SUM:*			992	*SUM:*			992	*SUM:*			992
	VOLUME/CAPACITY *(V/C)* RATIO:			0.615			0.615				0.661				0.661				0.661
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.515**			**0.515**				**0.561**				**0.561**				**0.561**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	10	0	43	0	10	43	0	10	0	45	0	10	0	45	0	10	0	45
	Through-Right		0							0				0				0	
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through		0							0				0				0	
	Through	16	0	45	0	16	45	0	17	0	47	0	17	0	47	0	17	0	47
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through		0							0				0				0	
	Through	1096	1	556	0	1096	556	25	1171	1	594	0	1171	1	594	0	1171	1	594
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	955	1	485	0	955	485	24	1023	1	519	0	1023	1	519	0	1023	1	519
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		65	North-South:		65	North-South:			68	North-South:			68	North-South:			68
		East-West:		588	East-West:		588	East-West:			627	East-West:			627	East-West:			627
		SUM:		653	SUM:		653	SUM:			695	SUM:			695	SUM:			695
VOLUME/CAPACITY (V/C) RATIO:				0.435			0.435				0.463				0.463				0.463
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.335			0.335				0.363				0.363				0.363
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		0							0				0				0	
	Through	10	0	50	0	10	50	0	10	0	51	0	10	0	51	0	10	0	51
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	20	0	59	0	20	59	0	21	0	62	0	21	0	62	0	21	0	62
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	1431	1	723	0	1431	723	41	1537	1	776	0	1537	1	776	0	1537	1	776
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	1214	1	619	0	1214	619	43	1312	1	669	0	1312	1	669	0	1312	1	669
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		73	North-South:		73	North-South:			75	North-South:			75	North-South:			75
		East-West:		747	East-West:		747	East-West:			801	East-West:			801	East-West:			801
		SUM:		820	SUM:		820	SUM:			876	SUM:			876	SUM:			876
VOLUME/CAPACITY (V/C) RATIO:				0.547			0.547				0.584				0.584				0.584
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.447				0.484				0.484				0.484
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	177	2	**97**	0	177	**97**	12	197	2	**108**	0	197	2	**108**	0	197	2	**108**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	188	0	0	0	188	0	1	198	0	0	0	198	0	0	0	198	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1043	2	522	0	1043	522	76	1167	2	584	0	1167	2	584	0	1167	2	584
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1498	2	**749**	0	1498	**749**	72	1638	2	**819**	0	1638	2	**819**	0	1638	2	**819**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		97	*North-South:*		97	*North-South:*			108	*North-South:*			108	*North-South:*			108
		East-West:		749	*East-West:*		749	*East-West:*			819	*East-West:*			819	*East-West:*			819
		SUM:		846	*SUM:*		846	*SUM:*			927	*SUM:*			927	*SUM:*			927
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.705				0.773				0.773				0.773
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.705				0.773				0.773				0.773
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1		NB-- 0	SB--	1		NB-- 0	SB--	1	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	214	2	**118**	0	214	**118**	4	228	2	**125**	0	228	2	**125**	0	228	2	**125**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	217	0	0	0	217	0	1	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	914	2	457	0	914	457	24	980	2	490	0	980	2	490	0	980	2	490
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1043	2	**522**	0	1043	**522**	26	1117	2	**559**	0	1117	2	**559**	0	1117	2	**559**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		118	*North-South:*		118	*North-South:*			125	*North-South:*			125	*North-South:*			125
		East-West:		522	*East-West:*		522	*East-West:*			559	*East-West:*			559	*East-West:*			559
		SUM:		640	*SUM:*		640	*SUM:*			684	*SUM:*			684	*SUM:*			684
VOLUME/CAPACITY (V/C) RATIO:				0.533			0.533				0.570				0.570				0.570
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.533				0.570				0.570				0.570
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0				0				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		1 0	NB-- 0 SB-- EB-- 0 WB--		1 0	NB-- 0 SB-- EB-- 0 WB--			1 0	NB-- 0 SB-- EB-- 0 WB--			1 0	NB-- 0 SB-- EB-- 0 WB--			1 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	258	2	142	0	258	142	8	278	2	153	0	278	2	153	0	278	2	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	290	0	0	0	290	0	1	304	0	0	0	304	0	0	0	304	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1263	2	632	0	1263	632	47	1368	2	684	0	1368	2	684	0	1368	2	684
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1214	2	607	0	1214	607	61	1330	2	665	0	1330	2	665	0	1330	2	665
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		142	North-South:		142	North-South:			153	North-South:			153	North-South:			153
		East-West:		632	East-West:		632	East-West:			684	East-West:			684	East-West:			684
		SUM:		774	SUM:		774	SUM:			837	SUM:			837	SUM:			837
	VOLUME/CAPACITY (V/C) RATIO:			0.645			0.645				0.698				0.698				0.698
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.645			0.645				0.698				0.698				0.698
	LEVEL OF SERVICE (LOS):			B			B				B				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 ΔV/C after mitigation: 0.000

Significant impacted? NO Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	42	**42**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	453	2	227	0	453	227	26	500	2	250	0	500	2	250	0	500	2	250
	Through-Right		0							0				0				0	
	Right	232	1	0	26	258	0	103	346	1	0	26	372	1	0	-8	364	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	85	0	85	85	0	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1126	1	**663**	0	1126	**663**	33	1210	1	**712**	0	1210	1	**712**	0	1210	1	**712**
	Through-Right		1							1				1				1	
	Right	199	0	199	0	199	199	6	214	0	214	0	214	0	214	0	214	0	214
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	221	1	221	0	221	221	8	239	1	239	0	239	1	239	0	239	1	239
	Left-Through		0							0				0				0	
	Through	411	2	**206**	0	411	**206**	31	461	2	**231**	0	461	2	**231**	0	461	2	**231**
	Through-Right		0							0				0				0	
	Right	64	1	43	0	64	43	0	67	1	45	0	67	1	45	0	67	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	645	1	**645**	0	645	**645**	127	801	1	**801**	0	801	1	**801**	0	801	1	**801**
	Left-Through		0							0				0				0	
	Through	539	1	282	0	539	282	48	612	1	319	0	612	1	319	0	612	1	319
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		705	North-South:		705	North-South:			756	North-South:			756	North-South:			756
		East-West:		851	East-West:		851	East-West:			1032	East-West:			1032	East-West:			1032
		SUM:		1556	SUM:		1556	SUM:			1788	SUM:			1788	SUM:			1788
VOLUME/CAPACITY (V/C) RATIO:				1.132			1.132				1.300				1.300				1.300
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.032			1.032				1.200				1.200				1.200
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	64	1	**64**	0	64	**64**	0	67	1	**67**	0	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	410	2	205	0	410	205	31	460	2	230	0	460	2	230	0	460	2	230
	Through-Right		0							0				0				0	
	Right	227	1	119	26	253	145	106	343	1	169	26	369	1	195	-1	368	1	194
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	0	88	88	0	92	1	92	0	92	1	92	0	92	1	92
	Left-Through		0							0				0				0	
	Through	396	1	**250**	0	396	**250**	24	438	1	**273**	0	438	1	**273**	0	438	1	**273**
	Through-Right		1							1				1				1	
	Right	103	0	103	0	103	103	0	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	150	1	150	0	150	150	0	157	1	157	0	157	1	157	0	157	1	157
	Left-Through		0							0				0				0	
	Through	355	2	**178**	0	355	**178**	16	387	2	**194**	0	387	2	**194**	0	387	2	**194**
	Through-Right		0							0				0				0	
	Right	40	1	8	0	40	8	0	42	1	9	0	42	1	9	0	42	1	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	216	1	**216**	0	216	**216**	123	349	1	**349**	0	349	1	**349**	0	349	1	**349**
	Left-Through		0							0				0				0	
	Through	375	1	235	0	375	235	13	405	1	252	0	405	1	252	0	405	1	252
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	0	98	0	98	0	98	0	98	0	98	0	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		314	*North-South:*		314	*North-South:*			340	*North-South:*			340	*North-South:*			340
		East-West:		394	*East-West:*		394	*East-West:*			543	*East-West:*			543	*East-West:*			543
		SUM:		708	*SUM:*		708	*SUM:*			883	*SUM:*			883	*SUM:*			883
	VOLUME/CAPACITY (V/C) RATIO:			0.515			0.515				0.642				0.642				0.642
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.415**			**0.415**				**0.542**				**0.542**				**0.542**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	85	85	0	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1026	2	**513**	0	1026	**513**	35	1108	2	**554**	0	1108	2	554	0	1108	2	554
	Through-Right		0							0				0				0	
	Right	608	1	474	26	634	500	106	742	1	541	26	768	1	**567**	-1	767	1	**566**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	1	**138**	0	138	**138**	0	144	1	**144**	0	144	1	**144**	0	144	1	**144**
	Left-Through		0							0				0				0	
	Through	480	1	311	0	480	311	29	531	1	342	0	531	1	342	0	531	1	342
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	5	152	0	152	0	152	0	152	0	152	0	152
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	227	1	227	0	227	227	4	241	1	241	0	241	1	241	0	241	1	241
	Left-Through		0							0				0				0	
	Through	686	2	**343**	0	686	**343**	25	742	2	**371**	0	742	2	**371**	0	742	2	**371**
	Through-Right		0							0				0				0	
	Right	50	1	8	0	50	8	0	52	1	8	0	52	1	8	0	52	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	268	1	**268**	0	268	**268**	123	403	1	**403**	0	403	1	**403**	0	403	1	**403**
	Left-Through		0							0				0				0	
	Through	453	1	284	0	453	284	19	493	1	307	0	493	1	307	0	493	1	307
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	651		*North-South:*	651		*North-South:*	698			*North-South:*	711			*North-South:*	710		
		East-West:	611		*East-West:*	611		*East-West:*	774			*East-West:*	774			*East-West:*	774		
		SUM:	1262		*SUM:*	1262		*SUM:*	1472			*SUM:*	1485			*SUM:*	1484		
VOLUME/CAPACITY (V/C) RATIO:			0.918			0.918			1.071				1.080				1.079		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.818**			**0.818**			**0.971**				**0.980**				**0.979**		
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	**13**	0	13	**13**	0	14	0	**14**	0	14	0	**14**	0	14	0	**14**
	Left-Through		1							1				1				1	
	Through	9	0	22	0	9	22	0	9	0	23	0	9	0	23	0	9	0	23
	Through-Right		0							0				0				0	
	Right	10	1	0	0	10	0	0	10	1	0	0	10	1	0	0	10	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	12	0	**308**	0	12	**308**	0	13	0	**322**	0	13	0	**322**	0	13	0	**322**
	Through-Right		0							0				0				0	
	Right	267	0	0	0	267	0	0	279	0	0	0	279	0	0	0	279	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	155	1	**155**	0	155	**155**	0	162	1	**162**	0	162	1	**162**	0	162	1	**162**
	Left-Through		0							0				0				0	
	Through	600	2	300	26	626	313	134	761	2	381	26	787	2	394	-8	779	2	390
	Through-Right		0							0				0				0	
	Right	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	900	1	**465**	0	900	**465**	175	1116	1	**573**	0	1116	1	**573**	0	1116	1	**573**
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		321	*North-South:*		321	*North-South:*			336	*North-South:*			336	*North-South:*			336
		East-West:		620	*East-West:*		620	*East-West:*			735	*East-West:*			735	*East-West:*			735
		SUM:		941	*SUM:*		941	*SUM:*			1071	*SUM:*			1071	*SUM:*			1071
VOLUME/CAPACITY *(V/C)* RATIO:				0.627			0.627				0.714				0.714				0.714
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.527**			**0.527**				**0.614**				**0.614**				**0.614**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	**31**	0	31	**31**	0	32	0	**32**	0	32	0	**32**	0	32	0	**32**
	Left-Through		1							1				1				1	
	Through	10	0	41	0	10	41	0	10	0	42	0	10	0	42	0	10	0	42
	Through-Right		0							0				0				0	
	Right	43	1	17	0	43	17	0	45	1	18	0	45	1	18	0	45	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		0							0				0				0	
	Through	29	0	**153**	0	29	**153**	0	30	0	**159**	0	30	0	**159**	0	30	0	**159**
	Through-Right		0							0				0				0	
	Right	117	0	0	0	117	0	0	122	0	0	0	122	0	0	0	122	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	103	1	**103**	0	103	**103**	0	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	451	2	226	26	477	239	123	595	2	298	26	621	2	311	-1	620	2	310
	Through-Right		0							0				0				0	
	Right	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	415	1	**213**	0	415	**213**	135	569	1	**291**	0	569	1	**291**	0	569	1	**291**
	Through-Right		1							1				1				1	
	Right	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		184	*North-South:*		184	*North-South:*			191	*North-South:*			191	*North-South:*			191
		East-West:		316	*East-West:*		316	*East-West:*			399	*East-West:*			399	*East-West:*			399
		SUM:		500	*SUM:*		500	*SUM:*			590	*SUM:*			590	*SUM:*			590
VOLUME/CAPACITY (V/C) RATIO:				0.333			0.333				0.393				0.393				0.393
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.233**			**0.233**				**0.293**				**0.293**				**0.293**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	0	**47**	0	47	**47**	0	49	0	**49**	0	49	0	**49**	0	49	0	**49**
	Left-Through		1							1				1				1	
	Through	17	0	64	0	17	64	0	18	0	67	0	18	0	67	0	18	0	67
	Through-Right		0							0				0				0	
	Right	45	1	24	0	45	24	0	47	1	25	0	47	1	25	0	47	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through		0							0				0				0	
	Through	22	0	**173**	0	22	**173**	0	23	0	**181**	0	23	0	**181**	0	23	0	**181**
	Through-Right		0							0				0				0	
	Right	130	0	0	0	130	0	0	136	0	0	0	136	0	0	0	136	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	253	1	253	0	253	253	0	265	1	265	0	265	1	265	0	265	1	265
	Left-Through		0							0				0				0	
	Through	1118	2	**559**	26	1144	**572**	132	1301	2	**651**	26	1327	2	**664**	-1	1326	2	**663**
	Through-Right		0							0				0				0	
	Right	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	42	1	**42**	0	42	**42**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	560	1	289	0	560	289	141	727	1	373	0	727	1	373	0	727	1	373
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		220	*North-South:*		220	*North-South:*			230	*North-South:*			230	*North-South:*			230
		East-West:		601	*East-West:*		614	*East-West:*			695	*East-West:*			708	*East-West:*			707
		SUM:		821	*SUM:*		834	*SUM:*			925	*SUM:*			938	*SUM:*			937
VOLUME/CAPACITY (V/C) RATIO:				0.547			0.556				0.617				0.625				0.625
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.447**			**0.456**				**0.517**				**0.525**				**0.525**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	*Δv/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	3	SB--	NB--	0	3	SB--	NB--	0	3	SB--	NB--	0	3	SB--	NB--	0	3	SB--
	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	422	1	**422**	0	422	**422**	148	589	1	**589**	0	589	1	**589**	0	589	1	**589**
	Left-Through		0							0				0				0	
	Through	299	1	151	0	299	151	0	313	1	158	0	313	1	158	0	313	1	158
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	469	2	235	0	469	235	0	490	2	245	0	490	2	245	0	490	2	245
	Through-Right		0							0				0				0	
	Right	653	1	**519**	0	653	**519**	27	710	1	**562**	0	710	1	**562**	0	710	1	**562**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	265	1	**134**	0	265	**134**	17	294	1	**148**	0	294	1	**148**	0	294	1	**148**
	Left-Through		1							1				1				1	
	Through	2	0	134	0	2	134	0	2	0	148	0	2	0	148	0	2	0	148
	Through-Right		0							0				0				0	
	Right	326	1	0	26	352	0	116	457	1	0	26	483	1	0	-8	475	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		0							0				0				0	
	Through	10	0	**40**	0	10	**40**	0	10	0	**41**	0	10	0	**41**	0	10	0	**41**
	Through-Right		0							0				0				0	
	Right	21	0	0	0	21	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		941	*North-South:*		941	*North-South:*			1151	*North-South:*			1151	*North-South:*			1151
		East-West:		174	*East-West:*		174	*East-West:*			189	*East-West:*			189	*East-West:*			189
		SUM:		1115	*SUM:*		1115	*SUM:*			1340	*SUM:*			1340	*SUM:*			1340
VOLUME/CAPACITY *(V/C)* RATIO:				0.811			0.811				0.975				0.975				0.975
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.711**			**0.711**				**0.875**				**0.875**				**0.875**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	**211**	0	211	**211**	129	350	1	**350**	0	350	1	**350**	0	350	1	**350**
	Left-Through		0							0				0				0	
	Through	247	1	128	0	247	128	0	258	1	133	0	258	1	133	0	258	1	133
	Through-Right		1							1				1				1	
	Right	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	247	2	124	0	247	124	0	258	2	129	0	258	2	129	0	258	2	129
	Through-Right		0							0				0				0	
	Right	293	1	**160**	0	293	**160**	6	312	1	**169**	0	312	1	**169**	0	312	1	**169**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	264	1	**133**	0	264	**133**	8	284	1	**143**	0	284	1	**143**	0	284	1	**143**
	Left-Through		1							1				1				1	
	Through	2	0	133	0	2	133	0	2	0	143	0	2	0	143	0	2	0	143
	Through-Right		0							0				0				0	
	Right	236	1	25	26	262	51	116	363	1	13	26	389	1	39	-1	388	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	6	0	**16**	0	6	**16**	0	6	0	**16**	0	6	0	**16**	0	6	0	**16**
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		371	*North-South:*		371	*North-South:*			519	*North-South:*			519	*North-South:*			519
		East-West:		149	*East-West:*		149	*East-West:*			159	*East-West:*			159	*East-West:*			159
		SUM:		520	*SUM:*		520	*SUM:*			678	*SUM:*			678	*SUM:*			678
VOLUME/CAPACITY (V/C) RATIO:				0.378			0.378				0.493				0.493				0.493
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.278**			**0.278**				**0.393**				**0.393**				**0.393**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 3 WB--	3	NB-- 0 SB--	EB-- 3 WB--	3	NB-- 0 SB--	EB-- 3 WB--	3	NB-- 0 SB--	EB-- 3 WB--	3	NB-- 0 SB--	EB-- 3 WB--	3	NB-- 0 SB--	EB-- 3 WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	297	1	**297**	0	297	**297**	132	443	1	**443**	0	443	1	**443**	0	443	1	**443**
	Left-Through		0							0				0				0	
	Through	434	1	220	0	434	220	0	454	1	230	0	454	1	230	0	454	1	230
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	345	2	**173**	0	345	**173**	0	361	2	**181**	0	361	2	**181**	0	361	2	**181**
	Through-Right		0							0				0				0	
	Right	352	1	11	0	352	11	9	377	1	15	0	377	1	15	0	377	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	677	1	**341**	0	677	**341**	12	720	1	**362**	0	720	1	**362**	0	720	1	**362**
	Left-Through		1							1				1				1	
	Through	4	0	341	0	4	341	0	4	0	362	0	4	0	362	0	4	0	362
	Through-Right		0							0				0				0	
	Right	448	1	151	26	474	177	121	589	1	146	26	615	1	172	-1	614	1	171
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	2	0	**23**	0	2	**23**	0	2	0	**24**	0	2	0	**24**	0	2	0	**24**
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	470		*North-South:*	470		*North-South:*	624			*North-South:*	624			*North-South:*	624		
		East-West:	364		*East-West:*	364		*East-West:*	386			*East-West:*	386			*East-West:*	386		
		SUM:	834		*SUM:*	834		*SUM:*	1010			*SUM:*	1010			*SUM:*	1010		
VOLUME/CAPACITY (V/C) RATIO:			0.607			0.607			0.735				0.735				0.735		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.507**			**0.507**			**0.635**				**0.635**				**0.635**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**B**				**B**				**B**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	671	1	**505**	26	697	**518**	5	707	1	**586**	26	733	1	**599**	-8	725	1	**595**
	Through-Right		1							1				1				1	
	Right	338	0	338	0	338	338	111	464	0	464	0	464	0	464	0	464	0	464
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	131	1	**131**	0	131	**131**	32	169	1	**169**	0	169	1	**169**	0	169	1	**169**
	Left-Through		0							0				0				0	
	Through	569	2	285	0	569	285	148	743	2	372	0	743	2	372	0	743	2	372
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	531	1	392	0	531	392	22	577	1	421	0	577	1	421	0	577	1	421
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	253	0	**392**	0	253	**392**	0	265	0	**421**	0	265	0	**421**	0	265	0	**421**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		636	North-South:		649	North-South:			755	North-South:			768	North-South:			764
		East-West:		392	East-West:		392	East-West:			421	East-West:			421	East-West:			421
		SUM:		1028	SUM:		1041	SUM:			1176	SUM:			1189	SUM:			1185
	VOLUME/CAPACITY (V/C) RATIO:			0.685			0.694				0.784				0.793				0.790
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.585			0.594				0.684				0.693				0.690
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	0
	EB--	0	0	WB--	EB--	0	0	WB--	EB--	0	0	WB--	EB--	0	0	WB--	EB--	0	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	318	1	**277**	26	344	**290**	8	341	1	341	26	367	1	**361**	-1	366	1	**360**
	Through-Right		1							1				1				1	
	Right	236	0	236	0	236	236	107	354	0	**354**	0	354	0	354	0	354	0	354
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	125	1	**125**	0	125	**125**	24	155	1	**155**	0	155	1	**155**	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	425	2	213	0	425	213	130	574	2	287	0	574	2	287	0	574	2	287
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	280	1	202	0	280	202	30	323	1	226	0	323	1	226	0	323	1	226
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	123	0	**202**	0	123	**202**	0	129	0	**226**	0	129	0	**226**	0	129	0	**226**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		402	*North-South:*		415	*North-South:*			509	*North-South:*			516	*North-South:*			515
		East-West:		202	*East-West:*		202	*East-West:*			226	*East-West:*			226	*East-West:*			226
		SUM:		604	*SUM:*		617	*SUM:*			735	*SUM:*			742	*SUM:*			741
VOLUME/CAPACITY (V/C) RATIO:				0.403			0.411				0.490				0.495				0.494
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.303**			**0.311**				**0.390**				**0.395**				**0.394**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	509	1	**412**	26	535	**425**	8	540	1	**490**	26	566	1	**503**	-1	565	1	**503**
	Through-Right		1							1				1				1	
	Right	314	0	314	0	314	314	112	440	0	440	0	440	0	440	0	440	0	440
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	1	**92**	0	92	**92**	24	120	1	**120**	0	120	1	**120**	0	120	1	**120**
	Left-Through		0							0				0				0	
	Through	613	2	307	0	613	307	133	774	2	387	0	774	2	387	0	774	2	387
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	387	1	302	0	387	302	30	435	1	331	0	435	1	331	0	435	1	331
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	217	0	**302**	0	217	**302**	0	227	0	**331**	0	227	0	**331**	0	227	0	**331**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		504	*North-South:*		517	*North-South:*			610	*North-South:*			623	*North-South:*			623
		East-West:		302	*East-West:*		302	*East-West:*			331	*East-West:*			331	*East-West:*			331
		SUM:		806	*SUM:*		819	*SUM:*			941	*SUM:*			954	*SUM:*			954
VOLUME/CAPACITY (V/C) RATIO:				0.537			0.546				0.627				0.636				0.636
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.437**			**0.446**				**0.527**				**0.536**				**0.536**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	∆*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	208	1	**208**	26	234	**234**	0	218	1	**218**	26	244	1	**244**	-8	236	1	**236**
	Left-Through		0							0				0				0	
	Through	888	2	444	0	888	444	27	956	2	478	0	956	2	478	0	956	2	478
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	408	1	408	0	408	408	40	467	1	467	0	467	1	467	0	467	1	467
	Through-Right		1							1				1				1	
	Right	504	0	**504**	0	504	**504**	32	559	0	**559**	0	559	0	**559**	0	559	0	**559**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	255	1	**177**	0	255	**177**	134	401	1	**267**	0	401	1	**267**	0	401	1	**267**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	99	0	177	0	99	177	28	132	0	267	0	132	0	267	0	132	0	267
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		North-South:		712	North-South:		738	North-South:			777	North-South:			803	North-South:			795
		East-West:		177	East-West:		177	East-West:			267	East-West:			267	East-West:			267
		SUM:		889	SUM:		915	SUM:			1044	SUM:			1070	SUM:			1062
VOLUME/CAPACITY (V/C) RATIO:				0.593			0.610				0.696				0.713				0.708
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.493			0.510				0.596				0.613				0.608
LEVEL OF SERVICE (LOS):				A			A				A				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	90	1	**90**	26	116	**116**	0	94	1	**94**	26	120	1	**120**	-1	119	1	**119**
	Left-Through		0							0				0				0	
	Through	482	2	241	0	482	241	38	542	2	271	0	542	2	271	0	542	2	271
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	322	1	**298**	0	322	**298**	31	368	1	**339**	0	368	1	**339**	0	368	1	**339**
	Through-Right		1							1				1				1	
	Right	273	0	273	0	273	273	24	309	0	309	0	309	0	309	0	309	0	309
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	186	1	**132**	0	186	**132**	123	317	1	**215**	0	317	1	**215**	0	317	1	**215**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	77	0	132	0	77	132	31	112	0	215	0	112	0	215	0	112	0	215
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
	CRITICAL VOLUMES		*North-South:*	388		*North-South:*	414		*North-South:*	433			*North-South:*	459			*North-South:*	458	
			East-West:	132		*East-West:*	132		*East-West:*	215			*East-West:*	215			*East-West:*	215	
			SUM:	520		*SUM:*	546		*SUM:*	648			*SUM:*	674			*SUM:*	673	
	VOLUME/CAPACITY (V/C) RATIO:			0.347			0.364				0.432				0.449				0.449
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.247**			**0.264**				**0.332**				**0.349**				**0.349**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	$\Delta v/c$ after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	**167**	26	193	**193**	0	175	1	**175**	26	201	1	**201**	-1	200	1	**200**
	Left-Through		0							0				0				0	
	Through	693	2	347	0	693	347	38	763	2	382	0	763	2	382	0	763	2	382
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	375	1	**351**	0	375	**351**	31	423	1	**394**	0	423	1	**394**	0	423	1	**394**
	Through-Right		1							1				1				1	
	Right	326	0	326	0	326	326	24	365	0	365	0	365	0	365	0	365	0	365
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	285	1	**213**	0	285	**213**	126	424	1	**301**	0	424	1	**301**	0	424	1	**301**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	141	0	213	0	141	213	31	178	0	301	0	178	0	301	0	178	0	301
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		*North-South:*		518	*North-South:*		544	*North-South:*			569	*North-South:*			595	*North-South:*			594
		East-West:		213	*East-West:*		213	*East-West:*			301	*East-West:*			301	*East-West:*			301
		SUM:		731	*SUM:*		757	*SUM:*			870	*SUM:*			896	*SUM:*			895
VOLUME/CAPACITY (V/C) RATIO:				0.487			0.505				0.580				0.597				0.597
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.387**			**0.405**				**0.480**				**0.497**				**0.497**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	*Δv/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	0	74	**74**	0	77	1	**77**	0	77	1	**77**	0	77	1	**77**
	Left-Through		0							0				0				0	
	Through	653	2	327	26	679	340	128	811	2	406	26	837	2	419	-8	829	2	415
	Through-Right		0							0				0				0	
	Right	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	1746	2	**873**	0	1746	**873**	161	1987	2	**994**	0	1987	2	**994**	0	1987	2	**994**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		0							0				0				0	
	Through	2	0	**78**	0	2	**78**	0	2	0	**82**	0	2	0	**82**	0	2	0	**82**
	Through-Right		0							0				0				0	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0	0	11
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		947	*North-South:*		947	*North-South:*			1071	*North-South:*			1071	*North-South:*			1071
		East-West:		83	*East-West:*		83	*East-West:*			87	*East-West:*			87	*East-West:*			87
		SUM:		1030	*SUM:*		1030	*SUM:*			1158	*SUM:*			1158	*SUM:*			1158
VOLUME/CAPACITY *(V/C)* RATIO:				0.687			0.687				0.772				0.772				0.772
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.587**			**0.587**				**0.672**				**0.672**				**0.672**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	57	**57**	0	60	1	**60**	0	60	1	**60**	0	60	1	**60**
	Left-Through		0							0				0				0	
	Through	692	2	346	26	718	359	136	860	2	430	26	886	2	443	-1	885	2	443
	Through-Right		0							0				0				0	
	Right	12	1	12	0	12	12	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	664	2	**332**	0	664	**332**	146	840	2	**420**	0	840	2	**420**	0	840	2	**420**
	Through-Right		0							0				0				0	
	Right	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	0	55	0	55	55	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		0							0				0				0	
	Through	2	0	**106**	0	2	**106**	0	2	0	**111**	0	2	0	**111**	0	2	0	**111**
	Through-Right		0							0				0				0	
	Right	49	0	0	0	49	0	0	51	0	0	0	51	0	0	0	51	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		0							0				0				0	
	Through	2	0	31	0	2	31	0	2	0	32	0	2	0	32	0	2	0	32
	Through-Right		0							0				0				0	
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		389	*North-South:*		389	*North-South:*			480	*North-South:*			480	*North-South:*			480
		East-West:		113	*East-West:*		113	*East-West:*			118	*East-West:*			118	*East-West:*			118
		SUM:		502	*SUM:*		502	*SUM:*			598	*SUM:*			598	*SUM:*			598
VOLUME/CAPACITY (V/C) RATIO:				0.335			0.335				0.399				0.399				0.399
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.235**			**0.235**				**0.299**				**0.299**				**0.299**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	0	86	86	0	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1678	2	**839**	26	1704	**852**	140	1895	2	**948**	26	1921	2	**961**	-1	1920	2	**960**
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	15	1	**15**	0	15	**15**	0	16	1	**16**	0	16	1	**16**	0	16	1	**16**
	Left-Through		0							0				0				0	
	Through	738	2	369	0	738	369	151	923	2	462	0	923	2	462	0	923	2	462
	Through-Right		0							0				0				0	
	Right	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	64	0	64	0	64	64	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through		0							0				0				0	
	Through	1	0	**144**	0	1	**144**	0	1	0	**151**	0	1	0	**151**	0	1	0	**151**
	Through-Right		0							0				0				0	
	Right	79	0	0	0	79	0	0	83	0	0	0	83	0	0	0	83	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	0	**6**	0	6	**6**	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		0							0				0				0	
	Through	1	0	20	0	1	20	0	1	0	21	0	1	0	21	0	1	0	21
	Through-Right		0							0				0				0	
	Right	13	0	0	0	13	0	0	14	0	0	0	14	0	0	0	14	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		854	*North-South:*		867	*North-South:*			964	*North-South:*			977	*North-South:*			976
		East-West:		150	*East-West:*		150	*East-West:*			157	*East-West:*			157	*East-West:*			157
		SUM:		1004	*SUM:*		1017	*SUM:*			1121	*SUM:*			1134	*SUM:*			1133
VOLUME/CAPACITY (V/C) RATIO:				0.669			0.678				0.747				0.756				0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.569**			**0.578**				**0.647**				**0.656**				**0.655**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	0	83	**83**	16	103	1	**103**	0	103	1	**103**	0	103	1	**103**
	Left-Through		0							0				0				0	
	Through	620	2	310	0	620	310	128	776	2	388	0	776	2	388	0	776	2	388
	Through-Right		0							0				0				0	
	Right	35	1	27	0	35	27	0	37	1	29	0	37	1	29	0	37	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	1485	2	**743**	0	1485	**743**	161	1714	2	**857**	0	1714	2	**857**	0	1714	2	**857**
	Through-Right		0							0				0				0	
	Right	148	1	84	0	148	71	0	155	1	88	0	155	1	75	0	155	1	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	129	1	**129**	26	155	**155**	0	135	1	**135**	26	161	1	**161**	-8	153	1	**153**
	Left-Through		0							0				0				0	
	Through	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Through-Right		0							0				0				0	
	Right	81	1	40	0	81	40	30	115	1	64	0	115	1	64	0	115	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	18	0	**59**	0	18	**59**	0	19	0	**62**	0	19	0	**62**	0	19	0	**62**
	Through-Right		1							1				1				1	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	826		*North-South:*	826		*North-South:*	960			*North-South:*	960			*North-South:*	960		
		East-West:	188		*East-West:*	214		*East-West:*	197			*East-West:*	223			*East-West:*	215		
		SUM:	1014		*SUM:*	1040		*SUM:*	1157			*SUM:*	1183			*SUM:*	1175		
VOLUME/CAPACITY *(V/C)* RATIO:			0.676			0.693			0.771				0.789				0.783		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.576**			**0.593**			**0.671**				**0.689**				**0.683**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**B**				**B**				**B**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	$\Delta v/c$ after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	0	89	**89**	24	117	1	**117**	0	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	593	2	297	0	593	297	136	756	2	378	0	756	2	378	0	756	2	378
	Through-Right		0							0				0				0	
	Right	37	1	24	0	37	24	0	39	1	26	0	39	1	26	0	39	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	48	0	48	48	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	545	2	**273**	0	545	**273**	146	716	2	**358**	0	716	2	**358**	0	716	2	**358**
	Through-Right		0							0				0				0	
	Right	94	1	27	0	94	14	0	98	1	28	0	98	1	15	0	98	1	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	**134**	26	160	**160**	0	140	1	**140**	26	166	1	**166**	-1	165	1	**165**
	Left-Through		0							0				0				0	
	Through	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Through-Right		0							0				0				0	
	Right	124	1	80	0	124	80	19	149	1	91	0	149	1	91	0	149	1	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	1	26	0	26	26	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	7	0	**72**	0	7	**72**	0	7	0	**75**	0	7	0	**75**	0	7	0	**75**
	Through-Right		1							1				1				1	
	Right	65	0	0	0	65	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	362		*North-South:*	362		*North-South:*	475			*North-South:*	475			*North-South:*	475		
		East-West:	206		*East-West:*	232		*East-West:*	215			*East-West:*	241			*East-West:*	240		
		SUM:	568		*SUM:*	594		*SUM:*	690			*SUM:*	716			*SUM:*	715		
VOLUME/CAPACITY (V/C) RATIO:			0.379			0.396			0.460				0.477				0.477		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.279**			**0.296**			**0.360**				**0.377**				**0.377**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	$\Delta v/c$ after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	95	0	95	95	24	123	1	123	0	123	1	123	0	123	1	123
	Left-Through		0							0				0				0	
	Through	1496	2	**748**	0	1496	**748**	140	1704	2	**852**	0	1704	2	**852**	0	1704	2	**852**
	Through-Right		0							0				0				0	
	Right	47	1	31	0	47	31	0	49	1	33	0	49	1	33	0	49	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	**60**	0	60	**60**	0	63	1	**63**	0	63	1	**63**	0	63	1	**63**
	Left-Through		0							0				0				0	
	Through	730	2	365	0	730	365	151	914	2	457	0	914	2	457	0	914	2	457
	Through-Right		0							0				0				0	
	Right	119	1	0	0	119	0	0	124	1	0	0	124	1	0	0	124	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	289	1	**289**	26	315	**315**	0	302	1	**302**	26	328	1	**328**	-1	327	1	**327**
	Left-Through		0							0				0				0	
	Through	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0							0				0				0	
	Right	202	1	155	0	202	155	19	230	1	169	0	230	1	169	0	230	1	169
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	5	0	**46**	0	5	**46**	0	5	0	**48**	0	5	0	**48**	0	5	0	**48**
	Through-Right		1							1				1				1	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	808		*North-South:*	808		*North-South:*	915			*North-South:*	915			*North-South:*	915		
		East-West:	335		*East-West:*	361		*East-West:*	350			*East-West:*	376			*East-West:*	375		
		SUM:	1143		*SUM:*	1169		*SUM:*	1265			*SUM:*	1291			*SUM:*	1290		
VOLUME/CAPACITY (V/C) RATIO:			0.762			0.779			0.843				0.861				0.860		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.662**			**0.679**			**0.743**				**0.761**				**0.760**		
LEVEL OF SERVICE (LOS):			**B**			**B**			**C**				**C**				**C**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	$\Delta v/c$ after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	41	1	**41**	0	41	**41**	0	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Left-Through		0							0				0				0	
	Through	723	2	362	0	723	362	144	900	2	450	0	900	2	450	0	900	2	450
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	1486	2	**743**	0	1486	**743**	190	1744	2	**872**	0	1744	2	**872**	0	1744	2	**872**
	Through-Right		0							0				0				0	
	Right	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	0	0	**79**	0	0	**79**	0	0	0	**83**	0	0	0	**83**	0	0	0	**83**
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	0	0	17	0	0	17	0	0	0	18	0	0	0	18	0	0	0	18
	Through-Right		0							0				0				0	
	Right	12	0	0	0	12	0	0	13	0	0	0	13	0	0	0	13	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		784	*North-South:*		784	*North-South:*			915	*North-South:*			915	*North-South:*			915
		East-West:		84	*East-West:*		84	*East-West:*			88	*East-West:*			88	*East-West:*			88
		SUM:		868	*SUM:*		868	*SUM:*			1003	*SUM:*			1003	*SUM:*			1003
	VOLUME/CAPACITY *(V/C)* RATIO:			0.579			0.579				0.669				0.669				0.669
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.479			0.479				0.569				0.569				0.569
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	**23**	0	23	**23**	0	24	1	**24**	0	24	1	**24**	0	24	1	**24**
	Left-Through		0							0				0				0	
	Through	706	2	353	0	706	353	160	898	2	449	0	898	2	449	0	898	2	449
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0							0				0				0	
	Through	682	2	**341**	0	682	**341**	166	879	2	**440**	0	879	2	**440**	0	879	2	**440**
	Through-Right		0							0				0				0	
	Right	43	1	43	0	43	43	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	0	0	**62**	0	0	**62**	0	0	0	**65**	0	0	0	**65**	0	0	0	**65**
	Through-Right		0							0				0				0	
	Right	46	0	0	0	46	0	0	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		364	*North-South:*		364	*North-South:*			464	*North-South:*			464	*North-South:*			464
		East-West:		62	*East-West:*		62	*East-West:*			65	*East-West:*			65	*East-West:*			65
		SUM:		426	*SUM:*		426	*SUM:*			529	*SUM:*			529	*SUM:*			529
VOLUME/CAPACITY (V/C) RATIO:				0.284			0.284				0.353				0.353				0.353
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.184**			**0.184**				**0.253**				**0.253**				**0.253**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	1516	2	**758**	0	1516	**758**	164	1749	2	**875**	0	1749	2	**875**	0	1749	2	**875**
	Through-Right		0							0				0				0	
	Right	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Left-Through		0							0				0				0	
	Through	866	2	433	0	866	433	171	1077	2	539	0	1077	2	539	0	1077	2	539
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	44	0	44	0	44	44	0	46	0	46	0	46	0	46	0	46	0	46
	Left-Through		0							0				0				0	
	Through	4	0	**88**	0	4	**88**	0	4	0	**92**	0	4	0	**92**	0	4	0	**92**
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	0	42	0	0	0	42	0	0	0	42	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		0							0				0				0	
	Through	0	0	27	0	0	27	0	0	0	28	0	0	0	28	0	0	0	28
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		762	*North-South:*		762	*North-South:*			879	*North-South:*			879	*North-South:*			879
		East-West:		98	*East-West:*		98	*East-West:*			102	*East-West:*			102	*East-West:*			102
		SUM:		860	*SUM:*		860	*SUM:*			981	*SUM:*			981	*SUM:*			981
VOLUME/CAPACITY (V/C) RATIO:				0.573			0.573				0.654				0.654				0.654
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.473			0.473				0.554				0.554				0.554
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	**16**	0	16	**16**	0	17	1	**17**	0	17	1	**17**	0	17	1	**17**
	Left-Through		0							0				0				0	
	Through	683	2	342	0	683	342	119	833	2	417	0	833	2	417	0	833	2	417
	Through-Right		0							0				0				0	
	Right	59	1	59	0	59	59	38	100	1	100	0	100	1	100	0	100	1	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	1	57	0	57	57	50	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	1298	2	**649**	0	1298	**649**	135	1492	2	**746**	0	1492	2	**746**	0	1492	2	**746**
	Through-Right		0							0				0				0	
	Right	49	1	49	0	49	49	38	89	1	89	0	89	1	89	0	89	1	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	0	**8**	0	8	**8**	31	39	0	**39**	0	39	0	**39**	0	39	0	**39**
	Left-Through		0							0				0				0	
	Through	15	0	46	0	15	46	0	16	0	79	0	16	0	79	0	16	0	79
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	0	54	0	54	54	6	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		0							0				0				0	
	Through	26	0	**118**	0	26	**118**	0	27	0	**137**	0	27	0	**137**	0	27	0	**137**
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	8	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		665	*North-South:*		665	*North-South:*			763	*North-South:*			763	*North-South:*			763
		East-West:		126	*East-West:*		126	*East-West:*			176	*East-West:*			176	*East-West:*			176
		SUM:		791	*SUM:*		791	*SUM:*			939	*SUM:*			939	*SUM:*			939
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.527				0.626				0.626				0.626
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.427**			**0.427**				**0.526**				**0.526**				**0.526**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	**22**	0	22	**22**	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0							0				0				0	
	Through	665	2	333	0	665	333	135	830	2	**415**	0	830	2	**415**	0	830	2	**415**
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	5	78	1	78	0	78	1	78	0	78	1	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	1	37	0	37	37	6	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	701	2	**351**	0	701	**351**	139	872	2	436	0	872	2	436	0	872	2	436
	Through-Right		0							0				0				0	
	Right	38	1	38	0	38	38	38	78	1	78	0	78	1	78	0	78	1	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	0	**24**	0	24	**24**	31	56	0	**56**	0	56	0	**56**	0	56	0	**56**
	Left-Through		0							0				0				0	
	Through	18	0	74	0	18	74	0	19	0	108	0	19	0	108	0	19	0	108
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	0	59	0	59	59	18	80	0	80	0	80	0	80	0	80	0	80
	Left-Through		0							0				0				0	
	Through	28	0	**125**	0	28	**125**	0	29	0	**173**	0	29	0	**173**	0	29	0	**173**
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	24	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		373	*North-South:*		373	*North-South:*			460	*North-South:*			460	*North-South:*			460
		East-West:		149	*East-West:*		149	*East-West:*			229	*East-West:*			229	*East-West:*			229
		SUM:		522	*SUM:*		522	*SUM:*			689	*SUM:*			689	*SUM:*			689
VOLUME/CAPACITY (V/C) RATIO:				0.348			0.348				0.459				0.459				0.459
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.248**			**0.248**				**0.359**				**0.359**				**0.359**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	1367	2	**684**	0	1367	**684**	139	1568	2	**784**	0	1568	2	**784**	0	1568	2	**784**
	Through-Right		0							0				0				0	
	Right	55	1	55	0	55	55	5	63	1	63	0	63	1	63	0	63	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	**28**	0	28	**28**	6	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through		0							0				0				0	
	Through	873	2	437	0	873	437	144	1057	2	529	0	1057	2	529	0	1057	2	529
	Through-Right		0							0				0				0	
	Right	18	1	18	0	18	18	38	57	1	57	0	57	1	57	0	57	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	38	0	38	0	38	38	31	71	0	**71**	0	71	0	**71**	0	71	0	**71**
	Left-Through		0							0				0				0	
	Through	22	0	**93**	0	22	**93**	0	23	0	129	0	23	0	129	0	23	0	129
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	0	**23**	0	23	**23**	18	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		0							0				0				0	
	Through	18	0	73	0	18	73	0	19	0	**118**	0	19	0	**118**	0	19	0	**118**
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	24	57	0	0	0	57	0	0	0	57	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	712		*North-South:*	712			*North-South:*	819			*North-South:*	819			*North-South:*	819
			East-West:	116		*East-West:*	116			*East-West:*	189			*East-West:*	189			*East-West:*	189
			SUM:	828		*SUM:*	828			*SUM:*	1008			*SUM:*	1008			*SUM:*	1008
VOLUME/CAPACITY (V/C) RATIO:				0.552			0.552				0.672				0.672				0.672
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.452**			**0.452**				**0.572**				**0.572**				**0.572**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	**32**	0	32	**32**	41	74	1	**74**	0	74	1	**74**	0	74	1	**74**
	Left-Through		0							0				0				0	
	Through	599	2	300	0	599	300	80	706	2	353	0	706	2	353	0	706	2	353
	Through-Right		0							0				0				0	
	Right	41	1	41	0	41	41	8	51	1	51	0	51	1	51	0	51	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	48	0	48	48	11	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1238	2	**619**	0	1238	**619**	56	1351	2	**676**	0	1351	2	**676**	0	1351	2	**676**
	Through-Right		0							0				0				0	
	Right	67	1	67	0	67	67	74	144	1	144	0	144	1	144	0	144	1	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	0	24	0	24	24	72	97	0	97	0	97	0	97	0	97	0	97
	Left-Through		0							0				0				0	
	Through	26	0	**90**	0	26	**90**	0	27	0	**205**	0	27	0	**205**	0	27	0	**205**
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	39	81	0	0	0	81	0	0	0	81	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	62	0	**62**	0	62	**62**	4	69	0	**69**	0	69	0	**69**	0	69	0	**69**
	Left-Through		0							0				0				0	
	Through	25	0	123	0	25	123	0	26	0	138	0	26	0	138	0	26	0	138
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	5	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		651	*North-South:*		651	*North-South:*			750	*North-South:*			750	*North-South:*			750
		East-West:		152	*East-West:*		152	*East-West:*			274	*East-West:*			274	*East-West:*			274
		SUM:		803	*SUM:*		803	*SUM:*			1024	*SUM:*			1024	*SUM:*			1024
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.535				0.683				0.683				0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.435				0.583				0.583				0.583
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	56	1	56	0	56	56	49	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	618	2	**309**	0	618	**309**	47	693	2	347	0	693	2	347	0	693	2	347
	Through-Right		0							0				0				0	
	Right	110	1	110	0	110	110	4	119	1	119	0	119	1	119	0	119	1	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	86	1	**86**	0	86	**86**	6	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	609	2	305	0	609	305	62	699	2	**350**	0	699	2	**350**	0	699	2	**350**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	89	155	1	155	0	155	1	155	0	155	1	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	57	0	57	0	57	57	81	141	0	141	0	141	0	141	0	141	0	141
	Left-Through		0							0				0				0	
	Through	36	0	**164**	0	36	**164**	0	38	0	**297**	0	38	0	**297**	0	38	0	**297**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	44	118	0	0	0	118	0	0	0	118	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	86	0	**86**	0	86	**86**	9	99	0	**99**	0	99	0	**99**	0	99	0	**99**
	Left-Through		0							0				0				0	
	Through	31	0	166	0	31	166	0	32	0	194	0	32	0	194	0	32	0	194
	Through-Right		0							0				0				0	
	Right	49	0	0	0	49	0	12	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	395		*North-South:*	395		*North-South:*	458			*North-South:*	458			*North-South:*	458		
		East-West:	250		*East-West:*	250		*East-West:*	396			*East-West:*	396			*East-West:*	396		
		SUM:	645		*SUM:*	645		*SUM:*	854			*SUM:*	854			*SUM:*	854		
	VOLUME/CAPACITY (V/C) RATIO:		0.430			0.430			0.569				0.569				0.569		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.330			0.330			0.469				0.469				0.469		
	LEVEL OF SERVICE (LOS):		A			A			A				A				A		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	37	1	37	0	37	37	49	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	1165	2	583	0	1165	583	51	1269	2	635	0	1269	2	635	0	1269	2	635
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	4	77	1	77	0	77	1	77	0	77	1	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	1	33	0	33	33	6	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0							0				0				0	
	Through	780	2	390	0	780	390	67	883	2	442	0	883	2	442	0	883	2	442
	Through-Right		0							0				0				0	
	Right	69	1	69	0	69	69	89	161	1	161	0	161	1	161	0	161	1	161
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	109	0	109	0	109	109	81	195	0	195	0	195	0	195	0	195	0	195
	Left-Through		0							0				0				0	
	Through	28	0	227	0	28	227	0	29	0	362	0	29	0	362	0	29	0	362
	Through-Right		0							0				0				0	
	Right	90	0	0	0	90	0	44	138	0	0	0	138	0	0	0	138	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	0	48	0	48	48	9	59	0	59	0	59	0	59	0	59	0	59
	Left-Through		0							0				0				0	
	Through	12	0	170	0	12	170	0	13	0	199	0	13	0	199	0	13	0	199
	Through-Right		0							0				0				0	
	Right	110	0	0	0	110	0	12	127	0	0	0	127	0	0	0	127	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		616	North-South:		616	North-South:			676	North-South:			676	North-South:			676
		East-West:		279	East-West:		279	East-West:			421	East-West:			421	East-West:			421
		SUM:		895	SUM:		895	SUM:			1097	SUM:			1097	SUM:			1097
	VOLUME/CAPACITY (V/C) RATIO:			0.597			0.597				0.731				0.731				0.731
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.497			0.497				0.631				0.631				0.631
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	58	0	**75**	0	58	**75**	0	61	0	**79**	0	61	0	**79**	0	61	0	**79**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1230	2	615	0	1230	615	97	1383	2	692	0	1383	2	692	0	1383	2	692
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	55	0	55	55	0	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	1472	2	**736**	0	1472	**736**	84	1623	2	**812**	0	1623	2	**812**	0	1623	2	**812**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		75	*North-South:*		75	*North-South:*			79	*North-South:*			79	*North-South:*			79
		East-West:		736	*East-West:*		736	*East-West:*			812	*East-West:*			812	*East-West:*			812
		SUM:		811	*SUM:*		811	*SUM:*			891	*SUM:*			891	*SUM:*			891
	VOLUME/CAPACITY *(V/C)* RATIO:			0.676			0.676				0.743				0.743				0.743
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.676			0.676				0.743				0.743				0.743
	LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			0			0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	32	0	**63**	0	32	**63**	0	33	0	**65**	0	33	0	**65**	0	33	0	**65**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	937	2	469	0	937	469	87	1067	2	534	0	1067	2	534	0	1067	2	534
	Through-Right		0							0				0				0	
	Right	33	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	47	0	47	47	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	1186	2	**593**	0	1186	**593**	99	1339	2	**670**	0	1339	2	**670**	0	1339	2	**670**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		63	*North-South:*		63	*North-South:*			65	*North-South:*			65	*North-South:*			65
		East-West:		593	*East-West:*		593	*East-West:*			670	*East-West:*			670	*East-West:*			670
		SUM:		656	*SUM:*		656	*SUM:*			735	*SUM:*			735	*SUM:*			735
VOLUME/CAPACITY (V/C) RATIO:				0.547			0.547				0.613				0.613				0.613
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.547			0.547				0.613				0.613				0.613
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	45	0	**59**	0	45	**59**	0	47	0	**62**	0	47	0	**62**	0	47	0	**62**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1324	2	662	0	1324	662	87	1471	2	736	0	1471	2	736	0	1471	2	736
	Through-Right		0							0				0				0	
	Right	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	1379	2	**690**	0	1379	**690**	99	1541	2	**771**	0	1541	2	**771**	0	1541	2	**771**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		59	*North-South:*		59	*North-South:*			62	*North-South:*			62	*North-South:*			62
		East-West:		690	*East-West:*		690	*East-West:*			771	*East-West:*			771	*East-West:*			771
		SUM:		749	*SUM:*		749	*SUM:*			833	*SUM:*			833	*SUM:*			833
VOLUME/CAPACITY (V/C) RATIO:				0.624			0.624				0.694				0.694				0.694
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.624			0.624				0.694				0.694				0.694
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	104	0	104	0	104	104	0	109	0	109	0	109	0	109	0	109	0	109
	Left-Through		0							0				0				0	
	Through	113	0	**339**	0	113	**339**	0	118	0	**355**	0	118	0	**355**	0	118	0	**355**
	Through-Right		0							0				0				0	
	Right	122	0	0	0	122	0	0	128	0	0	0	128	0	0	0	128	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	19	0	**19**	0	19	**19**	0	20	0	**20**	0	20	0	**20**	0	20	0	**20**
	Left-Through		0							0				0				0	
	Through	56	0	238	0	56	238	0	59	0	249	0	59	0	249	0	59	0	249
	Through-Right		0							0				0				0	
	Right	163	0	0	0	163	0	0	170	0	0	0	170	0	0	0	170	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	112	1	**112**	0	112	**112**	0	117	1	**117**	0	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	1021	2	511	0	1021	511	97	1165	2	583	0	1165	2	583	0	1165	2	583
	Through-Right		0							0				0				0	
	Right	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	1191	2	**596**	0	1191	**596**	84	1329	2	**665**	0	1329	2	**665**	0	1329	2	**665**
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	358		*North-South:*	358		*North-South:*	375			*North-South:*	375			*North-South:*	375	
		East-West:	708		*East-West:*	708		*East-West:*	782			*East-West:*	782			*East-West:*	782	
		SUM:	1066		*SUM:*	1066		*SUM:*	1157			*SUM:*	1157			*SUM:*	1157	
VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.711			0.771				0.771				0.771	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.611			0.611			0.671				0.671				0.671	
LEVEL OF SERVICE (LOS):			B			B			B				B				B	

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through		0							0				0				0	
	Through	193	0	**447**	0	193	**447**	0	202	0	**467**	0	202	0	**467**	0	202	0	**467**
	Through-Right		0							0				0				0	
	Right	138	0	0	0	138	0	0	144	0	0	0	144	0	0	0	144	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	**30**	0	30	**30**	0	31	0	**31**	0	31	0	**31**	0	31	0	**31**
	Left-Through		0							0				0				0	
	Through	61	0	244	0	61	244	0	64	0	255	0	64	0	255	0	64	0	255
	Through-Right		0							0				0				0	
	Right	153	0	0	0	153	0	0	160	0	0	0	160	0	0	0	160	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	111	1	**111**	0	111	**111**	0	116	1	**116**	0	116	1	**116**	0	116	1	**116**
	Left-Through		0							0				0				0	
	Through	780	2	390	0	780	390	87	903	2	452	0	903	2	452	0	903	2	452
	Through-Right		0							0				0				0	
	Right	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	842	2	**421**	0	842	**421**	99	979	2	**490**	0	979	2	**490**	0	979	2	**490**
	Through-Right		0							0				0				0	
	Right	22	1	22	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		477	*North-South:*		477	*North-South:*			498	*North-South:*			498	*North-South:*			498
		East-West:		532	*East-West:*		532	*East-West:*			606	*East-West:*			606	*East-West:*			606
		SUM:		1009	*SUM:*		1009	*SUM:*			1104	*SUM:*			1104	*SUM:*			1104
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.673				0.736				0.736				0.736
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.573**				**0.636**				**0.636**				**0.636**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	119	0	119	0	119	119	0	124	0	124	0	124	0	124	0	124	0	124
	Left-Through		0							0				0				0	
	Through	89	0	**337**	0	89	**337**	0	93	0	**352**	0	93	0	**352**	0	93	0	**352**
	Through-Right		0							0				0				0	
	Right	129	0	0	0	129	0	0	135	0	0	0	135	0	0	0	135	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	25	0	**25**	0	25	**25**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	51	0	204	0	51	204	0	53	0	213	0	53	0	213	0	53	0	213
	Through-Right		0							0				0				0	
	Right	128	0	0	0	128	0	0	134	0	0	0	134	0	0	0	134	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	114	1	114	0	114	114	0	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	1230	2	**615**	0	1230	**615**	87	1373	2	**687**	0	1373	2	**687**	0	1373	2	**687**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	1007	2	504	0	1007	504	99	1152	2	576	0	1152	2	576	0	1152	2	576
	Through-Right		0							0				0				0	
	Right	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		362	*North-South:*		362	*North-South:*			378	*North-South:*			378	*North-South:*			378
		East-West:		668	*East-West:*		668	*East-West:*			742	*East-West:*			742	*East-West:*			742
		SUM:		1030	*SUM:*		1030	*SUM:*			1120	*SUM:*			1120	*SUM:*			1120
VOLUME/CAPACITY (V/C) RATIO:				0.687			0.687				0.747				0.747				0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.587**			**0.587**				**0.647**				**0.647**				**0.647**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	105	1	**105**	0	105	**105**	0	110	1	**110**	0	110	1	**110**	0	110	1	**110**
	Left-Through		0							0				0				0	
	Through	569	2	285	0	569	285	54	649	2	325	0	649	2	325	0	649	2	325
	Through-Right		0							0				0				0	
	Right	45	1	16	0	45	16	0	47	1	16	0	47	1	16	0	47	1	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	113	0	113	113	0	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	904	2	**452**	0	904	**452**	37	982	2	**491**	0	982	2	**491**	0	982	2	**491**
	Through-Right		0							0				0				0	
	Right	185	1	92	0	185	92	63	256	1	121	0	256	1	121	0	256	1	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	187	1	**187**	0	187	**187**	74	270	1	**270**	0	270	1	**270**	0	270	1	**270**
	Left-Through		0							0				0				0	
	Through	547	1	336	0	547	336	2	574	1	352	0	574	1	352	0	574	1	352
	Through-Right		1							1				1				1	
	Right	124	0	124	0	124	124	0	130	0	130	0	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	1	59	0	59	59	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	758	1	**451**	0	758	**451**	2	795	1	**473**	0	795	1	**473**	0	795	1	**473**
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		557	*North-South:*		557	*North-South:*			601	*North-South:*			601	*North-South:*			601
		East-West:		638	*East-West:*		638	*East-West:*			743	*East-West:*			743	*East-West:*			743
		SUM:		1195	*SUM:*		1195	*SUM:*			1344	*SUM:*			1344	*SUM:*			1344
	VOLUME/CAPACITY *(V/C)* RATIO:			0.869			0.869				0.977				0.977				0.977
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.769**			**0.769**				**0.877**				**0.877**				**0.877**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	105	0	105	105	0	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	627	2	**314**	0	627	**314**	39	695	2	**348**	0	695	2	**348**	0	695	2	**348**
	Through-Right		0							0				0				0	
	Right	47	1	34	0	47	34	0	49	1	35	0	49	1	35	0	49	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	**82**	0	82	**82**	0	86	1	**86**	0	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	526	2	263	0	526	263	42	592	2	296	0	592	2	296	0	592	2	296
	Through-Right		0							0				0				0	
	Right	211	1	131	0	211	131	74	295	1	182	0	295	1	182	0	295	1	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	161	1	**161**	0	161	**161**	59	227	1	**227**	0	227	1	**227**	0	227	1	**227**
	Left-Through		0							0				0				0	
	Through	387	1	257	0	387	257	3	408	1	271	0	408	1	271	0	408	1	271
	Through-Right		1							1				1				1	
	Right	127	0	127	0	127	127	0	133	0	133	0	133	0	133	0	133	0	133
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	398	1	**241**	0	398	**241**	3	419	1	**254**	0	419	1	**254**	0	419	1	**254**
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	396		*North-South:*	396		*North-South:*	434			*North-South:*	434			*North-South:*	434		
		East-West:	402		*East-West:*	402		*East-West:*	481			*East-West:*	481			*East-West:*	481		
		SUM:	798		*SUM:*	798		*SUM:*	915			*SUM:*	915			*SUM:*	915		
VOLUME/CAPACITY (V/C) RATIO:			0.580			0.580			0.665				0.665				0.665		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.480			0.480			0.565				0.565				0.565		
LEVEL OF SERVICE (LOS):			A			A			A				A				A		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	127	1	127	0	127	127	0	133	1	133	0	133	1	133	0	133	1	133
Left-Through		0							0				0				0	
Through	976	2	**488**	0	976	**488**	43	1064	2	**532**	0	1064	2	**532**	0	1064	2	**532**
Through-Right		0							0				0				0	
Right	54	1	34	0	54	34	0	56	1	35	0	56	1	35	0	56	1	35
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	135	1	**135**	0	135	**135**	0	141	1	**141**	0	141	1	**141**	0	141	1	**141**
Left-Through		0							0				0				0	
Through	682	2	341	0	682	341	47	760	2	380	0	760	2	380	0	760	2	380
Through-Right		0							0				0				0	
Right	197	1	89	0	197	89	74	280	1	137	0	280	1	137	0	280	1	137
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	217	1	217	0	217	217	59	286	1	**286**	0	286	1	**286**	0	286	1	**286**
Left-Through		0							0				0				0	
Through	914	1	**516**	0	914	**516**	3	959	1	541	0	959	1	541	0	959	1	541
Through-Right		1							1				1				1	
Right	118	0	118	0	118	118	0	123	0	123	0	123	0	123	0	123	0	123
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	41	1	**41**	0	41	**41**	0	43	1	43	0	43	1	43	0	43	1	43
Left-Through		0							0				0				0	
Through	512	1	321	0	512	321	3	538	1	**337**	0	538	1	**337**	0	538	1	**337**
Through-Right		1							1				1				1	
Right	130	0	130	0	130	130	0	136	0	136	0	136	0	136	0	136	0	136
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		623	*North-South:*		623	*North-South:*			673	*North-South:*			673	*North-South:*			673
	East-West:		557	*East-West:*		557	*East-West:*			623	*East-West:*			623	*East-West:*			623
	SUM:		1180	*SUM:*		1180	*SUM:*			1296	*SUM:*			1296	*SUM:*			1296
VOLUME/CAPACITY (V/C) RATIO:			0.858			0.858				0.943				0.943				0.943
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.758			0.758				0.843				0.843				0.843
LEVEL OF SERVICE (LOS):			C			C				D				D				D

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	No. of Phases		4			4				4				4				4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0				0				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?		2			2				2				2				2
	Override Capacity		0			0				0				0				0

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	68	0	**68**	0	68	**68**	0	71	0	**71**	0	71	0	**71**	0	71	0	**71**
	Left-Through		1							1				1				1	
	Through	18	0	86	0	18	86	0	19	0	90	0	19	0	90	0	19	0	90
	Through-Right		0							0				0				0	
	Right	281	1	84	0	281	84	0	294	1	88	0	294	1	88	0	294	1	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	11	0	**35**	0	11	**35**	0	12	0	**37**	0	12	0	**37**	0	12	0	**37**
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	106	0	**200**	0	106	**200**	0	111	0	**209**	0	111	0	**209**	0	111	0	**209**
	Through-Right		0							0				0				0	
	Right	65	0	0	0	65	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	394	1	**394**	0	394	**394**	0	412	1	**412**	0	412	1	**412**	0	412	1	**412**
	Left-Through		0							0				0				0	
	Through	105	1	105	0	105	105	0	110	1	110	0	110	1	110	0	110	1	110
	Through-Right		0							0				0				0	
	Right	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		103	*North-South:*		103	*North-South:*			108	*North-South:*			108	*North-South:*			108
		East-West:		594	*East-West:*		594	*East-West:*			621	*East-West:*			621	*East-West:*			621
		SUM:		697	*SUM:*		697	*SUM:*			729	*SUM:*			729	*SUM:*			729
	VOLUME/CAPACITY *(V/C)* RATIO:			0.581			0.581				0.608				0.608				0.608
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.581			0.581				0.608				0.608				0.608
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0	
Override Capacity			1200			#####			1200			1200			1200			1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		1							1				1				1	
	Through	11	0	50	0	11	50	0	12	0	53	0	12	0	53	0	12	0	53
	Through-Right		0							0				0				0	
	Right	307	1	**177**	0	307	**177**	0	321	1	**185**	0	321	1	**185**	0	321	1	**185**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	0	**37**	0	37	**37**	0	39	0	**39**	0	39	0	**39**	0	39	0	**39**
	Left-Through		0							0				0				0	
	Through	15	0	75	0	15	75	0	16	0	79	0	16	0	79	0	16	0	79
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	90	0	**168**	0	90	**168**	0	94	0	**176**	0	94	0	**176**	0	94	0	**176**
	Through-Right		0							0				0				0	
	Right	62	0	0	0	62	0	0	65	0	0	0	65	0	0	0	65	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	260	1	**260**	0	260	**260**	0	272	1	**272**	0	272	1	**272**	0	272	1	**272**
	Left-Through		0							0				0				0	
	Through	108	1	108	0	108	108	0	113	1	113	0	113	1	113	0	113	1	113
	Through-Right		0							0				0				0	
	Right	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		214	*North-South:*		214	*North-South:*			224	*North-South:*			224	*North-South:*			224
		East-West:		428	*East-West:*		428	*East-West:*			448	*East-West:*			448	*East-West:*			448
		SUM:		642	*SUM:*		642	*SUM:*			672	*SUM:*			672	*SUM:*			672
VOLUME/CAPACITY (V/C) RATIO:				0.535			0.535				0.560				0.560				0.560
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.535				0.560				0.560				0.560
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0				0				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	55	0	55	0	55	55	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		1							1				1				1	
	Through	19	0	74	0	19	74	0	20	0	78	0	20	0	78	0	20	0	78
	Through-Right		0							0				0				0	
	Right	450	1	283	0	450	283	0	471	1	296	0	471	1	296	0	471	1	296
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	0	40	40	0	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		0							0				0				0	
	Through	15	0	66	0	15	66	0	16	0	70	0	16	0	70	0	16	0	70
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	51	0	132	0	51	132	0	53	0	138	0	53	0	138	0	53	0	138
	Through-Right		0							0				0				0	
	Right	70	0	0	0	70	0	0	73	0	0	0	73	0	0	0	73	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	335	1	335	0	335	335	0	350	1	350	0	350	1	350	0	350	1	350
	Left-Through		0							0				0				0	
	Through	78	1	78	0	78	78	0	82	1	82	0	82	1	82	0	82	1	82
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		323	North-South:		323	North-South:			338	North-South:			338	North-South:			338
		East-West:		467	East-West:		467	East-West:			488	East-West:			488	East-West:			488
		SUM:		790	SUM:		790	SUM:			826	SUM:			826	SUM:			826
	VOLUME/CAPACITY (V/C) RATIO:			0.658			0.658				0.688				0.688				0.688
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.658			0.658				0.688				0.688				0.688
	LEVEL OF SERVICE (LOS):			B			B				B				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 | *Δv/c* after mitigation: 0.000

Significant impacted? NO | Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through		0							0				0				0	
	Through	277	1	165	0	277	165	110	400	1	227	0	400	1	227	0	400	1	227
	Through-Right		1							1				1				1	
	Right	52	0	52	0	52	52	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	91	0	91	91	2	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	654	1	**424**	0	654	**424**	66	750	1	**477**	0	750	1	**477**	0	750	1	**477**
	Through-Right		1							1				1				1	
	Right	194	0	194	0	194	194	0	203	0	203	0	203	0	203	0	203	0	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	**134**	0	134	**134**	0	140	1	**140**	0	140	1	**140**	0	140	1	**140**
	Left-Through		0							0				0				0	
	Through	243	1	243	0	243	243	0	254	1	254	0	254	1	254	0	254	1	254
	Through-Right		0							0				0				0	
	Right	13	1	9	0	13	9	0	14	1	10	0	14	1	10	0	14	1	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	123	1	123	0	123	123	0	129	1	129	0	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	309	1	**309**	0	309	**309**	0	323	1	**323**	0	323	1	**323**	0	323	1	**323**
	Through-Right		0							0				0				0	
	Right	139	1	94	0	139	94	1	146	1	98	0	146	1	98	0	146	1	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		432	*North-South:*		432	*North-South:*			485	*North-South:*			485	*North-South:*			485
		East-West:		443	*East-West:*		443	*East-West:*			463	*East-West:*			463	*East-West:*			463
		SUM:		875	*SUM:*		875	*SUM:*			948	*SUM:*			948	*SUM:*			948
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.636				0.689				0.689				0.689
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.536**			**0.536**				**0.589**				**0.589**				**0.589**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	340	1	**200**	0	340	**200**	36	392	1	**228**	0	392	1	**228**	0	392	1	**228**
	Through-Right		1							1				1				1	
	Right	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	110	1	**110**	0	110	**110**	2	117	1	**117**	0	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	258	1	177	0	258	177	48	318	1	209	0	318	1	209	0	318	1	209
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	138	1	**138**	0	138	**138**	0	144	1	**144**	0	144	1	**144**	0	144	1	**144**
	Left-Through		0							0				0				0	
	Through	287	1	287	0	287	287	0	300	1	300	0	300	1	300	0	300	1	300
	Through-Right		0							0				0				0	
	Right	42	1	34	0	42	34	0	44	1	35	0	44	1	35	0	44	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	298	1	**298**	0	298	**298**	0	312	1	**312**	0	312	1	**312**	0	312	1	**312**
	Through-Right		0							0				0				0	
	Right	150	1	95	0	150	95	4	161	1	103	0	161	1	103	0	161	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		310	*North-South:*		310	*North-South:*			345	*North-South:*			345	*North-South:*			345
		East-West:		436	*East-West:*		436	*East-West:*			456	*East-West:*			456	*East-West:*			456
		SUM:		746	*SUM:*		746	*SUM:*			801	*SUM:*			801	*SUM:*			801
VOLUME/CAPACITY (V/C) RATIO:				0.543			0.543				0.583				0.583				0.583
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.443**			**0.443**				**0.483**				**0.483**				**0.483**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	602	1	**332**	0	602	**332**	49	678	1	**371**	0	678	1	**371**	0	678	1	**371**
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	64	0	64	0	64	0	64	0	64	0	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	76	1	**76**	0	76	**76**	2	81	1	**81**	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	362	1	239	0	362	239	66	445	1	283	0	445	1	283	0	445	1	283
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	216	1	**216**	0	216	**216**	0	226	1	**226**	0	226	1	**226**	0	226	1	**226**
	Left-Through		0							0				0				0	
	Through	318	1	318	0	318	318	0	333	1	333	0	333	1	333	0	333	1	333
	Through-Right		0							0				0				0	
	Right	22	1	18	0	22	18	0	23	1	19	0	23	1	19	0	23	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	74	1	74	0	74	74	0	77	1	77	0	77	1	77	0	77	1	77
	Left-Through		0							0				0				0	
	Through	332	1	**332**	0	332	**332**	0	347	1	**347**	0	347	1	**347**	0	347	1	**347**
	Through-Right		0							0				0				0	
	Right	202	1	164	0	202	164	4	215	1	175	0	215	1	175	0	215	1	175
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		408	*North-South:*		408	*North-South:*			452	*North-South:*			452	*North-South:*			452
		East-West:		548	*East-West:*		548	*East-West:*			573	*East-West:*			573	*East-West:*			573
		SUM:		956	*SUM:*		956	*SUM:*			1025	*SUM:*			1025	*SUM:*			1025
VOLUME/CAPACITY (V/C) RATIO:				0.695			0.695				0.745				0.745				0.745
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.595**			**0.595**				**0.645**				**0.645**				**0.645**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	0	**71**	0	71	**71**	0	74	0	**74**	0	74	0	**74**	0	74	0	**74**
	Left-Through		0							0				0				0	
	Through	18	0	113	0	18	113	0	19	0	118	0	19	0	118	0	19	0	118
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through		0							0				0				0	
	Through	38	0	**107**	0	38	**107**	0	40	0	**112**	0	40	0	**112**	0	40	0	**112**
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	271	0	**359**	0	271	**359**	2	285	0	**377**	0	285	0	**377**	0	285	0	**377**
	Through-Right		0							0				0				0	
	Right	75	0	0	0	75	0	0	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	505	2	185	0	505	185	1	529	2	194	0	529	2	194	0	529	2	194
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		178	*North-South:*		178	*North-South:*			186	*North-South:*			186	*North-South:*			186
		East-West:		459	*East-West:*		459	*East-West:*			482	*East-West:*			482	*East-West:*			482
		SUM:		637	*SUM:*		637	*SUM:*			668	*SUM:*			668	*SUM:*			668
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.447				0.469				0.469				0.469
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.347**			**0.347**				**0.369**				**0.369**				**0.369**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	0	63	63	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through		0							0				0				0	
	Through	22	0	**113**	0	22	**113**	0	23	0	**118**	0	23	0	**118**	0	23	0	**118**
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	0	**41**	0	41	**41**	0	43	0	**43**	0	43	0	**43**	0	43	0	**43**
	Left-Through		0							0				0				0	
	Through	24	0	74	0	24	74	0	25	0	77	0	25	0	77	0	25	0	77
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	407	0	**467**	0	407	**467**	2	428	0	**491**	0	428	0	**491**	0	428	0	**491**
	Through-Right		0							0				0				0	
	Right	55	0	0	0	55	0	0	58	0	0	0	58	0	0	0	58	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	64	1	**64**	0	64	**64**	0	67	1	**67**	0	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	474	2	177	0	474	177	4	500	2	186	0	500	2	186	0	500	2	186
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		154	*North-South:*		154	*North-South:*			161	*North-South:*			161	*North-South:*			161
		East-West:		531	*East-West:*		531	*East-West:*			558	*East-West:*			558	*East-West:*			558
		SUM:		685	*SUM:*		685	*SUM:*			719	*SUM:*			719	*SUM:*			719
VOLUME/CAPACITY (V/C) RATIO:				0.481			0.481				0.505				0.505				0.505
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.381**			**0.381**				**0.405**				**0.405**				**0.405**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	0	92	0	92	92	0	96	0	96	0	96	0	96	0	96	0	96
	Left-Through		0							0				0				0	
	Through	21	0	**163**	0	21	**163**	0	22	0	**170**	0	22	0	**170**	0	22	0	**170**
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		0							0				0				0	
	Through	25	0	43	0	25	43	0	26	0	44	0	26	0	44	0	26	0	44
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	416	0	**464**	0	416	**464**	2	437	0	**487**	0	437	0	**487**	0	437	0	**487**
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	**41**	0	41	**41**	0	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Left-Through		0							0				0				0	
	Through	562	2	201	0	562	201	4	592	2	212	0	592	2	212	0	592	2	212
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*			173	*North-South:*		173	*North-South:*			180	*North-South:*			180	*North-South:*			180
	East-West:			505	*East-West:*		505	*East-West:*			530	*East-West:*			530	*East-West:*			530
	SUM:			678	*SUM:*		678	*SUM:*			710	*SUM:*			710	*SUM:*			710
VOLUME/CAPACITY (V/C) RATIO:				0.476			0.476				0.498				0.498				0.498
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.376**			**0.376**				**0.398**				**0.398**				**0.398**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	234	1	234	0	234	234	0	245	1	245	0	245	1	245	0	245	1	245
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	394	1	**338**	0	394	**338**	0	412	1	**353**	0	412	1	**353**	0	412	1	**353**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	210	0	**336**	0	210	**336**	2	222	0	**354**	0	222	0	**354**	0	222	0	**354**
	Through-Right		1							1				1				1	
	Right	126	0	0	0	126	0	0	132	0	0	0	132	0	0	0	132	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	113	1	**113**	0	113	**113**	0	118	1	**118**	0	118	1	**118**	0	118	1	**118**
	Left-Through		0							0				0				0	
	Through	429	2	215	0	429	215	1	450	2	225	0	450	2	225	0	450	2	225
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	338		*North-South:*	338		*North-South:*		353		*North-South:*		353		*North-South:*		353
			East-West:	449		*East-West:*	449		*East-West:*		472		*East-West:*		472		*East-West:*		472
			SUM:	787		*SUM:*	787		*SUM:*		825		*SUM:*		825		*SUM:*		825
	VOLUME/CAPACITY *(V/C)* RATIO:			0.656			0.656				0.688				0.688				0.688
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.656			0.656				0.688				0.688				0.688
	LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	0	150	150	0	157	1	157	0	157	1	157	0	157	1	157
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	342	1	**256**	0	342	**256**	0	358	1	**268**	0	358	1	**268**	0	358	1	**268**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	248	0	**466**	0	248	**466**	2	261	0	**489**	0	261	0	**489**	0	261	0	**489**
	Through-Right		1							1				1				1	
	Right	218	0	0	0	218	0	0	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	172	1	**172**	0	172	**172**	0	180	1	**180**	0	180	1	**180**	0	180	1	**180**
	Left-Through		0							0				0				0	
	Through	417	2	209	0	417	209	4	440	2	220	0	440	2	220	0	440	2	220
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	256		*North-South:*	256		*North-South:*	268			*North-South:*	268			*North-South:*	268		
		East-West:	638		*East-West:*	638		*East-West:*	669			*East-West:*	669			*East-West:*	669		
		SUM:	894		*SUM:*	894		*SUM:*	937			*SUM:*	937			*SUM:*	937		
VOLUME/CAPACITY (V/C) RATIO:			0.745			0.745			0.781				0.781				0.781		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.745			0.745			0.781				0.781				0.781		
LEVEL OF SERVICE (LOS):			C			C			C				C				C		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	164	1	164	0	164	164	0	171	1	171	0	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	311	1	**246**	0	311	**246**	0	325	1	**257**	0	325	1	**257**	0	325	1	**257**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	297	0	**476**	0	297	**476**	2	313	0	**500**	0	313	0	**500**	0	313	0	**500**
	Through-Right		1							1				1				1	
	Right	179	0	0	0	179	0	0	187	0	0	0	187	0	0	0	187	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	130	1	**130**	0	130	**130**	0	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	427	2	214	0	427	214	4	451	2	226	0	451	2	226	0	451	2	226
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		246	*North-South:*		246	*North-South:*			257	*North-South:*			257	*North-South:*			257
		East-West:		606	*East-West:*		606	*East-West:*			636	*East-West:*			636	*East-West:*			636
		SUM:		852	*SUM:*		852	*SUM:*			893	*SUM:*			893	*SUM:*			893
	VOLUME/CAPACITY (V/C) RATIO:			0.710			0.710				0.744				0.744				0.744
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.710			0.710				0.744				0.744				0.744
	LEVEL OF SERVICE (LOS):			C			C				C				C				C

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	173	1	**173**	33	206	**206**	0	181	1	**181**	33	214	1	**214**	-20	194	1	**194**
Left-Through		0							0				0				0	
Through	375	2	188	0	375	188	0	392	2	196	0	392	2	196	0	392	2	196
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	2145	1	**1085**	0	2145	**1085**	0	2243	1	**1134**	0	2243	1	**1134**	0	2243	1	**1134**
Through-Right		1							1				1				1	
Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	3	1	**3**	0	3	**3**	0	3	1	**3**	0	3	1	**3**	0	3	1	**3**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	139	1	0	33	172	0	0	145	1	0	33	178	1	0	-20	158	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		1258	*North-South:*		1291	*North-South:*			1315	*North-South:*			1348	*North-South:*			1328
	East-West:		3	*East-West:*		3	*East-West:*			3	*East-West:*			3	*East-West:*			3
	SUM:		1261	*SUM:*		1294	*SUM:*			1318	*SUM:*			1351	*SUM:*			1331
VOLUME/CAPACITY *(V/C)* RATIO:			0.885			0.908				0.925				0.948				0.934
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.785**			**0.808**				**0.825**				**0.848**				**0.834**
LEVEL OF SERVICE (LOS):			**C**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0		EB-- 3	WB--	0		EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	209	1	**209**	33	242	**242**	0	219	1	**219**	33	252	1	**252**	10	262	1	**262**
	Left-Through		0							0				0				0	
	Through	435	2	218	0	435	218	0	455	2	228	0	455	2	228	0	455	2	228
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	535	1	**276**	0	535	**276**	0	559	1	**289**	0	559	1	**289**	0	559	1	**289**
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	**15**	0	15	**15**	0	16	1	**16**	0	16	1	**16**	0	16	1	**16**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	206	1	0	33	239	0	0	215	1	0	33	248	1	0	10	258	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		485	*North-South:*		518	*North-South:*			508	*North-South:*			541	*North-South:*			551
		East-West:		15	*East-West:*		15	*East-West:*			16	*East-West:*			16	*East-West:*			16
		SUM:		500	*SUM:*		533	*SUM:*			524	*SUM:*			557	*SUM:*			567
VOLUME/CAPACITY (V/C) RATIO:				0.351			0.374				0.368				0.391				0.398
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.251**			**0.274**				**0.268**				**0.291**				**0.298**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	$\Delta v/c$ after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0
	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	33	103	103	0	73	1	73	33	106	1	106	-10	96	1	96
	Left-Through		0							0				0				0	
	Through	1802	2	**901**	0	1802	**901**	0	1884	2	**942**	0	1884	2	**942**	0	1884	2	**942**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	962	1	483	0	962	483	0	1006	1	505	0	1006	1	505	0	1006	1	505
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	128	1	**58**	33	161	**58**	0	134	1	**61**	33	167	1	**61**	-10	157	1	**61**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		901	*North-South:*		901	*North-South:*			942	*North-South:*			942	*North-South:*			942
		East-West:		58	*East-West:*		58	*East-West:*			61	*East-West:*			61	*East-West:*			61
		SUM:		959	*SUM:*		959	*SUM:*			1003	*SUM:*			1003	*SUM:*			1003
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.673				0.704				0.704				0.704
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.573**				**0.604**				**0.604**				**0.604**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	**242**	0	242	**242**	0	253	1	**253**	0	253	1	**253**	0	253	1	**253**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	275	0	177	0	275	177	42	330	0	223	0	330	0	223	0	330	0	223
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	974	1	974	33	1007	1007	0	1018	1	1018	33	1051	1	1051	-20	1031	1	1031
	Through-Right		0							0				0				0	
	Right	1355	1	**1113**	0	1355	**1113**	0	1417	1	**1164**	0	1417	1	**1164**	0	1417	1	**1164**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	196	1	**196**	0	196	**196**	9	214	1	**214**	0	214	1	**214**	0	214	1	**214**
	Left-Through		0							0				0				0	
	Through	294	2	147	33	327	164	0	307	2	154	33	340	2	170	-20	320	2	160
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		242	*North-South:*		242	*North-South:*			253	*North-South:*			253	*North-South:*			253
		East-West:		1309	*East-West:*		1309	*East-West:*			1378	*East-West:*			1378	*East-West:*			1378
		SUM:		1551	*SUM:*		1551	*SUM:*			1631	*SUM:*			1631	*SUM:*			1631
VOLUME/CAPACITY *(V/C)* RATIO:				1.088			1.088				1.145				1.145				1.145
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.988**			**0.988**				**1.045**				**1.045**				**1.045**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	0
	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	**183**	0	242	**183**	0	253	1	**198**	0	253	1	**198**	0	253	1	**198**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	124	0	183	0	124	183	13	143	0	198	0	143	0	198	0	143	0	198
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	352	1	**352**	33	385	**385**	0	368	1	**368**	33	401	1	**401**	10	411	1	**411**
	Through-Right		0							0				0				0	
	Right	368	1	185	0	368	185	0	385	1	187	0	385	1	187	0	385	1	187
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	151	1	**151**	0	151	**151**	44	202	1	**202**	0	202	1	**202**	0	202	1	**202**
	Left-Through		0							0				0				0	
	Through	397	2	199	33	430	215	0	415	2	208	33	448	2	224	10	458	2	229
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		183	*North-South:*		183	*North-South:*			198	*North-South:*			198	*North-South:*			198
		East-West:		503	*East-West:*		536	*East-West:*			570	*East-West:*			603	*East-West:*			613
		SUM:		686	*SUM:*		719	*SUM:*			768	*SUM:*			801	*SUM:*			811
VOLUME/CAPACITY (V/C) RATIO:				0.481			0.505				0.539				0.562				0.569
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.381**			**0.405**				**0.439**				**0.462**				**0.469**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	*Δv/c* after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1356	1	**735**	0	1356	**735**	0	1418	1	**775**	0	1418	1	**775**	0	1418	1	**775**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	114	0	735	0	114	735	13	132	0	775	0	132	0	775	0	132	0	775
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	315	1	**315**	33	348	**348**	0	329	1	**329**	33	362	1	**362**	-10	352	1	**352**
	Through-Right		0							0				0				0	
	Right	773	1	38	0	773	38	0	808	1	33	0	808	1	33	0	808	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	79	1	**79**	0	79	**79**	44	127	1	**127**	0	127	1	**127**	0	127	1	**127**
	Left-Through		0							0				0				0	
	Through	514	2	257	33	547	274	0	537	2	269	33	570	2	285	-10	560	2	280
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		735	*North-South:*		735	*North-South:*			775	*North-South:*			775	*North-South:*			775
		East-West:		394	*East-West:*		427	*East-West:*			456	*East-West:*			489	*East-West:*			479
		SUM:		1129	*SUM:*		1162	*SUM:*			1231	*SUM:*			1264	*SUM:*			1254
VOLUME/CAPACITY (V/C) RATIO:				0.792			0.815				0.864				0.887				0.880
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.692**			**0.715**				**0.764**				**0.787**				**0.780**
LEVEL OF SERVICE (LOS):				**B**			**C**				**C**				**C**				**C**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	∆*v/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--			
		EB-- 1 WB--		0	EB-- 1 WB--		0	EB-- 1 WB--		0		EB-- 1 WB--		0		EB-- 1 WB--			
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	231	1	**123**	33	264	**139**	0	242	1	**129**	33	275	1	**145**	-20	255	1	**135**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	14	0	123	0	14	139	0	15	0	129	0	15	0	145	0	15	0	135
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	537	2	**269**	0	537	**269**	42	604	2	**302**	0	604	2	**302**	0	604	2	**302**
	Through-Right		0							0				0				0	
	Right	675	1	0	33	708	0	0	706	1	0	33	739	1	0	-20	719	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	**20**	0	20	**20**	0	21	1	**21**	0	21	1	**21**	0	21	1	**21**
	Left-Through		0							0				0				0	
	Through	273	2	137	0	273	137	9	294	2	147	0	294	2	147	0	294	2	147
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		123	*North-South:*		139	*North-South:*			129	*North-South:*			145	*North-South:*			135
		East-West:		289	*East-West:*		289	*East-West:*			323	*East-West:*			323	*East-West:*			323
		SUM:		412	*SUM:*		428	*SUM:*			452	*SUM:*			468	*SUM:*			458
	VOLUME/CAPACITY *(V/C)* RATIO:			0.343			0.357				0.377				0.390				0.382
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.343			0.357				0.377				0.390				0.382
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	$\Delta v/c$ after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0		EB-- 1	WB--	0		EB-- 1	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	348	1	**182**	33	381	**198**	0	364	1	**190**	33	397	1	**207**	10	407	1	**212**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	15	0	182	0	15	198	0	16	0	190	0	16	0	207	0	16	0	212
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	173	2	**87**	0	173	**87**	13	194	2	**97**	0	194	2	**97**	0	194	2	**97**
	Through-Right		0							0				0				0	
	Right	348	1	0	33	381	0	0	364	1	0	33	397	1	0	10	407	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	35	1	**35**	0	35	**35**	0	37	1	**37**	0	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	208	2	104	0	208	104	44	262	2	131	0	262	2	131	0	262	2	131
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		182	*North-South:*		198	*North-South:*			190	*North-South:*			207	*North-South:*			212
		East-West:		122	*East-West:*		122	*East-West:*			134	*East-West:*			134	*East-West:*			134
		SUM:		304	*SUM:*		320	*SUM:*			324	*SUM:*			341	*SUM:*			346
VOLUME/CAPACITY (V/C) RATIO:				0.253			0.267				0.270				0.284				0.288
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.253			0.267				0.270				0.284				0.288
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	$\Delta v/c$ after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	1	**96**	33	210	**113**	0	185	1	**101**	33	218	1	**117**	-10	208	1	**112**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	15	0	96	0	15	113	0	16	0	101	0	16	0	117	0	16	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	203	2	102	0	203	102	13	225	2	113	0	225	2	113	0	225	2	113
	Through-Right		0							0				0				0	
	Right	248	1	0	33	281	0	0	259	1	0	33	292	1	0	-10	282	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	412	2	**206**	0	412	**206**	44	475	2	**238**	0	475	2	**238**	0	475	2	**238**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		96	*North-South:*		113	*North-South:*			101	*North-South:*			117	*North-South:*			112
		East-West:		206	*East-West:*		206	*East-West:*			238	*East-West:*			238	*East-West:*			238
		SUM:		302	*SUM:*		319	*SUM:*			339	*SUM:*			355	*SUM:*			350
VOLUME/CAPACITY (V/C) RATIO:				0.252			0.266				0.283				0.296				0.292
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.252			0.266				0.283				0.296				0.292
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2					2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	268	0	**268**	0	268	**268**	63	343	0	**343**	0	343	0	**343**	0	343	0	**343**
	Left-Through		1							1				1				1	
	Through	4	0	12	0	4	12	0	4	0	12	0	4	0	12	0	4	0	12
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	54	1	54	0	54	54	0	56	1	56	0	56	1	56	0	56	1	56
	Through-Right		0							0				0				0	
	Right	694	1	**694**	33	727	**727**	0	726	1	**726**	33	759	1	**759**	-20	739	1	**739**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1140	2	**627**	0	1140	**627**	20	1212	2	**667**	0	1212	2	**667**	0	1212	2	**667**
	Left-Through		0							0				0				0	
	Through	306	1	306	33	339	339	0	320	1	320	33	353	1	353	-20	333	1	333
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		268	*North-South:*		268	*North-South:*			343	*North-South:*			343	*North-South:*			343
		East-West:		1321	*East-West:*		1354	*East-West:*			1393	*East-West:*			1426	*East-West:*			1406
		SUM:		1589	*SUM:*		1622	*SUM:*			1736	*SUM:*			1769	*SUM:*			1749
	VOLUME/CAPACITY *(V/C)* RATIO:			1.115			1.138				1.218				1.241				1.227
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.015**			**1.038**				**1.118**				**1.141**				**1.127**
	LEVEL OF SERVICE (LOS):			**F**			**F**				**F**				**F**				**F**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	∆*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	244	0	**244**	0	244	**244**	20	275	0	**275**	0	275	0	**275**	0	275	0	**275**
	Left-Through		1							1				1				1	
	Through	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7
	Through-Right		1							1				1				1	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Through-Right		0							0				0				0	
	Right	352	1	**352**	33	385	**385**	0	368	1	**368**	33	401	1	**401**	10	411	1	**411**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	733	2	403	0	733	403	90	856	2	**471**	0	856	2	**471**	0	856	2	**471**
	Left-Through		0							0				0				0	
	Through	406	1	**406**	33	439	**439**	0	425	1	425	33	458	1	458	10	468	1	468
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		244	*North-South:*		244	*North-South:*			275	*North-South:*			275	*North-South:*			275
		East-West:		758	*East-West:*		824	*East-West:*			839	*East-West:*			872	*East-West:*			882
		SUM:		1002	*SUM:*		1068	*SUM:*			1114	*SUM:*			1147	*SUM:*			1157
VOLUME/CAPACITY (V/C) RATIO:				0.703			0.749				0.782				0.805				0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.603**			**0.649**				**0.682**				**0.705**				**0.712**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**C**				**C**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	$\Delta v/c$ after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	305	0	**305**	0	305	**305**	20	339	0	**339**	0	339	0	**339**	0	339	0	**339**
	Left-Through		1							1				1				1	
	Through	4	0	9	0	4	9	0	4	0	9	0	4	0	9	0	4	0	9
	Through-Right		1							1				1				1	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	38	1	38	0	38	38	0	40	1	40	0	40	1	40	0	40	1	40
	Through-Right		0							0				0				0	
	Right	233	1	**233**	33	266	**266**	0	244	1	**244**	33	277	1	**277**	-10	267	1	**267**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1187	2	**653**	0	1187	**653**	90	1331	2	**732**	0	1331	2	**732**	0	1331	2	**732**
	Left-Through		0							0				0				0	
	Through	220	1	220	33	253	253	0	230	1	230	33	263	1	263	-10	253	1	253
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		305	*North-South:*		305	*North-South:*			339	*North-South:*			339	*North-South:*			339
		East-West:		886	*East-West:*		919	*East-West:*			976	*East-West:*			1009	*East-West:*			999
		SUM:		1191	*SUM:*		1224	*SUM:*			1315	*SUM:*			1348	*SUM:*			1338
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.859				0.923				0.946				0.939
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.736**			**0.759**				**0.823**				**0.846**				**0.839**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	∆*v/c* after mitigation:	0.016
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	853	1	444	0	853	444	85	977	1	507	0	977	1	507	0	977	1	507
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	325	1	325	0	325	325	63	403	1	403	0	403	1	403	0	403	1	403
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1427	2	714	33	1460	730	20	1512	2	756	33	1545	2	773	-20	1525	2	763
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		444	North-South:		444	North-South:			507	North-South:			507	North-South:			507
		East-West:		714	East-West:		730	East-West:			756	East-West:			773	East-West:			763
		SUM:		1158	SUM:		1174	SUM:			1263	SUM:			1280	SUM:			1270
VOLUME/CAPACITY (V/C) RATIO:				0.965			0.978				1.053				1.067				1.058
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.978				1.053				1.067				1.058
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	0	73	0	73	73	0	76	0	76	0	76	0	76	0	76	0	76
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	754	1	**414**	0	754	**414**	43	831	1	**454**	0	831	1	**454**	0	831	1	**454**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	296	1	296	0	296	296	20	330	1	330	0	330	1	330	0	330	1	330
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1033	2	**517**	33	1066	**533**	90	1170	2	**585**	33	1203	2	**602**	10	1213	2	**607**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		414	*North-South:*		414	*North-South:*			454	*North-South:*			454	*North-South:*			454
		East-West:		517	*East-West:*		533	*East-West:*			585	*East-West:*			602	*East-West:*			607
		SUM:		931	*SUM:*		947	*SUM:*			1039	*SUM:*			1056	*SUM:*			1061
VOLUME/CAPACITY (V/C) RATIO:				0.776			0.789				0.866				0.880				0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.776			0.789				0.866				0.880				0.884
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0	
Override Capacity			1200			#####				1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	0	96	0	96	96	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	789	1	**443**	0	789	**443**	43	868	1	**484**	0	868	1	**484**	0	868	1	**484**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	325	1	325	0	325	325	20	360	1	360	0	360	1	360	0	360	1	360
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1309	2	**655**	33	1342	**671**	90	1459	2	**730**	33	1492	2	**746**	-10	1482	2	**741**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		443	*North-South:*		443	*North-South:*			484	*North-South:*			484	*North-South:*			484
		East-West:		655	*East-West:*		671	*East-West:*			730	*East-West:*			746	*East-West:*			741
		SUM:		1098	*SUM:*		1114	*SUM:*			1214	*SUM:*			1230	*SUM:*			1225
VOLUME/CAPACITY (V/C) RATIO:				0.915			0.928				1.012				1.025				1.021
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.915			0.928				1.012				1.025				1.021
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0
	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	407	1	**224**	0	407	**224**	0	426	1	**234**	0	426	1	**234**	0	426	1	**234**
	Left-Through		1							1				1				1	
	Through	187	0	210	0	187	210	0	196	0	220	0	196	0	220	0	196	0	220
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	497	1	**497**	0	497	**497**	0	520	1	**520**	0	520	1	**520**	0	520	1	**520**
	Left-Through		0							0				0				0	
	Through	140	0	365	0	140	398	0	146	0	381	0	146	0	414	0	146	0	394
	Through-Right		1							1				1				1	
	Right	225	0	0	33	258	0	0	235	0	0	33	268	0	0	-20	248	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	747	1	**507**	0	747	**507**	148	929	1	**604**	0	929	1	**604**	0	929	1	**604**
	Through-Right		1							1				1				1	
	Right	266	0	266	0	266	266	0	278	0	278	0	278	0	278	0	278	0	278
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	**47**	0	47	**47**	0	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	676	1	406	0	676	406	20	727	1	441	0	727	1	441	0	727	1	441
	Through-Right		1							1				1				1	
	Right	135	0	135	0	135	135	14	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		721	*North-South:*		721	*North-South:*			754	*North-South:*			754	*North-South:*			754
		East-West:		554	*East-West:*		554	*East-West:*			653	*East-West:*			653	*East-West:*			653
		SUM:		1275	*SUM:*		1275	*SUM:*			1407	*SUM:*			1407	*SUM:*			1407
VOLUME/CAPACITY *(V/C)* RATIO:				0.895			0.895				0.987				0.987				0.987
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.795**			**0.795**				**0.887**				**0.887**				**0.887**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	218	1	120	0	218	120	0	228	1	125	0	228	1	125	0	228	1	125
	Left-Through		1							1				1				1	
	Through	146	0	**177**	0	146	**177**	0	153	0	**185**	0	153	0	**185**	0	153	0	**185**
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	147	1	147	0	147	147	0	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	27	0	**383**	0	27	**416**	0	28	0	**400**	0	28	0	**433**	0	28	0	**443**
	Through-Right		1							1				1				1	
	Right	356	0	0	33	389	0	0	372	0	0	33	405	0	0	10	415	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	635	1	**473**	0	635	**473**	62	726	1	**525**	0	726	1	**525**	0	726	1	**525**
	Through-Right		1							1				1				1	
	Right	310	0	310	0	310	310	0	324	0	324	0	324	0	324	0	324	0	324
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	462	1	297	0	462	297	90	573	1	388	0	573	1	388	0	573	1	388
	Through-Right		1							1				1				1	
	Right	131	0	131	0	131	131	66	203	0	203	0	203	0	203	0	203	0	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		560	*North-South:*		593	*North-South:*			585	*North-South:*			618	*North-South:*			628
		East-West:		526	*East-West:*		526	*East-West:*			580	*East-West:*			580	*East-West:*			580
		SUM:		1086	*SUM:*		1119	*SUM:*			1165	*SUM:*			1198	*SUM:*			1208
VOLUME/CAPACITY (V/C) RATIO:				0.762			0.785				0.818				0.841				0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.662**			**0.685**				**0.718**				**0.741**				**0.748**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	$\Delta v/c$ after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0
	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	283	1	156	0	283	156	0	296	1	163	0	296	1	163	0	296	1	163
	Left-Through		1							1				1				1	
	Through	198	0	**225**	0	198	**225**	0	207	0	**235**	0	207	0	**235**	0	207	0	**235**
	Through-Right		1							1				1				1	
	Right	27	0	27	0	27	27	0	28	0	28	0	28	0	28	0	28	0	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	148	1	**148**	0	148	148	0	155	1	**155**	0	155	1	155	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	16	0	124	0	16	**157**	0	17	0	130	0	17	0	**163**	0	17	0	153
	Through-Right		1							1				1				1	
	Right	108	0	0	33	141	0	0	113	0	0	33	146	0	0	-10	136	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	20	1	**20**	0	20	**20**	0	21	1	**21**	0	21	1	**21**	0	21	1	**21**
	Left-Through		0							0				0				0	
	Through	669	1	494	0	669	494	62	762	1	548	0	762	1	548	0	762	1	548
	Through-Right		1							1				1				1	
	Right	318	0	318	0	318	318	0	333	0	333	0	333	0	333	0	333	0	333
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	41	0	41	41	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	935	1	**592**	0	935	**592**	90	1068	1	**697**	0	1068	1	**697**	0	1068	1	**697**
	Through-Right		1							1				1				1	
	Right	248	0	248	0	248	248	66	325	0	325	0	325	0	325	0	325	0	325
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		373	*North-South:*		382	*North-South:*			390	*North-South:*			398	*North-South:*			390
		East-West:		612	*East-West:*		612	*East-West:*			718	*East-West:*			718	*East-West:*			718
		SUM:		985	*SUM:*		994	*SUM:*			1108	*SUM:*			1116	*SUM:*			1108
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.698				0.778				0.783				0.778
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.591**			**0.598**				**0.678**				**0.683**				**0.678**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	3	1	**3**	0	3	**3**	0	3	1	**3**	0	3	1	**3**	0	3	1	**3**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	397	0	397	33	430	430	9	424	0	424	33	457	0	457	-20	437	0	437
	Left-Through		1							1				1				1	
	Through	7	0	404	0	7	437	0	7	0	431	0	7	0	464	0	7	0	444
	Through-Right		0							0				0				0	
	Right	707	1	**707**	0	707	**707**	0	739	1	**739**	0	739	1	**739**	0	739	1	**739**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1532	2	512	1	1533	512	41	1643	2	549	1	1644	2	549	0	1644	2	549
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1463	2	**732**	1	1464	**732**	31	1561	2	**781**	1	1562	2	**781**	0	1562	2	**781**
	Through-Right		0							0				0				0	
	Right	72	1	0	0	72	0	8	83	1	0	0	83	1	0	0	83	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		710	*North-South:*		710	*North-South:*			742	*North-South:*			742	*North-South:*			742
		East-West:		732	*East-West:*		732	*East-West:*			781	*East-West:*			781	*East-West:*			781
		SUM:		1442	*SUM:*		1442	*SUM:*			1523	*SUM:*			1523	*SUM:*			1523
VOLUME/CAPACITY *(V/C)* RATIO:				1.012			1.012				1.069				1.069				1.069
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.912**			**0.912**				**0.969**				**0.969**				**0.969**
LEVEL OF SERVICE (LOS):				**E**			**E**				**E**				**E**				**E**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			3			3			3				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0	NB-- 0 SB--	EB-- 0 WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	9	1	**9**	0	9	**9**	0	9	1	**9**	0	9	1	**9**	0	9	1	**9**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	89	0	89	33	122	122	13	106	0	106	33	139	0	139	10	149	0	149
	Left-Through		1							1				1				1	
	Through	0	0	89	0	0	122	0	0	0	106	0	0	0	139	0	0	0	149
	Through-Right		0							0				0				0	
	Right	200	1	**200**	0	200	**200**	0	209	1	**209**	0	209	1	**209**	0	209	1	**209**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	986	2	330	1	987	330	18	1049	2	351	1	1050	2	351	0	1050	2	351
	Through-Right		1							1				1				1	
	Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	902	2	**451**	1	903	**452**	15	958	2	**479**	1	959	2	**480**	0	959	2	**480**
	Through-Right		0							0				0				0	
	Right	204	1	0	0	204	0	11	224	1	0	0	224	1	0	0	224	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	209		*North-South:*	209		*North-South:*	218			*North-South:*	218			*North-South:*	218		
		East-West:	451		*East-West:*	452		*East-West:*	479			*East-West:*	480			*East-West:*	480		
		SUM:	660		*SUM:*	661		*SUM:*	697			*SUM:*	698			*SUM:*	698		
VOLUME/CAPACITY (V/C) RATIO:			0.463			0.464			0.489				0.490				0.490		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.363**			**0.364**			**0.389**				**0.390**				**0.390**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	33	1	**33**	0	33	**33**	0	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	245	0	245	33	278	278	13	269	0	269	33	302	0	302	-10	292	0	292
	Left-Through		1							1				1				1	
	Through	2	0	247	0	2	280	0	2	0	271	0	2	0	304	0	2	0	294
	Through-Right		0							0				0				0	
	Right	347	1	**347**	0	347	**347**	0	363	1	**363**	0	363	1	**363**	0	363	1	**363**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1665	2	564	1	1666	564	24	1765	2	597	1	1766	2	598	0	1766	2	598
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1167	2	**584**	1	1168	**584**	24	1244	2	**622**	1	1245	2	**623**	0	1245	2	**623**
	Through-Right		0							0				0				0	
	Right	150	1	0	0	150	0	11	168	1	0	0	168	1	0	0	168	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		380	*North-South:*		380	*North-South:*			398	*North-South:*			398	*North-South:*			398
		East-West:		584	*East-West:*		584	*East-West:*			622	*East-West:*			623	*East-West:*			623
		SUM:		964	*SUM:*		964	*SUM:*			1020	*SUM:*			1021	*SUM:*			1021
VOLUME/CAPACITY (V/C) RATIO:				0.676			0.676				0.716				0.716				0.716
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.576			0.576				0.616				0.616				0.616
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	339	1	170	0	339	170	0	354	1	177	0	354	1	177	0	354	1	177
	Left-Through		1							1				1				1	
	Through	0	0	170	0	0	170	0	0	0	177	0	0	0	177	0	0	0	177
	Through-Right		0							0				0				0	
	Right	240	1	**240**	0	240	**240**	9	260	1	**260**	0	260	1	**260**	0	260	1	**260**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1440	2	**720**	34	1474	**737**	50	1556	2	**778**	34	1590	2	**795**	-20	1570	2	**785**
	Through-Right		0							0				0				0	
	Right	371	1	0	0	371	0	0	388	1	0	0	388	1	0	0	388	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1197	2	599	1	1198	599	39	1291	2	646	1	1292	2	646	0	1292	2	646
	Through-Right		0							0				0				0	
	Right	155	1	155	33	188	188	8	170	1	170	33	203	1	203	-20	183	1	183
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		240	North-South:		240	North-South:			260	North-South:			260	North-South:			260
		East-West:		720	East-West:		737	East-West:			778	East-West:			795	East-West:			785
		SUM:		960	SUM:		977	SUM:			1038	SUM:			1055	SUM:			1045
VOLUME/CAPACITY (V/C) RATIO:				0.640			0.651				0.692				0.703				0.697
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.551				0.592				0.603				0.597
LEVEL OF SERVICE (LOS):				A			A				A				B				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	255	1	128	0	255	128	0	267	1	134	0	267	1	134	0	267	1	134
	Left-Through		1							1				1				1	
	Through	1	0	128	0	1	128	0	1	0	134	0	1	0	134	0	1	0	134
	Through-Right		0							0				0				0	
	Right	233	1	**233**	0	233	**233**	13	257	1	**257**	0	257	1	**257**	0	257	1	**257**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	703	2	352	34	737	369	31	766	2	383	34	800	2	400	10	810	2	405
	Through-Right		0							0				0				0	
	Right	174	1	0	0	174	0	0	182	1	0	0	182	1	0	0	182	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	861	2	**431**	1	862	**431**	25	925	2	**463**	1	926	2	**463**	0	926	2	**463**
	Through-Right		0							0				0				0	
	Right	95	1	95	33	128	128	11	110	1	110	33	143	1	143	10	153	1	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		233	*North-South:*		233	*North-South:*			257	*North-South:*			257	*North-South:*			257
		East-West:		431	*East-West:*		431	*East-West:*			463	*East-West:*			463	*East-West:*			463
		SUM:		664	*SUM:*		664	*SUM:*			720	*SUM:*			720	*SUM:*			720
VOLUME/CAPACITY (V/C) RATIO:				0.443			0.443				0.480				0.480				0.480
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.343**			**0.343**				**0.380**				**0.380**				**0.380**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB-- 0	EB--	1	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	106	0	211	106	0	221	1	111	0	221	1	111	0	221	1	111
	Left-Through		1							1				1				1	
	Through	0	0	106	0	0	106	0	0	0	111	0	0	0	111	0	0	0	111
	Through-Right		0							0				0				0	
	Right	242	1	**242**	0	242	**242**	13	266	1	**266**	0	266	1	**266**	0	266	1	**266**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1315	2	**658**	34	1349	**675**	37	1412	2	**706**	34	1446	2	**723**	-10	1436	2	**718**
	Through-Right		0							0				0				0	
	Right	232	1	0	0	232	0	0	243	1	0	0	243	1	0	0	243	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1118	2	559	1	1119	560	34	1203	2	602	1	1204	2	602	0	1204	2	602
	Through-Right		0							0				0				0	
	Right	83	1	83	33	116	116	11	98	1	98	33	131	1	131	-10	121	1	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		242	*North-South:*		242	*North-South:*			266	*North-South:*			266	*North-South:*			266
		East-West:		658	*East-West:*		675	*East-West:*			706	*East-West:*			723	*East-West:*			718
		SUM:		900	*SUM:*		917	*SUM:*			972	*SUM:*			989	*SUM:*			984
VOLUME/CAPACITY (V/C) RATIO:				0.600			0.611				0.648				0.659				0.656
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.500**			**0.511**				**0.548**				**0.559**				**0.556**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	223	1	**223**	0	223	**223**	0	233	1	**233**	0	233	1	**233**	0	233	1	**233**
	Left-Through		0							0				0				0	
	Through	837	3	279	0	837	279	22	897	3	299	0	897	3	299	0	897	3	299
	Through-Right		0							0				0				0	
	Right	83	1	35	0	83	35	0	87	1	37	0	87	1	37	0	87	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	241	1	241	0	241	241	0	252	1	252	0	252	1	252	0	252	1	252
	Left-Through		0							0				0				0	
	Through	1246	3	**415**	0	1246	**415**	21	1324	3	**441**	0	1324	3	**441**	0	1324	3	**441**
	Through-Right		0							0				0				0	
	Right	209	1	88	0	209	88	16	235	1	101	0	235	1	101	0	235	1	101
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	242	1	**242**	0	242	**242**	15	268	1	**268**	0	268	1	**268**	0	268	1	**268**
	Left-Through		0							0				0				0	
	Through	1235	2	618	34	1269	635	43	1334	2	667	34	1368	2	684	-20	1348	2	674
	Through-Right		0							0				0				0	
	Right	386	1	275	0	386	275	0	404	1	288	0	404	1	288	0	404	1	288
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	96	1	96	0	96	96	0	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	955	2	**478**	34	989	**495**	31	1030	2	**515**	34	1064	2	**532**	-20	1044	2	**522**
	Through-Right		0							0				0				0	
	Right	216	1	96	0	216	96	0	226	1	100	0	226	1	100	0	226	1	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		638	*North-South:*		638	*North-South:*			674	*North-South:*			674	*North-South:*			674
		East-West:		720	*East-West:*		737	*East-West:*			783	*East-West:*			800	*East-West:*			790
		SUM:		1358	*SUM:*		1375	*SUM:*			1457	*SUM:*			1474	*SUM:*			1464
VOLUME/CAPACITY *(V/C)* RATIO:				0.988			1.000				1.060				1.072				1.065
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.888**			**0.900**				**0.960**				**0.972**				**0.965**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	*Δv/c* after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	212	1	**212**	0	212	**212**	0	222	1	**222**	0	222	1	**222**	0	222	1	**222**
	Left-Through		0							0				0				0	
	Through	753	3	251	0	753	251	32	819	3	273	0	819	3	273	0	819	3	273
	Through-Right		0							0				0				0	
	Right	115	1	82	0	115	82	0	120	1	86	0	120	1	86	0	120	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	117	1	117	0	117	117	0	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	718	3	**239**	0	718	**239**	27	778	3	**259**	0	778	3	**259**	0	778	3	**259**
	Through-Right		0							0				0				0	
	Right	295	1	123	0	295	123	20	328	1	136	0	328	1	136	0	328	1	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**344**	0	344	**344**	25	385	1	**385**	0	385	1	**385**	0	385	1	**385**
	Left-Through		0							0				0				0	
	Through	489	2	245	34	523	262	20	531	2	266	34	565	2	283	10	575	2	288
	Through-Right		0							0				0				0	
	Right	211	1	105	0	211	105	0	221	1	110	0	221	1	110	0	221	1	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	466	2	**233**	34	500	**250**	16	503	2	**252**	34	537	2	**269**	10	547	2	**274**
	Through-Right		0							0				0				0	
	Right	117	1	59	0	117	59	0	122	1	61	0	122	1	61	0	122	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	451		*North-South:*	451		*North-South:*	481			*North-South:*	481			*North-South:*	481		
		East-West:	577		*East-West:*	594		*East-West:*	637			*East-West:*	654			*East-West:*	659		
		SUM:	1028		*SUM:*	1045		*SUM:*	1118			*SUM:*	1135			*SUM:*	1140		
VOLUME/CAPACITY (V/C) RATIO:			0.748			0.760			0.813				0.825				0.829		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.648**			**0.660**			**0.713**				**0.725**				**0.729**		
LEVEL OF SERVICE (LOS):			**B**			**B**			**C**				**C**				**C**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	$\Delta v/c$ after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	266	1	**266**	0	266	**266**	0	278	1	**278**	0	278	1	**278**	0	278	1	**278**
	Left-Through		0							0				0				0	
	Through	1254	3	418	0	1254	418	32	1343	3	448	0	1343	3	448	0	1343	3	448
	Through-Right		0							0				0				0	
	Right	192	1	161	0	192	161	0	201	1	168	0	201	1	168	0	201	1	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	184	1	184	0	184	184	0	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	1148	3	**383**	0	1148	**383**	27	1227	3	**409**	0	1227	3	**409**	0	1227	3	**409**
	Through-Right		0							0				0				0	
	Right	342	1	137	0	342	137	20	378	1	151	0	378	1	151	0	378	1	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	411	1	**411**	0	411	**411**	25	455	1	**455**	0	455	1	**455**	0	455	1	**455**
	Left-Through		0							0				0				0	
	Through	1110	2	555	34	1144	572	26	1187	2	594	34	1221	2	611	-10	1211	2	606
	Through-Right		0							0				0				0	
	Right	232	1	99	0	232	99	0	243	1	104	0	243	1	104	0	243	1	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	752	2	**376**	34	786	**393**	25	811	2	**406**	34	845	2	**423**	-10	835	2	**418**
	Through-Right		0							0				0				0	
	Right	120	1	28	0	120	28	0	125	1	29	0	125	1	29	0	125	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		649	*North-South:*		649	*North-South:*			687	*North-South:*			687	*North-South:*			687
		East-West:		787	*East-West:*		804	*East-West:*			861	*East-West:*			878	*East-West:*			873
		SUM:		1436	*SUM:*		1453	*SUM:*			1548	*SUM:*			1565	*SUM:*			1560
VOLUME/CAPACITY (V/C) RATIO:				1.044			1.057				1.126				1.138				1.135
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.944			0.957				1.026				1.038				1.035
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	*Δv/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	0	**46**	0	46	**46**	0	48	0	**48**	0	48	0	**48**	0	48	0	**48**
	Left-Through		0							0				0				0	
	Through	35	0	114	0	35	114	0	37	0	120	0	37	0	120	0	37	0	120
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	0	57	0	57	57	0	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		0							0				0				0	
	Through	24	0	**137**	0	24	**137**	0	25	0	**144**	0	25	0	**144**	0	25	0	**144**
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	73	0	73	73	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1286	2	**643**	34	1320	**660**	42	1387	2	**694**	34	1421	2	**711**	-20	1401	2	**701**
	Through-Right		0							0				0				0	
	Right	31	1	31	0	31	31	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	**39**	0	39	**39**	0	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	1199	2	600	34	1233	617	32	1286	2	643	34	1320	2	660	-20	1300	2	650
	Through-Right		0							0				0				0	
	Right	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		183	*North-South:*		183	*North-South:*			192	*North-South:*			192	*North-South:*			192
		East-West:		682	*East-West:*		699	*East-West:*			735	*East-West:*			752	*East-West:*			742
		SUM:		865	*SUM:*		882	*SUM:*			927	*SUM:*			944	*SUM:*			934
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.588				0.618				0.629				0.623
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.477**			**0.488**				**0.518**				**0.529**				**0.523**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	$\Delta v/c$ after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	**25**	0	25	**25**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	16	0	58	0	16	58	0	17	0	61	0	17	0	61	0	17	0	61
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through		0							0				0				0	
	Through	11	0	**101**	0	11	**101**	0	12	0	**106**	0	12	0	**106**	0	12	0	**106**
	Through-Right		0							0				0				0	
	Right	68	0	0	0	68	0	0	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	47	1	**47**	0	47	**47**	0	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	532	2	266	34	566	283	16	572	2	286	34	606	2	303	10	616	2	308
	Through-Right		0							0				0				0	
	Right	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	498	2	**249**	34	532	**266**	20	541	2	**271**	34	575	2	**288**	10	585	2	**293**
	Through-Right		0							0				0				0	
	Right	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		126	*North-South:*		126	*North-South:*			132	*North-South:*			132	*North-South:*			132
		East-West:		296	*East-West:*		313	*East-West:*			320	*East-West:*			337	*East-West:*			342
		SUM:		422	*SUM:*		439	*SUM:*			452	*SUM:*			469	*SUM:*			474
VOLUME/CAPACITY (V/C) RATIO:				0.281			0.293				0.301				0.313				0.316
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.181**			**0.193**				**0.201**				**0.213**				**0.216**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through		0							0				0				0	
	Through	16	0	98	0	16	98	0	17	0	103	0	17	0	103	0	17	0	103
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through		0							0				0				0	
	Through	13	0	77	0	13	77	0	14	0	81	0	14	0	81	0	14	0	81
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	58	1	58	0	58	58	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1255	2	628	34	1289	645	22	1334	2	667	34	1368	2	684	-10	1358	2	679
	Through-Right		0							0				0				0	
	Right	40	1	40	0	40	40	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	31	0	31	31	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	919	2	460	34	953	477	29	990	2	495	34	1024	2	512	-10	1014	2	507
	Through-Right		0							0				0				0	
	Right	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		119	North-South:		119	North-South:			125	North-South:			125	North-South:			125
		East-West:		659	East-West:		676	East-West:			699	East-West:			716	East-West:			711
		SUM:		778	SUM:		795	SUM:			824	SUM:			841	SUM:			836
VOLUME/CAPACITY (V/C) RATIO:				0.519			0.530				0.549				0.561				0.557
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.430				0.449				0.461				0.457
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	*Δv/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	**310**	0	310	**310**	2	326	1	**326**	0	326	1	**326**	0	326	1	**326**
	Left-Through		0							0				0				0	
	Through	410	2	205	0	410	205	3	432	2	216	0	432	2	216	0	432	2	216
	Through-Right		0							0				0				0	
	Right	215	1	54	0	215	54	0	225	1	57	0	225	1	57	0	225	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	89	1	89	0	89	89	3	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	595	2	**298**	0	595	**298**	4	626	2	**313**	0	626	2	**313**	0	626	2	**313**
	Through-Right		0							0				0				0	
	Right	84	1	55	0	84	55	4	92	1	59	0	92	1	59	0	92	1	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	59	1	59	0	59	59	4	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	1125	2	**563**	34	1159	**580**	37	1213	2	**607**	34	1247	2	**624**	-20	1227	2	**614**
	Through-Right		0							0				0				0	
	Right	353	1	198	0	353	198	2	371	1	208	0	371	1	208	0	371	1	208
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	322	1	**322**	0	322	**322**	0	337	1	**337**	0	337	1	**337**	0	337	1	**337**
	Left-Through		0							0				0				0	
	Through	848	1	442	34	882	459	26	913	1	477	34	947	1	494	-20	927	1	484
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	4	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	608		*North-South:*	608		*North-South:*	639			*North-South:*	639			*North-South:*	639		
		East-West:	885		*East-West:*	902		*East-West:*	944			*East-West:*	961			*East-West:*	951		
		SUM:	1493		*SUM:*	1510		*SUM:*	1583			*SUM:*	1600			*SUM:*	1590		
VOLUME/CAPACITY *(V/C)* RATIO:			1.086			1.098			1.151				1.164				1.156		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.986**			**0.998**			**1.051**				**1.064**				**1.056**		
LEVEL OF SERVICE (LOS):			**E**			**E**			**F**				**F**				**F**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	$\Delta v/c$ after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	1	**177**	0	177	**177**	3	188	1	**188**	0	188	1	**188**	0	188	1	**188**
	Left-Through		0							0				0				0	
	Through	264	2	132	0	264	132	6	282	2	141	0	282	2	141	0	282	2	141
	Through-Right		0							0				0				0	
	Right	121	1	48	0	121	48	0	127	1	50	0	127	1	50	0	127	1	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	1	22	0	22	22	3	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	212	2	**106**	0	212	**106**	5	227	2	**114**	0	227	2	**114**	0	227	2	**114**
	Through-Right		0							0				0				0	
	Right	74	1	43	0	74	43	7	84	1	49	0	84	1	49	0	84	1	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	62	1	62	0	62	62	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	387	2	**194**	34	421	**211**	9	414	2	**207**	34	448	2	**224**	10	458	2	**229**
	Through-Right		0							0				0				0	
	Right	177	1	89	0	177	89	2	187	1	93	0	187	1	93	0	187	1	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	147	1	**147**	0	147	**147**	0	154	1	**154**	0	154	1	**154**	0	154	1	**154**
	Left-Through		0							0				0				0	
	Through	344	1	186	34	378	203	10	370	1	201	34	404	1	218	10	414	1	223
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	3	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	283		*North-South:*	283		*North-South:*	302			*North-South:*	302			*North-South:*	302		
		East-West:	341		*East-West:*	358		*East-West:*	361			*East-West:*	378			*East-West:*	383		
		SUM:	624		*SUM:*	641		*SUM:*	663			*SUM:*	680			*SUM:*	685		
VOLUME/CAPACITY (V/C) RATIO:			0.454			0.466			0.482				0.495				0.498		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.354**			**0.366**			**0.382**				**0.395**				**0.398**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	$\Delta v/c$ after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	**242**	0	242	**242**	3	256	1	**256**	0	256	1	**256**	0	256	1	**256**
	Left-Through		0							0				0				0	
	Through	539	2	270	0	539	270	6	570	2	285	0	570	2	285	0	570	2	285
	Through-Right		0							0				0				0	
	Right	215	1	91	0	215	91	0	225	1	95	0	225	1	95	0	225	1	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	59	1	59	0	59	59	3	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	397	2	**199**	0	397	**199**	5	420	2	**210**	0	420	2	**210**	0	420	2	**210**
	Through-Right		0							0				0				0	
	Right	96	1	31	0	96	31	7	107	1	36	0	107	1	36	0	107	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	131	1	131	0	131	131	5	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	1022	2	**511**	34	1056	**528**	15	1084	2	**542**	34	1118	2	**559**	-10	1108	2	**554**
	Through-Right		0							0				0				0	
	Right	246	1	125	0	246	125	2	259	1	131	0	259	1	131	0	259	1	131
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	249	1	**249**	0	249	**249**	0	260	1	**260**	0	260	1	**260**	0	260	1	**260**
	Left-Through		0							0				0				0	
	Through	675	1	359	34	709	376	19	725	1	386	34	759	1	403	-10	749	1	398
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	3	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	441		*North-South:*	441		*North-South:*	466			*North-South:*	466			*North-South:*	466		
		East-West:	760		*East-West:*	777		*East-West:*	802			*East-West:*	819			*East-West:*	814		
		SUM:	1201		*SUM:*	1218		*SUM:*	1268			*SUM:*	1285			*SUM:*	1280		
VOLUME/CAPACITY (V/C) RATIO:			0.873			0.886			0.922				0.935				0.931		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.773**			**0.786**			**0.822**				**0.835**				**0.831**		
LEVEL OF SERVICE (LOS):			**C**			**C**			**D**				**D**				**D**		

REMARKS: Alternate Route 2: Use of the Boulevard Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		3	NB-- 0 SB-- EB-- 0 WB--		3	NB-- 0 SB-- EB-- 0 WB--		3		NB-- 0 SB-- EB-- 0 WB--		3		NB-- 0 SB-- EB-- 0 WB--		3
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	574	1	**328**	0	574	**342**	4	604	1	**346**	0	604	1	**360**	0	604	1	**355**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	410	1	0	43	453	0	4	433	1	0	43	476	1	0	-15	461	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	341	1	**341**	43	384	**384**	3	360	1	**360**	43	403	1	**403**	-15	388	1	**388**
	Left-Through		0							0				0				0	
	Through	1024	2	512	1	1025	513	36	1107	2	554	1	1108	2	554	0	1108	2	554
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	610	2	**305**	1	611	**306**	27	665	2	**333**	1	666	2	**333**	0	666	2	**333**
	Through-Right		0							0				0				0	
	Right	268	1	104	0	268	97	2	282	1	109	0	282	1	102	0	282	1	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		328	*North-South:*		342	*North-South:*			346	*North-South:*			360	*North-South:*			355
		East-West:		646	*East-West:*		690	*East-West:*			693	*East-West:*			736	*East-West:*			721
		SUM:		974	*SUM:*		1032	*SUM:*			1039	*SUM:*			1096	*SUM:*			1076
	VOLUME/CAPACITY *(V/C)* RATIO:			0.684			0.724				0.729				0.769				0.755
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.584**			**0.624**				**0.629**				**0.669**				**0.655**
	LEVEL OF SERVICE (LOS):			**A**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.040	$\Delta v/c$ after mitigation:	0.026
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	101	1	**101**	0	101	**101**	4	110	1	**110**	0	110	1	**110**	0	110	1	**110**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	227	1	0	43	270	0	5	242	1	0	43	285	1	0	0	285	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	231	1	**231**	43	274	**274**	4	246	1	**246**	43	289	1	**289**	0	289	1	**289**
	Left-Through		0							0				0				0	
	Through	304	2	152	1	305	153	7	325	2	163	1	326	2	163	0	326	2	163
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	312	2	**156**	1	313	**157**	8	334	2	**167**	1	335	2	**168**	0	335	2	**168**
	Through-Right		0							0				0				0	
	Right	146	1	96	0	146	96	5	158	1	103	0	158	1	103	0	158	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		101	*North-South:*		101	*North-South:*			110	*North-South:*			110	*North-South:*			110
		East-West:		387	*East-West:*		431	*East-West:*			413	*East-West:*			457	*East-West:*			457
		SUM:		488	*SUM:*		532	*SUM:*			523	*SUM:*			567	*SUM:*			567
VOLUME/CAPACITY (V/C) RATIO:				0.342			0.373				0.367				0.398				0.398
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.242**			**0.273**				**0.267**				**0.298**				**0.298**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.031	$\Delta v/c$ after mitigation:	0.031
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	223	1	**167**	0	223	**182**	4	237	1	**178**	0	237	1	**192**	0	237	1	**195**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	279	1	0	43	322	0	5	297	1	0	43	340	1	0	7	347	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	433	1	**433**	43	476	**476**	4	457	1	**457**	43	500	1	**500**	7	507	1	**507**
	Left-Through		0							0				0				0	
	Through	513	2	257	1	514	257	13	549	2	275	1	550	2	275	0	550	2	275
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	450	2	225	1	451	226	17	488	2	244	1	489	2	245	0	489	2	245
	Through-Right		0							0				0				0	
	Right	361	1	**278**	0	361	**270**	5	382	1	**293**	0	382	1	**286**	0	382	1	**285**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		167	*North-South:*		182	*North-South:*			178	*North-South:*			192	*North-South:*			195
		East-West:		711	*East-West:*		746	*East-West:*			750	*East-West:*			786	*East-West:*			792
		SUM:		878	*SUM:*		928	*SUM:*			928	*SUM:*			978	*SUM:*			987
VOLUME/CAPACITY (V/C) RATIO:				0.616			0.651				0.651				0.686				0.693
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.516**			**0.551**				**0.551**				**0.586**				**0.593**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.035	*Δv/c* after mitigation:	0.042
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1425			#####			1425				1425					1425
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	89	1	89	0	89	89	2	95	1	95	0	95	1	95	0	95	1	95
	Through-Right		1							1				1				1	
	Right	531	0	**341**	43	574	**372**	3	558	0	**358**	43	601	0	**389**	-15	586	0	**379**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	182	1	**182**	0	182	**182**	2	192	1	**192**	0	192	1	**192**	0	192	1	**192**
	Left-Through		0							0				0				0	
	Through	238	2	119	0	238	119	4	253	2	127	0	253	2	127	0	253	2	127
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	691	2	**380**	43	734	**404**	4	727	2	**400**	43	770	2	**424**	-15	755	2	**415**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	85	1	0	0	85	0	3	92	1	0	0	92	1	0	0	92	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		523	*North-South:*		554	*North-South:*			550	*North-South:*			581	*North-South:*			571
		East-West:		380	*East-West:*		404	*East-West:*			400	*East-West:*			424	*East-West:*			415
		SUM:		903	*SUM:*		958	*SUM:*			950	*SUM:*			1005	*SUM:*			986
	VOLUME/CAPACITY *(V/C)* RATIO:			0.634			0.672				0.667				0.705				0.692
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.634			0.672				0.667				0.705				0.692
	LEVEL OF SERVICE (LOS):			B			B				B				C				B

REMARKS:

Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/ WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

PROJECT IMPACT

Change in *v/c* due to project:	0.038	**Δ*v/c* after mitigation:**	0.025
Significant impacted?	NO	**Fully mitigated?**	N/A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1425			#####			1425				1425					1425
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	51	1	51	0	51	51	5	58	1	58	0	58	1	58	0	58	1	58
	Through-Right		1							1				1				1	
	Right	318	0	**242**	43	361	**273**	4	337	0	**256**	43	380	0	**287**	0	380	0	**287**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	**85**	0	85	**85**	3	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	45	2	23	0	45	23	4	51	2	26	0	51	2	26	0	51	2	26
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	279	2	**153**	43	322	**177**	5	297	2	**163**	43	340	2	**187**	0	340	2	**187**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	111	1	69	0	111	69	3	119	1	73	0	119	1	73	0	119	1	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		327	*North-South:*		358	*North-South:*		348		*North-South:*		379		*North-South:*			379
		East-West:		153	*East-West:*		177	*East-West:*		163		*East-West:*		187		*East-West:*			187
		SUM:		480	*SUM:*		535	*SUM:*		511		*SUM:*		566		*SUM:*			566
	VOLUME/CAPACITY (V/C) RATIO:			0.337			0.375			0.359				0.397					0.397
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.337			0.375			0.359				0.397					0.397
	LEVEL OF SERVICE (LOS):			A			A			A				A					A

REMARKS:

Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/ WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

PROJECT IMPACT

Change in *v/c* due to project:	0.038	**Δ*v/c* after mitigation:**	0.038
Significant impacted?	NO	**Fully mitigated?**	N/A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1425			#####			1425				1425					1425
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	136	1	136	0	136	136	5	147	1	147	0	147	1	147	0	147	1	147
	Through-Right		1							1				1				1	
	Right	663	0	**539**	43	706	**570**	4	697	0	**566**	43	740	0	**597**	7	747	0	**602**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	**88**	0	88	**88**	3	95	1	**95**	0	95	1	**95**	0	95	1	**95**
	Left-Through		0							0				0				0	
	Through	72	2	36	0	72	36	4	79	2	40	0	79	2	40	0	79	2	40
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	451	2	**248**	43	494	**272**	5	477	2	**262**	43	520	2	**286**	7	527	2	**290**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	108	1	64	0	108	64	3	116	1	69	0	116	1	69	0	116	1	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		627	North-South:		658	North-South:			661	North-South:			692	North-South:			697
		East-West:		248	East-West:		272	East-West:			262	East-West:			286	East-West:			290
		SUM:		875	SUM:		930	SUM:			923	SUM:			978	SUM:			987
	VOLUME/CAPACITY (V/C) RATIO:			0.614			0.653				0.648				0.686				0.693
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.614			0.653				0.648				0.686				0.693
	LEVEL OF SERVICE (LOS):			B			B				B				B				B

REMARKS:

Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/ WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.038	**Δ*v/c* after mitigation:**	0.045
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**2**	0	2	**2**	0	2	0	**2**	0	2	0	**2**	0	2	0	**2**
	Left-Through		0							0				0				0	
	Through	2	0	106	0	2	106	0	2	0	111	0	2	0	111	0	2	0	111
	Through-Right		0							0				0				0	
	Right	102	0	0	0	102	0	0	107	0	0	0	107	0	0	0	107	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	128	0	128	0	128	128	9	143	0	143	0	143	0	143	0	143	0	143
	Left-Through		1							1				1				1	
	Through	12	0	140	0	12	140	0	13	0	156	0	13	0	156	0	13	0	156
	Through-Right		0							0				0				0	
	Right	384	1	**289**	0	384	**276**	1	403	1	**303**	0	403	1	**290**	0	403	1	**294**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	191	1	**191**	26	217	**217**	0	200	1	**200**	26	226	1	**226**	-8	218	1	**218**
	Left-Through		0							0				0				0	
	Through	542	1	272	17	559	280	5	572	1	287	17	589	1	295	-7	582	1	292
	Through-Right		1							1				1				1	
	Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	374	1	**326**	43	417	**348**	6	397	1	**345**	43	440	1	**366**	-15	425	1	**359**
	Through-Right		1							1				1				1	
	Right	278	0	278	0	278	278	1	292	0	292	0	292	0	292	0	292	0	292
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		291	*North-South:*		278	*North-South:*			305	*North-South:*			292	*North-South:*			296
		East-West:		517	*East-West:*		565	*East-West:*			545	*East-West:*			592	*East-West:*			577
		SUM:		808	*SUM:*		843	*SUM:*			850	*SUM:*			884	*SUM:*			873
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.703				0.708				0.737				0.728
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.703				0.708				0.737				0.728
LEVEL OF SERVICE (LOS):				**B**			**C**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.029	**$\Delta v/c$ after mitigation:**	0.020
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1	0	**38**	0	1	**38**	0	1	0	**40**	0	1	0	**40**	0	1	0	**40**
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	68	0	**68**	0	68	**68**	1	72	0	**72**	0	72	0	**72**	0	72	0	**72**
	Left-Through		1							1				1				1	
	Through	7	0	75	0	7	75	0	7	0	79	0	7	0	79	0	7	0	79
	Through-Right		0							0				0				0	
	Right	35	1	6	0	35	0	1	38	1	8	0	38	1	0	0	38	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	58	1	**58**	26	84	**84**	0	61	1	**61**	26	87	1	**87**	-1	86	1	**86**
	Left-Through		0							0				0				0	
	Through	359	1	181	17	376	189	7	382	1	192	17	399	1	201	1	400	1	201
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	362	1	**216**	43	405	**237**	7	386	1	**230**	43	429	1	**251**	0	429	1	**251**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	1	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		106	*North-South:*		106	*North-South:*			112	*North-South:*			112	*North-South:*			112
		East-West:		274	*East-West:*		321	*East-West:*			291	*East-West:*			338	*East-West:*			337
		SUM:		380	*SUM:*		427	*SUM:*			403	*SUM:*			450	*SUM:*			449
VOLUME/CAPACITY (V/C) RATIO:				0.317			0.356				0.336				0.375				0.374
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.317			0.356				0.336				0.375				0.374
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.039	$\Delta v/c$ after mitigation:	0.038
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		0							0				0				0	
	Through	2	0	**63**	0	2	**63**	0	2	0	**66**	0	2	0	**66**	0	2	0	**66**
	Through-Right		0							0				0				0	
	Right	60	0	0	0	60	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	150	0	**150**	0	150	**150**	5	162	0	**162**	0	162	0	**162**	0	162	0	**162**
	Left-Through		1							1				1				1	
	Through	15	0	165	0	15	165	0	16	0	178	0	16	0	178	0	16	0	178
	Through-Right		0							0				0				0	
	Right	120	1	90	0	120	77	1	126	1	95	0	126	1	82	0	126	1	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	1	60	26	86	86	0	63	1	63	26	89	1	89	-1	88	1	88
	Left-Through		0							0				0				0	
	Through	692	1	**350**	17	709	**359**	7	731	1	**370**	17	748	1	**378**	8	756	1	**382**
	Through-Right		1							1				1				1	
	Right	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	**73**	0	73	**73**	0	76	1	**76**	0	76	1	**76**	0	76	1	**76**
	Left-Through		0							0				0				0	
	Through	421	1	253	43	464	274	7	447	1	268	43	490	1	290	7	497	1	293
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	1	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		213	*North-South:*		213	*North-South:*			228	*North-South:*			228	*North-South:*			228
		East-West:		423	*East-West:*		432	*East-West:*			446	*East-West:*			454	*East-West:*			458
		SUM:		636	*SUM:*		645	*SUM:*			674	*SUM:*			682	*SUM:*			686
VOLUME/CAPACITY (V/C) RATIO:				0.530			0.538				0.562				0.568				0.572
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.538				0.562				0.568				0.572
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	20	0	**109**	0	20	**109**	0	21	0	**114**	0	21	0	**114**	0	21	0	**114**
	Through-Right		0							0				0				0	
	Right	76	0	0	0	76	0	0	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	25	0	**25**	0	25	**25**	1	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		1							1				1				1	
	Through	1	0	26	0	1	26	0	1	0	28	0	1	0	28	0	1	0	28
	Through-Right		0							0				0				0	
	Right	45	1	0	0	45	0	0	47	1	0	0	47	1	0	0	47	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	**206**	0	206	**206**	1	216	1	**216**	0	216	1	**216**	0	216	1	**216**
	Left-Through		0							0				0				0	
	Through	518	1	273	17	535	282	14	556	1	293	17	573	1	301	-7	566	1	298
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	1	51	0	51	51	0	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	657	1	**380**	43	700	**401**	7	694	1	**404**	43	737	1	**426**	-15	722	1	**418**
	Through-Right		1							1				1				1	
	Right	102	0	102	0	102	102	7	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		134	*North-South:*		134	*North-South:*			141	*North-South:*			141	*North-South:*			141
		East-West:		586	*East-West:*		607	*East-West:*			620	*East-West:*			642	*East-West:*			634
		SUM:		720	*SUM:*		741	*SUM:*			761	*SUM:*			783	*SUM:*			775
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.618				0.634				0.653				0.646
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.618				0.634				0.653				0.646
LEVEL OF SERVICE (LOS):				A			B				B				B				B

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	∆*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	23	0	**74**	0	23	**74**	0	24	0	**78**	0	24	0	**78**	0	24	0	**78**
	Through-Right		0							0				0				0	
	Right	35	0	0	0	35	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	53	0	**53**	0	53	**53**	1	56	0	**56**	0	56	0	**56**	0	56	0	**56**
	Left-Through		1							1				1				1	
	Through	3	0	56	0	3	56	0	3	0	59	0	3	0	59	0	3	0	59
	Through-Right		0							0				0				0	
	Right	68	1	24	0	68	24	0	71	1	25	0	71	1	25	0	71	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	88	1	**88**	0	88	**88**	1	93	1	**93**	0	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	366	1	196	17	383	204	7	390	1	208	17	407	1	217	1	408	1	217
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	374	1	**236**	43	417	**257**	8	399	1	**251**	43	442	1	**272**	0	442	1	**272**
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	1	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		127	*North-South:*		127	*North-South:*			134	*North-South:*			134	*North-South:*			134
		East-West:		324	*East-West:*		345	*East-West:*			344	*East-West:*			365	*East-West:*			365
		SUM:		451	*SUM:*		472	*SUM:*			478	*SUM:*			499	*SUM:*			499
	VOLUME/CAPACITY (V/C) RATIO:			0.376			0.393				0.398				0.416				0.416
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.376			0.393				0.398				0.416				0.416
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	∆*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through		0							0				0				0	
	Through	8	0	**58**	0	8	**58**	0	8	0	**60**	0	8	0	**60**	0	8	0	**60**
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	71	0	**71**	0	71	**71**	1	75	0	**75**	0	75	0	**75**	0	75	0	**75**
	Left-Through		1							1				1				1	
	Through	6	0	77	0	6	77	0	6	0	81	0	6	0	81	0	6	0	81
	Through-Right		0							0				0				0	
	Right	59	1	0	0	59	0	0	62	1	0	0	62	1	0	0	62	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	233	1	**233**	0	233	**233**	1	245	1	**245**	0	245	1	**245**	0	245	1	**245**
	Left-Through		0							0				0				0	
	Through	642	1	332	17	659	340	11	682	1	352	17	699	1	361	8	707	1	365
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	15	1	15	0	15	15	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	504	1	**354**	43	547	**375**	8	535	1	**377**	43	578	1	**398**	7	585	1	**402**
	Through-Right		1							1				1				1	
	Right	203	0	203	0	203	203	6	218	0	218	0	218	0	218	0	218	0	218
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		129	*North-South:*		129	*North-South:*			135	*North-South:*			135	*North-South:*			135
		East-West:		587	*East-West:*		608	*East-West:*			622	*East-West:*			643	*East-West:*			647
		SUM:		716	*SUM:*		737	*SUM:*			757	*SUM:*			778	*SUM:*			782
VOLUME/CAPACITY (V/C) RATIO:				0.597			0.614				0.631				0.648				0.652
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.597			0.614				0.631				0.648				0.652
LEVEL OF SERVICE (LOS):				A			B				B				B				B

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	$\Delta v/c$ after mitigation:	0.021
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	2	**85**	0	154	**85**	0	161	2	**89**	0	161	2	**89**	0	161	2	**89**
	Left-Through		0							0				0				0	
	Through	409	1	280	0	409	280	52	480	1	319	0	480	1	319	0	480	1	319
	Through-Right		1							1				1				1	
	Right	150	0	150	0	150	150	0	157	0	157	0	157	0	157	0	157	0	157
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	140	2	77	0	140	77	7	153	2	84	0	153	2	84	0	153	2	84
	Left-Through		0							0				0				0	
	Through	1013	1	**572**	0	1013	**572**	46	1105	1	**632**	0	1105	1	**632**	0	1105	1	**632**
	Through-Right		1							1				1				1	
	Right	130	0	130	0	130	130	22	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	**101**	0	101	**101**	33	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	540	1	441	0	540	441	53	618	1	488	0	618	1	488	0	618	1	488
	Through-Right		1							1				1				1	
	Right	342	0	342	0	342	342	0	358	0	358	0	358	0	358	0	358	0	358
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	177	1	177	0	177	177	0	185	1	185	0	185	1	185	0	185	1	185
	Left-Through		0							0				0				0	
	Through	547	1	**547**	0	547	**547**	38	610	1	**610**	0	610	1	**610**	0	610	1	**610**
	Through-Right		0							0				0				0	
	Right	133	1	95	0	133	95	11	150	1	108	0	150	1	108	0	150	1	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	657		*North-South:*	657		*North-South:*	721			*North-South:*	721			*North-South:*	721		
		East-West:	648		*East-West:*	648		*East-West:*	749			*East-West:*	749			*East-West:*	749		
		SUM:	1305		*SUM:*	1305		*SUM:*	1470			*SUM:*	1470			*SUM:*	1470		
VOLUME/CAPACITY *(V/C)* RATIO:			0.916			0.916			1.032				1.032				1.032		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.816**			**0.816**			**0.932**				**0.932**				**0.932**		
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	2	53	0	97	53	0	101	2	56	0	101	2	56	0	101	2	56
	Left-Through		0							0				0				0	
	Through	468	1	**292**	0	468	**292**	30	519	1	**320**	0	519	1	**320**	0	519	1	**320**
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	2	**51**	0	92	**51**	0	96	2	**53**	0	96	2	**53**	0	96	2	**53**
	Left-Through		0							0				0				0	
	Through	391	1	263	0	391	263	36	445	1	293	0	445	1	293	0	445	1	293
	Through-Right		1							1				1				1	
	Right	135	0	135	0	135	135	0	141	0	141	0	141	0	141	0	141	0	141
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	**117**	0	117	**117**	0	122	1	**122**	0	122	1	**122**	0	122	1	**122**
	Left-Through		0							0				0				0	
	Through	250	1	208	0	250	208	16	277	1	225	0	277	1	225	0	277	1	225
	Through-Right		1							1				1				1	
	Right	165	0	165	0	165	165	0	173	0	173	0	173	0	173	0	173	0	173
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	273	1	**273**	0	273	**273**	15	300	1	**300**	0	300	1	**300**	0	300	1	**300**
	Through-Right		0							0				0				0	
	Right	120	1	95	0	120	95	0	125	1	99	0	125	1	99	0	125	1	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		343	*North-South:*		343	*North-South:*			373	*North-South:*			373	*North-South:*			373
		East-West:		390	*East-West:*		390	*East-West:*			422	*East-West:*			422	*East-West:*			422
		SUM:		733	*SUM:*		733	*SUM:*			795	*SUM:*			795	*SUM:*			795
VOLUME/CAPACITY (V/C) RATIO:				0.514			0.514				0.558				0.558				0.558
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.414**			**0.414**				**0.458**				**0.458**				**0.458**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	122	2	67	0	122	67	0	128	2	70	0	128	2	70	0	128	2	70
	Left-Through		0							0				0				0	
	Through	877	1	**516**	0	877	**516**	37	954	1	**558**	0	954	1	**558**	0	954	1	**558**
	Through-Right		1							1				1				1	
	Right	155	0	155	0	155	155	0	162	0	162	0	162	0	162	0	162	0	162
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	102	2	**56**	0	102	**56**	5	112	2	**62**	0	112	2	**62**	0	112	2	**62**
	Left-Through		0							0				0				0	
	Through	487	1	316	0	487	316	44	553	1	361	0	553	1	361	0	553	1	361
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	16	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	158	1	**158**	0	158	**158**	10	175	1	**175**	0	175	1	**175**	0	175	1	**175**
	Left-Through		0							0				0				0	
	Through	414	1	299	0	414	299	22	455	1	324	0	455	1	324	0	455	1	324
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	192	0	192	0	192	0	192	0	192	0	192
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	162	1	162	0	162	162	0	169	1	169	0	169	1	169	0	169	1	169
	Left-Through		0							0				0				0	
	Through	460	1	**460**	0	460	**460**	23	504	1	**504**	0	504	1	**504**	0	504	1	**504**
	Through-Right		0							0				0				0	
	Right	156	1	128	0	156	128	3	166	1	135	0	166	1	135	0	166	1	135
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	572		*North-South:*	572		*North-South:*	620			*North-South:*	620			*North-South:*	620		
		East-West:	618		*East-West:*	618		*East-West:*	679			*East-West:*	679			*East-West:*	679		
		SUM:	1190		*SUM:*	1190		*SUM:*	1299			*SUM:*	1299			*SUM:*	1299		
VOLUME/CAPACITY (V/C) RATIO:			0.835			0.835			0.912				0.912				0.912		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.735**			**0.735**			**0.812**				**0.812**				**0.812**		
LEVEL OF SERVICE (LOS):			**C**			**C**			**D**				**D**				**D**		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	99	**99**	74	178	1	**178**	0	178	1	**178**	0	178	1	**178**
	Left-Through		0							0				0				0	
	Through	411	1	286	0	411	286	113	543	1	356	0	543	1	356	0	543	1	356
	Through-Right		1							1				1				1	
	Right	161	0	161	0	161	161	0	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	77	17	94	94	16	97	1	97	17	114	1	114	-7	107	1	107
	Left-Through		0							0				0				0	
	Through	976	1	**547**	0	976	**547**	130	1151	1	**637**	0	1151	1	**637**	0	1151	1	**637**
	Through-Right		1							1				1				1	
	Right	118	0	118	0	118	118	0	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	1	68	0	68	68	0	71	1	71	0	71	1	71	0	71	1	71
	Left-Through		0							0				0				0	
	Through	414	1	**414**	0	414	**414**	14	447	1	**447**	0	447	1	**447**	0	447	1	**447**
	Through-Right		0							0				0				0	
	Right	212	1	163	0	212	163	77	299	1	210	0	299	1	210	0	299	1	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	117	0	**117**	0	117	**117**	0	122	0	**122**	0	122	0	**122**	0	122	0	**122**
	Left-Through		0							0				0				0	
	Through	272	0	436	0	272	453	13	297	0	471	0	297	0	488	0	297	0	481
	Through-Right		0							0				0				0	
	Right	47	0	0	17	64	0	3	52	0	0	17	69	0	0	-7	62	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		646	*North-South:*		646	*North-South:*			815	*North-South:*			815	*North-South:*			815
		East-West:		531	*East-West:*		531	*East-West:*			569	*East-West:*			569	*East-West:*			569
		SUM:		1177	*SUM:*		1177	*SUM:*			1384	*SUM:*			1384	*SUM:*			1384
VOLUME/CAPACITY *(V/C)* RATIO:				0.856			0.856				1.007				1.007				1.007
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.756				0.907				0.907				0.907
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	0	63	63	38	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	455	1	**306**	0	455	**306**	58	534	1	**349**	0	534	1	**349**	0	534	1	**349**
	Through-Right		1							1				1				1	
	Right	157	0	157	0	157	157	0	164	0	164	0	164	0	164	0	164	0	164
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	**85**	17	102	**102**	3	92	1	**92**	17	109	1	**109**	1	110	1	**110**
	Left-Through		0							0				0				0	
	Through	436	1	262	0	436	262	66	522	1	307	0	522	1	307	0	522	1	307
	Through-Right		1							1				1				1	
	Right	88	0	88	0	88	88	0	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	44	1	**44**	0	44	**44**	0	46	1	**46**	0	46	1	**46**	0	46	1	**46**
	Left-Through		0							0				0				0	
	Through	234	1	234	0	234	234	16	261	1	261	0	261	1	261	0	261	1	261
	Through-Right		0							0				0				0	
	Right	100	1	69	0	100	69	31	136	1	84	0	136	1	84	0	136	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	113	0	113	0	113	113	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through		0							0				0				0	
	Through	236	0	**424**	0	236	**441**	15	262	0	**467**	0	262	0	**484**	0	262	0	**485**
	Through-Right		0							0				0				0	
	Right	75	0	0	17	92	0	9	87	0	0	17	104	0	0	1	105	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		391	*North-South:*		408	*North-South:*			441	*North-South:*			458	*North-South:*			459
		East-West:		468	*East-West:*		485	*East-West:*			513	*East-West:*			530	*East-West:*			531
		SUM:		859	*SUM:*		893	*SUM:*			954	*SUM:*			988	*SUM:*			990
VOLUME/CAPACITY (V/C) RATIO:				0.625			0.649				0.694				0.719				0.720
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.525**			**0.549**				**0.594**				**0.619**				**0.620**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	*Δv/c* after mitigation:	0.026
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	109	109	49	163	1	163	0	163	1	163	0	163	1	163
	Left-Through		0							0				0				0	
	Through	685	1	**407**	0	685	**407**	77	793	1	**464**	0	793	1	**464**	0	793	1	**464**
	Through-Right		1							1				1				1	
	Right	128	0	128	0	128	128	0	134	0	134	0	134	0	134	0	134	0	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	**60**	17	77	**77**	3	66	1	**66**	17	83	1	**83**	8	91	1	**91**
	Left-Through		0							0				0				0	
	Through	376	1	232	0	376	232	83	476	1	284	0	476	1	284	0	476	1	284
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	0	91	0	91	0	91	0	91	0	91	0	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	63	1	**63**	0	63	**63**	0	66	1	**66**	0	66	1	**66**	0	66	1	**66**
	Left-Through		0							0				0				0	
	Through	276	1	276	0	276	276	16	305	1	305	0	305	1	305	0	305	1	305
	Through-Right		0							0				0				0	
	Right	70	1	16	0	70	16	42	115	1	34	0	115	1	34	0	115	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through		0							0				0				0	
	Through	323	0	**498**	0	323	**515**	15	353	0	**545**	0	353	0	**562**	0	353	0	**570**
	Through-Right		0							0				0				0	
	Right	59	0	0	17	76	0	9	71	0	0	17	88	0	0	8	96	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		467	*North-South:*		484	*North-South:*			530	*North-South:*			547	*North-South:*			555
		East-West:		561	*East-West:*		578	*East-West:*			611	*East-West:*			628	*East-West:*			636
		SUM:		1028	*SUM:*		1062	*SUM:*			1141	*SUM:*			1175	*SUM:*			1191
VOLUME/CAPACITY (V/C) RATIO:				0.748			0.772				0.830				0.855				0.866
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.672**				**0.730**				**0.755**				**0.766**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	∆*v/c* after mitigation:	0.036
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	551	1	287	0	551	287	52	628	1	326	0	628	1	326	0	628	1	326
	Through-Right		1							1				1				1	
	Right	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	82	0	82	82	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	1318	2	**659**	0	1318	**659**	46	1424	2	**712**	0	1424	2	**712**	0	1424	2	**712**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through		1							1				1				1	
	Through	5	0	33	0	5	33	0	5	0	34	0	5	0	34	0	5	0	34
	Through-Right		0							0				0				0	
	Right	281	1	**281**	0	281	**281**	55	349	1	**349**	0	349	1	**349**	0	349	1	**349**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	22	0	**22**	0	22	**22**	0	23	0	**23**	0	23	0	**23**	0	23	0	**23**
	Left-Through		0							0				0				0	
	Through	0	0	97	0	0	97	0	0	0	101	0	0	0	101	0	0	0	101
	Through-Right		0							0				0				0	
	Right	75	0	0	0	75	0	0	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		659	*North-South:*		659	*North-South:*			712	*North-South:*			712	*North-South:*			712
		East-West:		303	*East-West:*		303	*East-West:*			372	*East-West:*			372	*East-West:*			372
		SUM:		962	*SUM:*		962	*SUM:*			1084	*SUM:*			1084	*SUM:*			1084
	VOLUME/CAPACITY *(V/C)* RATIO:			0.802			0.802				0.903				0.903				0.903
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.802			0.802				0.903				0.903				0.903
	LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	397	1	213	0	397	213	30	445	1	238	0	445	1	238	0	445	1	238
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	514	2	**257**	0	514	**257**	36	573	2	**287**	0	573	2	**287**	0	573	2	**287**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through		1							1				1				1	
	Through	7	0	48	0	7	48	0	7	0	50	0	7	0	50	0	7	0	50
	Through-Right		0							0				0				0	
	Right	146	1	**146**	0	146	**146**	3	156	1	**156**	0	156	1	**156**	0	156	1	**156**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	18	0	**18**	0	18	**18**	0	19	0	**19**	0	19	0	**19**	0	19	0	**19**
	Left-Through		0							0				0				0	
	Through	0	0	43	0	0	43	0	0	0	45	0	0	0	45	0	0	0	45
	Through-Right		0							0				0				0	
	Right	25	0	0	0	25	0	0	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		257	*North-South:*		257	*North-South:*			287	*North-South:*			287	*North-South:*			287
		East-West:		164	*East-West:*		164	*East-West:*			175	*East-West:*			175	*East-West:*			175
		SUM:		421	*SUM:*		421	*SUM:*			462	*SUM:*			462	*SUM:*			462
	VOLUME/CAPACITY (V/C) RATIO:			0.351			0.351				0.385				0.385				0.385
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.351			0.351				0.385				0.385				0.385
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1044	1	**538**	0	1044	**538**	37	1129	1	**581**	0	1129	1	**581**	0	1129	1	**581**
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	45	1	**45**	0	45	**45**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
	Left-Through		0							0				0				0	
	Through	786	2	393	0	786	393	44	866	2	433	0	866	2	433	0	866	2	433
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	0	54	0	54	54	0	56	0	56	0	56	0	56	0	56	0	56
	Left-Through		1							1				1				1	
	Through	17	0	71	0	17	71	0	18	0	74	0	18	0	74	0	18	0	74
	Through-Right		0							0				0				0	
	Right	206	1	**206**	0	206	**206**	9	224	1	**224**	0	224	1	**224**	0	224	1	**224**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	0	**20**	0	20	**20**	0	21	0	**21**	0	21	0	**21**	0	21	0	**21**
	Left-Through		0							0				0				0	
	Through	0	0	67	0	0	67	0	0	0	70	0	0	0	70	0	0	0	70
	Through-Right		0							0				0				0	
	Right	47	0	0	0	47	0	0	49	0	0	0	49	0	0	0	49	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		583	*North-South:*		583	*North-South:*			628	*North-South:*			628	*North-South:*			628
		East-West:		226	*East-West:*		226	*East-West:*			245	*East-West:*			245	*East-West:*			245
		SUM:		809	*SUM:*		809	*SUM:*			873	*SUM:*			873	*SUM:*			873
	VOLUME/CAPACITY (V/C) RATIO:			0.674			0.674				0.728				0.728				0.728
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.674			0.674				0.728				0.728				0.728
	LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	**48**	0	48	**48**	0	50	1	**50**	0	50	1	**50**	0	50	1	**50**
	Left-Through		0							0				0				0	
	Through	358	2	179	0	358	179	40	414	2	207	0	414	2	207	0	414	2	207
	Through-Right		0							0				0				0	
	Right	227	1	180	0	227	180	94	331	1	256	0	331	1	256	0	331	1	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	157	1	157	0	157	157	74	238	1	238	0	238	1	238	0	238	1	238
	Left-Through		0							0				0				0	
	Through	1238	1	**726**	0	1238	**726**	27	1322	1	**773**	0	1322	1	**773**	0	1322	1	**773**
	Through-Right		1							1				1				1	
	Right	214	0	214	0	214	214	0	224	0	224	0	224	0	224	0	224	0	224
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	133	1	**133**	0	133	**133**	0	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	828	1	475	0	828	475	72	938	1	533	0	938	1	533	0	938	1	533
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	0	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	53	151	1	151	0	151	1	151	0	151	1	151
	Left-Through		0							0				0				0	
	Through	883	1	**501**	0	883	**501**	50	973	1	**555**	0	973	1	**555**	0	973	1	**555**
	Through-Right		1							1				1				1	
	Right	119	0	119	0	119	119	12	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		774	*North-South:*		774	*North-South:*			823	*North-South:*			823	*North-South:*			823
		East-West:		634	*East-West:*		634	*East-West:*			694	*East-West:*			694	*East-West:*			694
		SUM:		1408	*SUM:*		1408	*SUM:*			1517	*SUM:*			1517	*SUM:*			1517
VOLUME/CAPACITY *(V/C)* RATIO:				0.939			0.939				1.011				1.011				1.011
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.839**			**0.839**				**0.911**				**0.911**				**0.911**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	**17**	0	17	**17**	0	18	1	**18**	0	18	1	**18**	0	18	1	**18**
	Left-Through		0							0				0				0	
	Through	269	2	135	0	269	135	30	311	2	156	0	311	2	156	0	311	2	156
	Through-Right		0							0				0				0	
	Right	228	1	170	0	228	170	3	241	1	176	0	241	1	176	0	241	1	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	120	1	120	0	120	120	3	128	1	128	0	128	1	128	0	128	1	128
	Left-Through		0							0				0				0	
	Through	473	1	**289**	0	473	**289**	36	531	1	**321**	0	531	1	**321**	0	531	1	**321**
	Through-Right		1							1				1				1	
	Right	105	0	105	0	105	105	0	110	0	110	0	110	0	110	0	110	0	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	1	60	0	60	60	0	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0							0				0				0	
	Through	444	1	**282**	0	444	**282**	16	480	1	**303**	0	480	1	**303**	0	480	1	**303**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	116	1	**116**	0	116	**116**	9	130	1	**130**	0	130	1	**130**	0	130	1	**130**
	Left-Through		0							0				0				0	
	Through	374	1	233	0	374	233	15	406	1	251	0	406	1	251	0	406	1	251
	Through-Right		1							1				1				1	
	Right	91	0	91	0	91	91	0	95	0	95	0	95	0	95	0	95	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		306	*North-South:*		306	*North-South:*			339	*North-South:*			339	*North-South:*			339
		East-West:		398	*East-West:*		398	*East-West:*			433	*East-West:*			433	*East-West:*			433
		SUM:		704	*SUM:*		704	*SUM:*			772	*SUM:*			772	*SUM:*			772
VOLUME/CAPACITY (V/C) RATIO:				0.469			0.469				0.515				0.515				0.515
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.369**			**0.369**				**0.415**				**0.415**				**0.415**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	825	2	**413**	0	825	**413**	33	896	2	**448**	0	896	2	**448**	0	896	2	**448**
	Through-Right		0							0				0				0	
	Right	231	1	185	0	231	185	15	257	1	197	0	257	1	197	0	257	1	197
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	115	1	**115**	0	115	**115**	12	132	1	**132**	0	132	1	**132**	0	132	1	**132**
	Left-Through		0							0				0				0	
	Through	842	1	448	0	842	448	41	921	1	488	0	921	1	488	0	921	1	488
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	121	1	121	0	121	121	0	127	1	127	0	127	1	127	0	127	1	127
	Left-Through		0							0				0				0	
	Through	918	1	**497**	0	918	**497**	25	985	1	**532**	0	985	1	**532**	0	985	1	**532**
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	0	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	**93**	0	93	**93**	24	121	1	**121**	0	121	1	**121**	0	121	1	**121**
	Left-Through		0							0				0				0	
	Through	673	1	385	0	673	385	26	730	1	417	0	730	1	417	0	730	1	417
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	4	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		528	*North-South:*		528	*North-South:*			580	*North-South:*			580	*North-South:*			580
		East-West:		590	*East-West:*		590	*East-West:*			653	*East-West:*			653	*East-West:*			653
		SUM:		1118	*SUM:*		1118	*SUM:*			1233	*SUM:*			1233	*SUM:*			1233
VOLUME/CAPACITY (V/C) RATIO:				0.745			0.745				0.822				0.822				0.822
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.645**			**0.645**				**0.722**				**0.722**				**0.722**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	618	1	**376**	0	618	**376**	79	725	1	**432**	0	725	1	**432**	0	725	1	**432**
	Through-Right		1							1				1				1	
	Right	133	0	133	0	133	133	0	139	0	139	0	139	0	139	0	139	0	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	578	1	**578**	0	578	**578**	28	632	1	**632**	0	632	1	**632**	0	632	1	**632**
	Left-Through		0							0				0				0	
	Through	713	2	357	0	713	357	52	798	2	399	0	798	2	399	0	798	2	399
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	1	**23**	0	23	**23**	0	24	1	**24**	0	24	1	**24**	0	24	1	**24**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	96	1	0	0	96	0	55	155	1	0	0	155	1	0	0	155	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	954		*North-South:*	954			*North-South:*	1064			*North-South:*	1064			*North-South:*	1064	
		East-West:	23		*East-West:*	23			*East-West:*	24			*East-West:*	24			*East-West:*	24	
		SUM:	977		*SUM:*	977			*SUM:*	1088			*SUM:*	1088			*SUM:*	1088	
	VOLUME/CAPACITY *(V/C)* RATIO:		0.814			0.814				0.907				0.907				0.907	
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.814			0.814				0.907				0.907				0.907	
	LEVEL OF SERVICE (LOS):		D			D				E				E				E	

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	481	1	**273**	0	481	**273**	30	533	1	**301**	0	533	1	**301**	0	533	1	**301**
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	260	1	**260**	0	260	**260**	9	281	1	**281**	0	281	1	**281**	0	281	1	**281**
	Left-Through		0							0				0				0	
	Through	433	2	217	0	433	217	36	489	2	245	0	489	2	245	0	489	2	245
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	145	1	15	0	145	15	3	155	1	15	0	155	1	15	0	155	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		533	North-South:		533	North-South:			582	North-South:			582	North-South:			582
		East-West:		53	East-West:		53	East-West:			55	East-West:			55	East-West:			55
		SUM:		586	SUM:		586	SUM:			637	SUM:			637	SUM:			637
VOLUME/CAPACITY (V/C) RATIO:				0.488			0.488				0.531				0.531				0.531
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.488				0.531				0.531				0.531
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1057	1	**554**	0	1057	**554**	39	1144	1	**599**	0	1144	1	**599**	0	1144	1	**599**
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	403	1	**403**	0	403	**403**	17	438	1	**438**	0	438	1	**438**	0	438	1	**438**
	Left-Through		0							0				0				0	
	Through	581	2	291	0	581	291	49	657	2	329	0	657	2	329	0	657	2	329
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	38	1	**38**	0	38	**38**	0	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	219	1	18	0	219	18	9	238	1	19	0	238	1	19	0	238	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		957	*North-South:*		957	*North-South:*			1037	*North-South:*			1037	*North-South:*			1037
		East-West:		38	*East-West:*		38	*East-West:*			40	*East-West:*			40	*East-West:*			40
		SUM:		995	*SUM:*		995	*SUM:*			1077	*SUM:*			1077	*SUM:*			1077
VOLUME/CAPACITY (V/C) RATIO:				0.829			0.829				0.898				0.898				0.898
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.829				0.898				0.898				0.898
LEVEL OF SERVICE (LOS):				D			D				D				D				D

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	2	0	**43**	0	2	**43**	0	2	0	**45**	0	2	0	**45**	0	2	0	**45**
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	991	1	**595**	0	991	**595**	240	1276	1	**742**	0	1276	1	**742**	0	1276	1	**742**
	Through-Right		1							1				1				1	
	Right	198	0	198	0	198	198	0	207	0	207	0	207	0	207	0	207	0	207
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	207	1	**207**	0	207	**207**	28	244	1	**244**	0	244	1	**244**	0	244	1	**244**
	Left-Through		0							0				0				0	
	Through	1072	1	551	0	1072	551	116	1237	1	634	0	1237	1	634	0	1237	1	634
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		43	*North-South:*		43	*North-South:*			45	*North-South:*			45	*North-South:*			45
		East-West:		802	*East-West:*		802	*East-West:*			986	*East-West:*			986	*East-West:*			986
		SUM:		845	*SUM:*		845	*SUM:*			1031	*SUM:*			1031	*SUM:*			1031
	VOLUME/CAPACITY *(V/C)* RATIO:			0.704			0.704				0.859				0.859				0.859
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.704			0.704				0.859				0.859				0.859
	LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0				0				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--			0	NB-- 0 SB--			0	NB-- 0 SB--			0
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--			0	EB-- 0 WB--			0	EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	10	0	**55**	0	10	**55**	0	10	0	**57**	0	10	0	**57**	0	10	0	**57**
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	635	1	**393**	0	635	**393**	22	686	1	**422**	0	686	1	**422**	0	686	1	**422**
	Through-Right		1							1				1				1	
	Right	150	0	150	0	150	150	0	157	0	157	0	157	0	157	0	157	0	157
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	152	1	**152**	0	152	**152**	9	168	1	**168**	0	168	1	**168**	0	168	1	**168**
	Left-Through		0							0				0				0	
	Through	550	1	284	0	550	284	24	599	1	309	0	599	1	309	0	599	1	309
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		55	*North-South:*		55	*North-South:*			57	*North-South:*			57	*North-South:*			57
		East-West:		545	*East-West:*		545	*East-West:*			590	*East-West:*			590	*East-West:*			590
		SUM:		600	*SUM:*		600	*SUM:*			647	*SUM:*			647	*SUM:*			647
	VOLUME/CAPACITY (V/C) RATIO:			0.500			0.500				0.539				0.539				0.539
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.500			0.500				0.539				0.539				0.539
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	4	0	**44**	0	4	**44**	0	4	0	**45**	0	4	0	**45**	0	4	0	**45**
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	43	1	43	0	43	43	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	1000	1	**615**	0	1000	**615**	51	1097	1	**669**	0	1097	1	**669**	0	1097	1	**669**
	Through-Right		1							1				1				1	
	Right	230	0	230	0	230	230	0	241	0	241	0	241	0	241	0	241	0	241
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	135	1	**135**	0	135	**135**	17	158	1	**158**	0	158	1	**158**	0	158	1	**158**
	Left-Through		0							0				0				0	
	Through	842	1	428	0	842	428	54	934	1	475	0	934	1	475	0	934	1	475
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		44	*North-South:*		44	*North-South:*			45	*North-South:*			45	*North-South:*			45
		East-West:		750	*East-West:*		750	*East-West:*			827	*East-West:*			827	*East-West:*			827
		SUM:		794	*SUM:*		794	*SUM:*			872	*SUM:*			872	*SUM:*			872
VOLUME/CAPACITY (V/C) RATIO:				0.662			0.662				0.727				0.727				0.727
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.662			0.662				0.727				0.727				0.727
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	208	0	208	0	208	208	0	218	0	218	0	218	0	218	0	218	0	218
	Left-Through		0							0				0				0	
	Through	30	0	**290**	0	30	**290**	0	31	0	**303**	0	31	0	**303**	0	31	0	**303**
	Through-Right		0							0				0				0	
	Right	52	0	0	0	52	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	0	**32**	0	32	**32**	0	33	0	**33**	0	33	0	**33**	0	33	0	**33**
	Left-Through		0							0				0				0	
	Through	41	0	106	0	41	106	0	43	0	111	0	43	0	111	0	43	0	111
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	1	**13**	0	13	**13**	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	770	1	477	0	770	477	240	1045	1	**619**	0	1045	1	**619**	0	1045	1	**619**
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	192	0	192	0	192	0	192	0	192	0	192
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	39	0	39	39	0	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	1068	1	**540**	0	1068	**540**	144	1261	1	637	0	1261	1	637	0	1261	1	637
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		322	*North-South:*		322	*North-South:*			336	*North-South:*			336	*North-South:*			336
		East-West:		553	*East-West:*		553	*East-West:*			660	*East-West:*			660	*East-West:*			660
		SUM:		875	*SUM:*		875	*SUM:*			996	*SUM:*			996	*SUM:*			996
VOLUME/CAPACITY *(V/C)* RATIO:				0.583			0.583				0.664				0.664				0.664
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.483**			**0.483**				**0.564**				**0.564**				**0.564**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	0	**58**	0	58	**58**	0	61	0	**61**	0	61	0	**61**	0	61	0	**61**
	Left-Through		0							0				0				0	
	Through	0	0	63	0	0	63	0	0	0	66	0	0	0	66	0	0	0	66
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	2	0	**29**	0	2	**29**	0	2	0	**30**	0	2	0	**30**	0	2	0	**30**
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through		0							0				0				0	
	Through	617	1	325	0	617	325	22	667	1	351	0	667	1	351	0	667	1	351
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	651	1	**329**	0	651	**329**	33	714	1	**360**	0	714	1	**360**	0	714	1	**360**
	Through-Right		1							1				1				1	
	Right	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		87	*North-South:*		87	*North-South:*			91	*North-South:*			91	*North-South:*			91
		East-West:		337	*East-West:*		337	*East-West:*			368	*East-West:*			368	*East-West:*			368
		SUM:		424	*SUM:*		424	*SUM:*			459	*SUM:*			459	*SUM:*			459
VOLUME/CAPACITY (V/C) RATIO:				0.283			0.283				0.306				0.306				0.306
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.183**			**0.183**				**0.206**				**0.206**				**0.206**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	0	**102**	0	102	**102**	0	107	0	**107**	0	107	0	**107**	0	107	0	**107**
	Left-Through		0							0				0				0	
	Through	10	0	129	0	10	129	0	10	0	135	0	10	0	135	0	10	0	135
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	12	0	**39**	0	12	**39**	0	13	0	**41**	0	13	0	**41**	0	13	0	**41**
	Through-Right		0							0				0				0	
	Right	19	0	0	0	19	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	12	1	12	0	12	12	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	972	1	**536**	0	972	**536**	51	1067	1	**586**	0	1067	1	**586**	0	1067	1	**586**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	0	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Left-Through		0							0				0				0	
	Through	869	1	437	0	869	437	71	980	1	493	0	980	1	493	0	980	1	493
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		141	*North-South:*		141	*North-South:*			148	*North-South:*			148	*North-South:*			148
		East-West:		540	*East-West:*		540	*East-West:*			590	*East-West:*			590	*East-West:*			590
		SUM:		681	*SUM:*		681	*SUM:*			738	*SUM:*			738	*SUM:*			738
VOLUME/CAPACITY (V/C) RATIO:				0.454			0.454				0.492				0.492				0.492
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.354**			**0.354**				**0.392**				**0.392**				**0.392**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	0	138	0	138	138	125	269	0	269	0	269	0	269	0	269	0	269
	Left-Through		0							0				0				0	
	Through	23	0	**224**	0	23	**224**	0	24	0	**359**	0	24	0	**359**	0	24	0	**359**
	Through-Right		0							0				0				0	
	Right	63	0	0	0	63	0	0	66	0	0	0	66	0	0	0	66	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	**12**	0	12	**12**	0	13	0	**13**	0	13	0	**13**	0	13	0	**13**
	Left-Through		0							0				0				0	
	Through	49	0	92	0	49	92	0	51	0	96	0	51	0	96	0	51	0	96
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		1							1				1				1	
	Through	606	0	391	0	606	391	45	679	0	529	0	679	0	529	0	679	0	529
	Through-Right		1							1				1				1	
	Right	156	0	391	0	156	391	195	358	0	529	0	358	0	529	0	358	0	529
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	143	0	143	0	143	143	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through		1							1				1				1	
	Through	868	0	**736**	0	868	**736**	19	927	0	**930**	0	927	0	**930**	0	927	0	**930**
	Through-Right		1							1				1				1	
	Right	32	0	736	0	32	736	0	33	0	930	0	33	0	930	0	33	0	930
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		236	North-South:		236	North-South:			372	North-South:			372	North-South:			372
		East-West:		741	East-West:		741	East-West:			935	East-West:			935	East-West:			935
		SUM:		977	SUM:		977	SUM:			1307	SUM:			1307	SUM:			1307
VOLUME/CAPACITY (V/C) RATIO:				0.651			0.651				0.871				0.871				0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.551				0.771				0.771				0.771
LEVEL OF SERVICE (LOS):				A			A				C				C				C

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	0	38	0	38	38	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0							0				0				0	
	Through	4	0	**61**	0	4	**61**	0	4	0	**64**	0	4	0	**64**	0	4	0	**64**
	Through-Right		0							0				0				0	
	Right	19	0	0	0	19	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	2	0	18	0	2	18	0	2	0	19	0	2	0	19	0	2	0	19
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	6	0	6	0	6	6	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		1							1				1				1	
	Through	576	0	**311**	0	576	**311**	22	624	0	336	0	624	0	336	0	624	0	336
	Through-Right		1							1				1				1	
	Right	33	0	311	0	33	311	0	35	0	336	0	35	0	336	0	35	0	336
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	33	0	**33**	0	33	**33**	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through		1							1				1				1	
	Through	512	0	337	0	512	337	33	568	0	**369**	0	568	0	**369**	0	568	0	**369**
	Through-Right		1							1				1				1	
	Right	29	0	337	0	29	337	0	30	0	369	0	30	0	369	0	30	0	369
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		61	*North-South:*		61	*North-South:*			64	*North-South:*			64	*North-South:*			64
		East-West:		344	*East-West:*		344	*East-West:*			375	*East-West:*			375	*East-West:*			375
		SUM:		405	*SUM:*		405	*SUM:*			439	*SUM:*			439	*SUM:*			439
VOLUME/CAPACITY (V/C) RATIO:				0.270			0.270				0.293				0.293				0.293
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.170**			**0.170**				**0.193**				**0.193**				**0.193**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	0	93	0	93	93	38	135	0	135	0	135	0	135	0	135	0	135
	Left-Through		0							0				0				0	
	Through	7	0	153	0	7	153	0	7	0	197	0	7	0	197	0	7	0	197
	Through-Right		0							0				0				0	
	Right	53	0	0	0	53	0	0	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		0							0				0				0	
	Through	6	0	38	0	6	38	0	6	0	39	0	6	0	39	0	6	0	39
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1							1				1				1	
	Through	761	0	458	0	761	458	22	818	0	504	0	818	0	504	0	818	0	504
	Through-Right		1							1				1				1	
	Right	115	0	458	0	115	458	29	149	0	504	0	149	0	504	0	149	0	504
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	0	55	0	55	55	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		1							1				1				1	
	Through	666	0	449	0	666	449	33	729	0	487	0	729	0	487	0	729	0	487
	Through-Right		1							1				1				1	
	Right	12	0	449	0	12	449	0	13	0	487	0	13	0	487	0	13	0	487
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		157	North-South:		157	North-South:			201	North-South:			201	North-South:			201
		East-West:		513	East-West:		513	East-West:			562	East-West:			562	East-West:			562
		SUM:		670	SUM:		670	SUM:			763	SUM:			763	SUM:			763
VOLUME/CAPACITY (V/C) RATIO:				0.447			0.447				0.509				0.509				0.509
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.347				0.409				0.409				0.409
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	183	1	**183**	0	183	**183**	0	191	1	**191**	0	191	1	**191**	0	191	1	**191**
	Left-Through		0							0				0				0	
	Through	750	1	415	0	750	415	161	945	1	514	0	945	1	514	0	945	1	514
	Through-Right		1							1				1				1	
	Right	79	0	79	0	79	79	0	83	0	83	0	83	0	83	0	83	0	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	100	1	100	0	100	100	27	132	1	132	0	132	1	132	0	132	1	132
	Left-Through		0							0				0				0	
	Through	575	1	**349**	0	575	**349**	180	781	1	**455**	0	781	1	**455**	0	781	1	**455**
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	0	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	1	**54**	0	54	**54**	0	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	447	1	301	0	447	301	45	512	1	337	0	512	1	337	0	512	1	337
	Through-Right		1							1				1				1	
	Right	155	0	155	0	155	155	0	162	0	162	0	162	0	162	0	162	0	162
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	148	1	148	0	148	148	0	155	1	155	0	155	1	155	0	155	1	155
	Left-Through		0							0				0				0	
	Through	1053	1	**598**	0	1053	**598**	19	1120	1	**648**	0	1120	1	**648**	0	1120	1	**648**
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	26	176	0	176	0	176	0	176	0	176	0	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		532	*North-South:*		532	*North-South:*			646	*North-South:*			646	*North-South:*			646
		East-West:		652	*East-West:*		652	*East-West:*			704	*East-West:*			704	*East-West:*			704
		SUM:		1184	*SUM:*		1184	*SUM:*			1350	*SUM:*			1350	*SUM:*			1350
	VOLUME/CAPACITY *(V/C)* RATIO:			0.861			0.861				0.982				0.982				0.982
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.761**			**0.761**				**0.882**				**0.882**				**0.882**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	0	124	**124**	0	130	1	130	0	130	1	130	0	130	1	130
	Left-Through		0							0				0				0	
	Through	400	1	243	0	400	243	67	485	1	**287**	0	485	1	**287**	0	485	1	**287**
	Through-Right		1							1				1				1	
	Right	85	0	85	0	85	85	0	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	72	1	72	0	72	72	32	107	1	**107**	0	107	1	**107**	0	107	1	**107**
	Left-Through		0							0				0				0	
	Through	367	1	**216**	0	367	**216**	65	449	1	258	0	449	1	258	0	449	1	258
	Through-Right		1							1				1				1	
	Right	64	0	64	0	64	64	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	67	1	67	0	67	67	0	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	479	1	**297**	0	479	**297**	22	523	1	**321**	0	523	1	**321**	0	523	1	**321**
	Through-Right		1							1				1				1	
	Right	114	0	114	0	114	114	0	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	**87**	0	87	**87**	0	91	1	**91**	0	91	1	**91**	0	91	1	**91**
	Left-Through		0							0				0				0	
	Through	454	1	268	0	454	268	33	508	1	311	0	508	1	311	0	508	1	311
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	29	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	340		*North-South:*	340		*North-South:*	394			*North-South:*	394			*North-South:*	394		
		East-West:	384		*East-West:*	384		*East-West:*	412			*East-West:*	412			*East-West:*	412		
		SUM:	724		*SUM:*	724		*SUM:*	806			*SUM:*	806			*SUM:*	806		
VOLUME/CAPACITY (V/C) RATIO:			0.527			0.527			0.586				0.586				0.586		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.427**			**0.427**			**0.486**				**0.486**				**0.486**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	197	1	**197**	0	197	**197**	0	206	1	**206**	0	206	1	**206**	0	206	1	**206**
	Left-Through		0							0				0				0	
	Through	570	1	342	0	570	342	97	693	1	406	0	693	1	406	0	693	1	406
	Through-Right		1							1				1				1	
	Right	113	0	113	0	113	113	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	97	1	97	0	97	97	32	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	591	1	**325**	0	591	**325**	92	710	1	**386**	0	710	1	**386**	0	710	1	**386**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	89	1	89	0	89	89	0	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	756	1	**449**	0	756	**449**	22	813	1	**481**	0	813	1	**481**	0	813	1	**481**
	Through-Right		1							1				1				1	
	Right	142	0	142	0	142	142	0	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	557	1	322	0	557	322	33	615	1	368	0	615	1	368	0	615	1	368
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	29	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		522	*North-South:*		522	*North-South:*			592	*North-South:*			592	*North-South:*			592
		East-West:		549	*East-West:*		549	*East-West:*			586	*East-West:*			586	*East-West:*			586
		SUM:		1071	*SUM:*		1071	*SUM:*			1178	*SUM:*			1178	*SUM:*			1178
	VOLUME/CAPACITY (V/C) RATIO:			0.779			0.779				0.857				0.857				0.857
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.679**			**0.679**				**0.757**				**0.757**				**0.757**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	133	1	**133**	0	133	**133**	45	184	1	**184**	0	184	1	**184**	0	184	1	**184**
	Left-Through		0							0				0				0	
	Through	412	2	206	0	412	206	81	512	2	256	0	512	2	256	0	512	2	256
	Through-Right		0							0				0				0	
	Right	59	1	17	26	85	43	31	93	1	30	26	119	1	56	-8	111	1	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	111	1	111	17	128	128	75	191	1	191	17	208	1	208	-7	201	1	201
	Left-Through		0							0				0				0	
	Through	1189	1	**746**	0	1189	**746**	115	1358	1	**837**	0	1358	1	**837**	0	1358	1	**837**
	Through-Right		1							1				1				1	
	Right	302	0	302	0	302	302	0	316	0	316	0	316	0	316	0	316	0	316
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	208	1	**208**	0	208	**208**	0	218	1	**218**	0	218	1	**218**	0	218	1	**218**
	Left-Through		0							0				0				0	
	Through	257	1	187	0	257	187	0	269	1	231	0	269	1	231	0	269	1	231
	Through-Right		1							1				1				1	
	Right	116	0	116	0	116	116	72	193	0	193	0	193	0	193	0	193	0	193
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	0	84	84	38	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	457	1	**264**	0	457	**285**	0	478	1	**307**	0	478	1	**329**	0	478	1	**321**
	Through-Right		1							1				1				1	
	Right	70	0	70	43	113	113	63	136	0	136	43	179	0	179	-15	164	0	164
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		879	North-South:		879	North-South:			1021	North-South:			1021	North-South:			1021
		East-West:		472	East-West:		493	East-West:			525	East-West:			547	East-West:			539
		SUM:		1351	SUM:		1372	SUM:			1546	SUM:			1568	SUM:			1560
	VOLUME/CAPACITY (V/C) RATIO:			0.901			0.915				1.031				1.045				1.040
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.801			0.815				0.931				0.945				0.940
	LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	**191**	0	191	**191**	62	262	1	**262**	0	262	1	**262**	0	262	1	**262**
	Left-Through		0							0				0				0	
	Through	450	2	225	0	450	225	97	568	2	284	0	568	2	284	0	568	2	284
	Through-Right		0							0				0				0	
	Right	52	1	29	26	78	55	31	85	1	42	26	111	1	68	-1	110	1	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	17	105	105	75	167	1	167	17	184	1	184	1	185	1	185
	Left-Through		0							0				0				0	
	Through	497	1	**323**	0	497	**323**	91	611	1	**383**	0	611	1	**383**	0	611	1	**383**
	Through-Right		1							1				1				1	
	Right	148	0	148	0	148	148	0	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	177	1	**177**	0	177	**177**	0	185	1	**185**	0	185	1	**185**	0	185	1	**185**
	Left-Through		0							0				0				0	
	Through	248	1	180	0	248	180	0	259	1	216	0	259	1	216	0	259	1	216
	Through-Right		1							1				1				1	
	Right	112	0	112	0	112	112	55	172	0	172	0	172	0	172	0	172	0	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	46	0	46	46	38	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	178	1	**118**	0	178	**140**	0	186	1	**155**	0	186	1	**177**	0	186	1	**177**
	Through-Right		1							1				1				1	
	Right	58	0	58	43	101	101	63	124	0	124	43	167	0	167	0	167	0	167
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		514	*North-South:*		514	*North-South:*			645	*North-South:*			645	*North-South:*			645
		East-West:		295	*East-West:*		317	*East-West:*			340	*East-West:*			362	*East-West:*			362
		SUM:		809	*SUM:*		831	*SUM:*			985	*SUM:*			1007	*SUM:*			1007
VOLUME/CAPACITY (V/C) RATIO:				0.539			0.554				0.657				0.671				0.671
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.439**			**0.454**				**0.557**				**0.571**				**0.571**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	190	**190**	62	261	1	**261**	0	261	1	**261**	0	261	1	**261**
	Left-Through		0							0				0				0	
	Through	847	2	424	0	847	424	101	987	2	494	0	987	2	494	0	987	2	494
	Through-Right		0							0				0				0	
	Right	65	1	38	26	91	64	31	99	1	51	26	125	1	77	-1	124	1	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	110	1	110	17	127	127	75	190	1	190	17	207	1	207	8	215	1	215
	Left-Through		0							0				0				0	
	Through	718	1	**449**	0	718	**449**	96	847	1	**518**	0	847	1	**518**	0	847	1	**518**
	Through-Right		1							1				1				1	
	Right	180	0	180	0	180	180	0	188	0	188	0	188	0	188	0	188	0	188
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	288	1	**288**	0	288	**288**	0	301	1	**301**	0	301	1	**301**	0	301	1	**301**
	Left-Through		0							0				0				0	
	Through	420	1	288	0	420	288	0	439	1	329	0	439	1	329	0	439	1	329
	Through-Right		1							1				1				1	
	Right	156	0	156	0	156	156	55	218	0	218	0	218	0	218	0	218	0	218
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	55	0	55	55	38	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	214	1	**143**	0	214	**164**	0	224	1	**181**	0	224	1	**202**	0	224	1	**206**
	Through-Right		1							1				1				1	
	Right	71	0	71	43	114	114	63	137	0	137	43	180	0	180	7	187	0	187
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		639	*North-South:*		639	*North-South:*			779	*North-South:*			779	*North-South:*			779
		East-West:		431	*East-West:*		452	*East-West:*			482	*East-West:*			503	*East-West:*			507
		SUM:		1070	*SUM:*		1091	*SUM:*			1261	*SUM:*			1282	*SUM:*			1286
VOLUME/CAPACITY (V/C) RATIO:				0.713			0.727				0.841				0.855				0.857
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.613**			**0.627**				**0.741**				**0.755**				**0.757**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	0	65	**65**	7	75	1	**75**	0	75	1	**75**	0	75	1	**75**
	Left-Through		0							0				0				0	
	Through	978	1	558	0	978	558	52	1075	1	610	0	1075	1	610	0	1075	1	610
	Through-Right		1							1				1				1	
	Right	138	0	138	0	138	138	0	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	149	1	149	0	149	149	0	156	1	156	0	156	1	156	0	156	1	156
	Left-Through		0							0				0				0	
	Through	1331	1	**813**	0	1331	**813**	59	1451	1	**880**	0	1451	1	**880**	0	1451	1	**880**
	Through-Right		1							1				1				1	
	Right	294	0	294	0	294	294	1	308	0	308	0	308	0	308	0	308	0	308
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	81	1	81	0	81	81	1	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	606	1	**326**	17	623	**335**	4	638	1	**348**	17	655	1	**357**	-7	648	1	**353**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	10	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	422	1	317	43	465	339	5	446	1	334	43	489	1	356	-15	474	1	348
	Through-Right		1							1				1				1	
	Right	212	0	212	0	212	212	0	222	0	222	0	222	0	222	0	222	0	222
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		878	*North-South:*		878	*North-South:*			955	*North-South:*			955	*North-South:*			955
		East-West:		426	*East-West:*		435	*East-West:*			453	*East-West:*			462	*East-West:*			458
		SUM:		1304	*SUM:*		1313	*SUM:*			1408	*SUM:*			1417	*SUM:*			1413
VOLUME/CAPACITY *(V/C)* RATIO:				0.915			0.921				0.988				0.994				0.992
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.815**			**0.821**				**0.888**				**0.894**				**0.892**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	0	86	86	1	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	565	1	**341**	0	565	**341**	27	618	1	**370**	0	618	1	**370**	0	618	1	**370**
	Through-Right		1							1				1				1	
	Right	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	160	1	**160**	0	160	**160**	0	167	1	**167**	0	167	1	**167**	0	167	1	**167**
	Left-Through		0							0				0				0	
	Through	525	1	300	0	525	300	33	582	1	331	0	582	1	331	0	582	1	331
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	1	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	**117**	0	117	**117**	1	123	1	**123**	0	123	1	**123**	0	123	1	**123**
	Left-Through		0							0				0				0	
	Through	316	1	175	17	333	184	5	335	1	186	17	352	1	195	1	353	1	195
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	1	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	247	1	**184**	43	290	**205**	6	264	1	**195**	43	307	1	**216**	0	307	1	**216**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		501	*North-South:*		501	*North-South:*			537	*North-South:*			537	*North-South:*			537
		East-West:		301	*East-West:*		322	*East-West:*			318	*East-West:*			339	*East-West:*			339
		SUM:		802	*SUM:*		823	*SUM:*			855	*SUM:*			876	*SUM:*			876
VOLUME/CAPACITY (V/C) RATIO:				0.563			0.578				0.600				0.615				0.615
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.463			0.478				0.500				0.515				0.515
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	*Δv/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	1	165	0	165	165	6	179	1	179	0	179	1	179	0	179	1	179
	Left-Through		0							0				0				0	
	Through	1261	1	**714**	0	1261	**714**	41	1360	1	**768**	0	1360	1	**768**	0	1360	1	**768**
	Through-Right		1							1				1				1	
	Right	167	0	167	0	167	167	0	175	0	175	0	175	0	175	0	175	0	175
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	199	1	**199**	0	199	**199**	0	208	1	**208**	0	208	1	**208**	0	208	1	**208**
	Left-Through		0							0				0				0	
	Through	1082	1	663	0	1082	663	43	1174	1	715	0	1174	1	715	0	1174	1	715
	Through-Right		1							1				1				1	
	Right	243	0	243	0	243	243	1	255	0	255	0	255	0	255	0	255	0	255
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	1	92	0	92	92	1	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	703	1	**412**	17	720	**420**	5	740	1	**435**	17	757	1	**444**	8	765	1	**448**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	5	130	0	130	0	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	1	**104**	0	104	**104**	0	109	1	**109**	0	109	1	**109**	0	109	1	**109**
	Left-Through		0							0				0				0	
	Through	567	1	337	43	610	358	6	599	1	355	43	642	1	377	7	649	1	380
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		913	North-South:		913	North-South:			976	North-South:			976	North-South:			976
		East-West:		516	East-West:		524	East-West:			544	East-West:			553	East-West:			557
		SUM:		1429	SUM:		1437	SUM:			1520	SUM:			1529	SUM:			1533
	VOLUME/CAPACITY (V/C) RATIO:			1.003			1.008				1.067				1.073				1.076
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.903**			**0.908**				**0.967**				**0.973**				**0.976**
	LEVEL OF SERVICE (LOS):			**E**			**E**				**E**				**E**				**E**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through		0							0				0				0	
	Through	0	0	**112**	0	0	**112**	0	0	0	**117**	0	0	0	**117**	0	0	0	**117**
	Through-Right		0							0				0				0	
	Right	87	0	0	0	87	0	0	91	0	0	0	91	0	0	0	91	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	1	0	**1**	0	1	**1**	0	1	0	**1**	0	1	0	**1**	0	1	0	**1**
	Left-Through		0							0				0				0	
	Through	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0	0	9
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	831	1	**429**	17	848	**437**	4	873	1	**450**	17	890	1	**459**	-7	883	1	**455**
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	75	1	**75**	0	75	**75**	0	78	1	**78**	0	78	1	**78**	0	78	1	**78**
	Left-Through		0							0				0				0	
	Through	789	1	397	43	832	419	5	830	1	418	43	873	1	439	-15	858	1	432
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		113	*North-South:*		113	*North-South:*			118	*North-South:*			118	*North-South:*			118
		East-West:		504	*East-West:*		512	*East-West:*			528	*East-West:*			537	*East-West:*			533
		SUM:		617	*SUM:*		625	*SUM:*			646	*SUM:*			655	*SUM:*			651
	VOLUME/CAPACITY *(V/C)* RATIO:			0.514			0.521				0.538				0.546				0.543
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.514			0.521				0.538				0.546				0.543
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0	
Override Capacity			1200			#####			1200			1200			1200			1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	3	0	40	0	3	40	0	3	0	41	0	3	0	41	0	3	0	41
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		0							0				0				0	
	Through	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0	0	9
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	498	1	258	17	515	267	5	526	1	273	17	543	1	281	1	544	1	282
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	542	1	272	43	585	294	6	573	1	288	43	616	1	309	0	616	1	309
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		42	North-South:		42	North-South:			43	North-South:			43	North-South:			43
		East-West:		308	East-West:		317	East-West:			325	East-West:			333	East-West:			334
		SUM:		350	SUM:		359	SUM:			368	SUM:			376	SUM:			377
VOLUME/CAPACITY (V/C) RATIO:				0.292			0.299				0.307				0.313				0.314
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.292			0.299				0.307				0.313				0.314
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0	
Override Capacity			1200			#####			1200			1200			1200			1200	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	1	0	**84**	0	1	**84**	0	1	0	**87**	0	1	0	**87**	0	1	0	**87**
	Through-Right		0							0				0				0	
	Right	73	0	0	0	73	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	0	0	10	0	0	10	0	0	0	10	0	0	0	10	0	0	0	10
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	1032	1	**534**	17	1049	**542**	5	1084	1	**561**	17	1101	1	**569**	8	1109	1	**573**
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	72	1	**72**	0	72	**72**	0	75	1	**75**	0	75	1	**75**	0	75	1	**75**
	Left-Through		0							0				0				0	
	Through	702	1	355	43	745	376	6	740	1	374	43	783	1	395	7	790	1	399
	Through-Right		1							1				1				1	
	Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		89	*North-South:*		89	*North-South:*			92	*North-South:*			92	*North-South:*			92
		East-West:		606	*East-West:*		614	*East-West:*			636	*East-West:*			644	*East-West:*			648
		SUM:		695	*SUM:*		703	*SUM:*			728	*SUM:*			736	*SUM:*			740
VOLUME/CAPACITY (V/C) RATIO:				0.579			0.586				0.607				0.613				0.617
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.579			0.586				0.607				0.613				0.617
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--			0
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	37	0	37	0	37	37	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		0							0				0				0	
	Through	0	0	**126**	0	0	**126**	0	0	0	**132**	0	0	0	**132**	0	0	0	**132**
	Through-Right		0							0				0				0	
	Right	89	0	0	0	89	0	0	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	862	1	**459**	17	879	**468**	4	905	1	**482**	17	922	1	**491**	-7	915	1	**487**
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	1	**54**	0	54	**54**	0	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	811	2	406	43	854	427	5	853	2	427	43	896	2	448	-15	881	2	441
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		126	*North-South:*		126	*North-South:*			132	*North-South:*			132	*North-South:*			132
		East-West:		513	*East-West:*		522	*East-West:*			538	*East-West:*			547	*East-West:*			543
		SUM:		639	*SUM:*		648	*SUM:*			670	*SUM:*			679	*SUM:*			675
	VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.540				0.558				0.566				0.563
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.533			0.540				0.558				0.566				0.563
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	*Δv/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	0	0	**35**	0	0	**35**	0	0	0	**36**	0	0	0	**36**	0	0	0	**36**
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	539	1	**280**	17	556	**289**	5	569	1	**296**	17	586	1	**304**	1	587	1	**305**
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	1	**26**	0	26	**26**	0	27	1	**27**	0	27	1	**27**	0	27	1	**27**
	Left-Through		0							0				0				0	
	Through	538	2	269	43	581	291	6	569	2	285	43	612	2	306	0	612	2	306
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		35	*North-South:*		35	*North-South:*			36	*North-South:*			36	*North-South:*			36
		East-West:		306	*East-West:*		315	*East-West:*			323	*East-West:*			331	*East-West:*			332
		SUM:		341	*SUM:*		350	*SUM:*			359	*SUM:*			367	*SUM:*			368
VOLUME/CAPACITY (V/C) RATIO:				0.284			0.292				0.299				0.306				0.307
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.284			0.292				0.299				0.306				0.307
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	∆*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20
	Left-Through		0							0				0				0	
	Through	0	0	**77**	0	0	**77**	0	0	0	**81**	0	0	0	**81**	0	0	0	**81**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	0	61	0	0	0	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1058	1	**547**	17	1075	**556**	5	1111	1	**575**	17	1128	1	**583**	8	1136	1	**587**
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	**27**	0	27	**27**	0	28	1	**28**	0	28	1	**28**	0	28	1	**28**
	Left-Through		0							0				0				0	
	Through	771	2	386	43	814	407	6	812	2	406	43	855	2	428	7	862	2	431
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		77	*North-South:*		77	*North-South:*			81	*North-South:*			81	*North-South:*			81
		East-West:		574	*East-West:*		583	*East-West:*			603	*East-West:*			611	*East-West:*			615
		SUM:		651	*SUM:*		660	*SUM:*			684	*SUM:*			692	*SUM:*			696
VOLUME/CAPACITY (V/C) RATIO:				0.543			0.550				0.570				0.577				0.580
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.543			0.550				0.570				0.577				0.580
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	0	**59**	0	59	**59**	0	62	0	**62**	0	62	0	**62**	0	62	0	**62**
	Left-Through		0							0				0				0	
	Through	59	0	163	0	59	163	0	62	0	171	0	62	0	171	0	62	0	171
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	53	0	53	0	53	53	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through		0							0				0				0	
	Through	39	0	**191**	0	39	**191**	0	41	0	**200**	0	41	0	**200**	0	41	0	**200**
	Through-Right		0							0				0				0	
	Right	99	0	0	0	99	0	0	104	0	0	0	104	0	0	0	104	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	101	0	101	101	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	775	1	**432**	17	792	**441**	4	814	1	**454**	17	831	1	**462**	-7	824	1	**459**
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	70	1	**70**	0	70	**70**	0	73	1	**73**	0	73	1	**73**	0	73	1	**73**
	Left-Through		0							0				0				0	
	Through	679	1	356	43	722	378	5	715	1	375	43	758	1	397	-15	743	1	389
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		250	*North-South:*		250	*North-South:*			262	*North-South:*			262	*North-South:*			262
		East-West:		502	*East-West:*		511	*East-West:*			527	*East-West:*			535	*East-West:*			532
		SUM:		752	*SUM:*		761	*SUM:*			789	*SUM:*			797	*SUM:*			794
VOLUME/CAPACITY *(V/C)* RATIO:				0.501			0.507				0.526				0.531				0.529
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.401**			**0.407**				**0.426**				**0.431**				**0.429**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	**26**	0	26	**26**	0	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		0							0				0				0	
	Through	13	0	77	0	13	77	0	14	0	81	0	14	0	81	0	14	0	81
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	13	0	**79**	0	13	**79**	0	14	0	**83**	0	14	0	**83**	0	14	0	**83**
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	**69**	0	69	**69**	0	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	470	1	247	17	487	255	5	496	1	260	17	513	1	269	1	514	1	269
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	484	1	**254**	43	527	**276**	6	512	1	**269**	43	555	1	**290**	0	555	1	**290**
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		105	*North-South:*		105	*North-South:*			110	*North-South:*			110	*North-South:*			110
		East-West:		323	*East-West:*		345	*East-West:*			341	*East-West:*			362	*East-West:*			362
		SUM:		428	*SUM:*		450	*SUM:*			451	*SUM:*			472	*SUM:*			472
VOLUME/CAPACITY (V/C) RATIO:				0.285			0.300				0.301				0.315				0.315
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.185**			**0.200**				**0.201**				**0.215**				**0.215**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	**40**	0	40	**40**	0	42	0	**42**	0	42	0	**42**	0	42	0	**42**
	Left-Through		0							0				0				0	
	Through	49	0	133	0	49	133	0	51	0	139	0	51	0	139	0	51	0	139
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	30	0	30	30	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	30	0	**126**	0	30	**126**	0	31	0	**131**	0	31	0	**131**	0	31	0	**131**
	Through-Right		0							0				0				0	
	Right	66	0	0	0	66	0	0	69	0	0	0	69	0	0	0	69	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	112	1	112	0	112	112	0	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	952	1	**501**	17	969	**509**	5	1000	1	**526**	17	1017	1	**534**	8	1025	1	**538**
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	682	1	362	43	725	383	6	719	1	381	43	762	1	403	7	769	1	406
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		166	*North-South:*		166	*North-South:*			173	*North-South:*			173	*North-South:*			173
		East-West:		554	*East-West:*		562	*East-West:*			581	*East-West:*			589	*East-West:*			593
		SUM:		720	*SUM:*		728	*SUM:*			754	*SUM:*			762	*SUM:*			766
VOLUME/CAPACITY (V/C) RATIO:				0.480			0.485				0.503				0.508				0.511
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.380**			**0.385**				**0.403**				**0.408**				**0.411**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	2	EB-- 3	WB--	2	EB-- 3	WB--	2		EB-- 3	WB--	2		EB-- 3	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	34	17	51	51	0	36	1	36	17	53	1	53	-7	46	1	46
	Left-Through		0							0				0				0	
	Through	717	2	**359**	0	717	**359**	87	837	2	**419**	0	837	2	**419**	0	837	2	**419**
	Through-Right		0							0				0				0	
	Right	395	1	314	0	395	314	0	413	1	328	0	413	1	328	0	413	1	328
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	158	1	**158**	0	158	**158**	0	165	1	**165**	0	165	1	**165**	0	165	1	**165**
	Left-Through		0							0				0				0	
	Through	772	2	386	0	772	386	99	906	2	453	0	906	2	453	0	906	2	453
	Through-Right		0							0				0				0	
	Right	286	1	185	26	312	211	0	299	1	193	26	325	1	219	-8	317	1	211
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	101	0	101	101	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	763	2	**382**	0	763	**382**	4	802	2	**401**	0	802	2	**401**	0	802	2	**401**
	Through-Right		0							0				0				0	
	Right	45	1	11	17	62	11	0	47	1	11	17	64	1	11	-7	57	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	163	1	163	0	163	163	0	170	1	170	0	170	1	170	0	170	1	170
	Left-Through		0							0				0				0	
	Through	549	1	**434**	0	549	**434**	5	579	1	**457**	0	579	1	**457**	0	579	1	**457**
	Through-Right		1							1				1				1	
	Right	319	0	319	0	319	319	0	334	0	334	0	334	0	334	0	334	0	334
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		517	*North-South:*		517	*North-South:*			584	*North-South:*			584	*North-South:*			584
		East-West:		816	*East-West:*		816	*East-West:*			858	*East-West:*			858	*East-West:*			858
		SUM:		1333	*SUM:*		1333	*SUM:*			1442	*SUM:*			1442	*SUM:*			1442
VOLUME/CAPACITY *(V/C)* RATIO:				0.969			0.969				1.049				1.049				1.049
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.869**			**0.869**				**0.949**				**0.949**				**0.949**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 3 WB--	3	NB-- 0 SB--	EB-- 3 WB--	3	NB-- 0 SB--	EB-- 3 WB--	3		NB-- 0 SB--	EB-- 3 WB--	3		NB-- 0 SB--	EB-- 3 WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	52	17	69	69	0	54	1	54	17	71	1	71	1	72	1	72
	Left-Through		0							0				0				0	
	Through	782	2	**391**	0	782	**391**	43	861	2	**431**	0	861	2	**431**	0	861	2	**431**
	Through-Right		0							0				0				0	
	Right	295	1	212	0	295	212	0	308	1	221	0	308	1	221	0	308	1	221
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	174	1	**174**	0	174	**174**	0	182	1	**182**	0	182	1	**182**	0	182	1	**182**
	Left-Through		0							0				0				0	
	Through	570	2	285	0	570	285	49	645	2	323	0	645	2	323	0	645	2	323
	Through-Right		0							0				0				0	
	Right	183	1	79	26	209	105	0	191	1	82	26	217	1	108	-1	216	1	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	104	0	104	104	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	336	2	**168**	0	336	**168**	5	356	2	**178**	0	356	2	**178**	0	356	2	**178**
	Through-Right		0							0				0				0	
	Right	157	1	105	17	174	105	0	164	1	110	17	181	1	110	1	182	1	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	167	1	167	0	167	167	0	175	1	175	0	175	1	175	0	175	1	175
	Left-Through		0							0				0				0	
	Through	398	1	**383**	0	398	**383**	6	422	1	**403**	0	422	1	**403**	0	422	1	**403**
	Through-Right		1							1				1				1	
	Right	367	0	367	0	367	367	0	384	0	384	0	384	0	384	0	384	0	384
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		565	North-South:		565	North-South:			613	North-South:			613	North-South:			613
		East-West:		551	East-West:		551	East-West:			581	East-West:			581	East-West:			581
		SUM:		1116	SUM:		1116	SUM:			1194	SUM:			1194	SUM:			1194
VOLUME/CAPACITY (V/C) RATIO:				0.812			0.812				0.868				0.868				0.868
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.712			0.712				0.768				0.768				0.768
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	2	EB-- 3	WB--	2	EB-- 3	WB--	2		EB-- 3	WB--	2		EB-- 3	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	17	63	63	0	48	1	48	17	65	1	65	8	73	1	73
	Left-Through		0							0				0				0	
	Through	737	2	**369**	0	737	**369**	66	837	2	**419**	0	837	2	**419**	0	837	2	**419**
	Through-Right		0							0				0				0	
	Right	302	1	220	0	302	220	0	316	1	231	0	316	1	231	0	316	1	231
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	**143**	0	143	**143**	0	150	1	**150**	0	150	1	**150**	0	150	1	**150**
	Left-Through		0							0				0				0	
	Through	749	2	375	0	749	375	67	850	2	425	0	850	2	425	0	850	2	425
	Through-Right		0							0				0				0	
	Right	174	1	49	26	200	75	0	182	1	51	26	208	1	77	-1	207	1	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	125	1	125	0	125	125	0	131	1	131	0	131	1	131	0	131	1	131
	Left-Through		0							0				0				0	
	Through	661	2	**331**	0	661	**331**	5	696	2	**348**	0	696	2	**348**	0	696	2	**348**
	Through-Right		0							0				0				0	
	Right	197	1	151	17	214	151	0	206	1	158	17	223	1	158	8	231	1	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	164	1	164	0	164	164	0	171	1	171	0	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	573	1	**456**	0	573	**456**	6	605	1	**479**	0	605	1	**479**	0	605	1	**479**
	Through-Right		1							1				1				1	
	Right	338	0	338	0	338	338	0	353	0	353	0	353	0	353	0	353	0	353
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	512		*North-South:*	512		*North-South:*	569			*North-South:*	569			*North-South:*	569		
		East-West:	787		*East-West:*	787		*East-West:*	827			*East-West:*	827			*East-West:*	827		
		SUM:	1299		*SUM:*	1299		*SUM:*	1396			*SUM:*	1396			*SUM:*	1396		
VOLUME/CAPACITY (V/C) RATIO:			0.945			0.945			1.015				1.015				1.015		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.845**			**0.845**			**0.915**				**0.915**				**0.915**		
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	0	95	**95**	2	101	1	**101**	0	101	1	**101**	0	101	1	**101**
	Left-Through		0							0				0				0	
	Through	640	2	320	17	657	329	87	756	2	378	17	773	2	387	-7	766	2	383
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	813	2	**407**	17	830	**415**	99	949	2	**475**	17	966	2	**483**	-7	959	2	**480**
	Through-Right		0							0				0				0	
	Right	225	1	0	0	225	0	0	235	1	0	0	235	1	0	0	235	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	533	1	491	0	533	491	0	557	1	517	0	557	1	517	0	557	1	517
	Left-Through		0							0				0				0	
	Through	0	0	**491**	0	0	**491**	0	0	0	**517**	0	0	0	**517**	0	0	0	**517**
	Through-Right		0							0				0				0	
	Right	449	0	0	0	449	0	7	477	0	0	0	477	0	0	0	477	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		502	*North-South:*		510	*North-South:*			576	*North-South:*			584	*North-South:*			581
		East-West:		491	*East-West:*		491	*East-West:*			517	*East-West:*			517	*East-West:*			517
		SUM:		993	*SUM:*		1001	*SUM:*			1093	*SUM:*			1101	*SUM:*			1098
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.667				0.729				0.734				0.732
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.562**			**0.567**				**0.629**				**0.634**				**0.632**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	*Δv/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	70	**70**	5	78	1	**78**	0	78	1	**78**	0	78	1	**78**
	Left-Through		0							0				0				0	
	Through	644	2	322	17	661	331	43	716	2	358	17	733	2	367	1	734	2	367
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	663	2	**332**	17	680	**340**	49	742	2	**371**	17	759	2	**380**	1	760	2	**380**
	Through-Right		0							0				0				0	
	Right	181	1	0	0	181	0	0	189	1	0	0	189	1	0	0	189	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	541	1	354	0	541	354	0	566	1	371	0	566	1	371	0	566	1	371
	Left-Through		0							0				0				0	
	Through	0	0	**354**	0	0	**354**	0	0	0	**371**	0	0	0	**371**	0	0	0	**371**
	Through-Right		0							0				0				0	
	Right	166	0	0	0	166	0	2	176	0	0	0	176	0	0	0	176	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		402	*North-South:*		410	*North-South:*			449	*North-South:*			458	*North-South:*			458
		East-West:		354	*East-West:*		354	*East-West:*			371	*East-West:*			371	*East-West:*			371
		SUM:		756	*SUM:*		764	*SUM:*			820	*SUM:*			829	*SUM:*			829
VOLUME/CAPACITY (V/C) RATIO:				0.504			0.509				0.547				0.553				0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.404**			**0.409**				**0.447**				**0.453**				**0.453**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	**128**	0	128	**128**	5	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	827	2	414	17	844	422	66	931	2	466	17	948	2	474	8	956	2	478
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	851	2	**426**	17	868	**434**	67	957	2	**479**	17	974	2	**487**	8	982	2	**491**
	Through-Right		0							0				0				0	
	Right	264	1	0	0	264	0	0	276	1	0	0	276	1	0	0	276	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	515	1	387	0	515	387	0	539	1	406	0	539	1	406	0	539	1	406
	Left-Through		0							0				0				0	
	Through	0	0	**387**	0	0	**387**	0	0	0	**406**	0	0	0	**406**	0	0	0	**406**
	Through-Right		0							0				0				0	
	Right	258	0	0	0	258	0	2	272	0	0	0	272	0	0	0	272	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		554	*North-South:*		562	*North-South:*			618	*North-South:*			626	*North-South:*			630
		East-West:		387	*East-West:*		387	*East-West:*			406	*East-West:*			406	*East-West:*			406
		SUM:		941	*SUM:*		949	*SUM:*			1024	*SUM:*			1032	*SUM:*			1036
VOLUME/CAPACITY (V/C) RATIO:				0.627			0.633				0.683				0.688				0.691
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.527**			**0.533**				**0.583**				**0.588**				**0.591**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 3 WB--		0	NB-- 0 SB-- EB-- 3 WB--		0	NB-- 0 SB-- EB-- 3 WB--		0		NB-- 0 SB-- EB-- 3 WB--		0		NB-- 0 SB-- EB-- 3 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	42	1	**42**	0	42	**42**	9	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	489	1	318	17	506	327	85	596	1	381	17	613	1	390	-7	606	1	386
	Through-Right		1							1				1				1	
	Right	147	0	147	0	147	147	12	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	189	1	189	0	189	189	0	198	1	198	0	198	1	198	0	198	1	198
	Left-Through		0							0				0				0	
	Through	978	1	**526**	17	995	**535**	106	1129	1	**604**	17	1146	1	**613**	-7	1139	1	**609**
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	2	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	114	1	114	0	114	114	3	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	884	2	**442**	0	884	**442**	52	976	2	**488**	0	976	2	**488**	0	976	2	**488**
	Through-Right		0							0				0				0	
	Right	53	1	11	0	53	11	8	63	1	10	0	63	1	10	0	63	1	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	223	1	**223**	0	223	**223**	19	252	1	**252**	0	252	1	**252**	0	252	1	**252**
	Left-Through		0							0				0				0	
	Through	831	2	416	0	831	416	58	927	2	464	0	927	2	464	0	927	2	464
	Through-Right		0							0				0				0	
	Right	109	1	109	0	109	109	0	114	1	114	0	114	1	114	0	114	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		568	*North-South:*		577	*North-South:*			657	*North-South:*			666	*North-South:*			662
		East-West:		665	*East-West:*		665	*East-West:*			740	*East-West:*			740	*East-West:*			740
		SUM:		1233	*SUM:*		1242	*SUM:*			1397	*SUM:*			1406	*SUM:*			1402
	VOLUME/CAPACITY *(V/C)* RATIO:			0.897			0.903				1.016				1.023				1.020
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.797**			**0.803**				**0.916**				**0.923**				**0.920**
	LEVEL OF SERVICE (LOS):			**C**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	60	60	9	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	474	1	**282**	17	491	**290**	45	541	1	**317**	17	558	1	**326**	1	559	1	**326**
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	448	1	291	17	465	299	47	515	1	329	17	532	1	337	1	533	1	338
	Through-Right		1							1				1				1	
	Right	133	0	133	0	133	133	3	142	0	142	0	142	0	142	0	142	0	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	121	1	**121**	0	121	**121**	2	129	1	**129**	0	129	1	**129**	0	129	1	**129**
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	19	752	2	376	0	752	2	376	0	752	2	376
	Through-Right		0							0				0				0	
	Right	95	1	35	0	95	35	9	108	1	36	0	108	1	36	0	108	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	73	0	73	73	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	623	2	**312**	0	623	**312**	17	668	2	**334**	0	668	2	**334**	0	668	2	**334**
	Through-Right		0							0				0				0	
	Right	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		382	*North-South:*		390	*North-South:*			422	*North-South:*			431	*North-South:*			431
		East-West:		433	*East-West:*		433	*East-West:*			463	*East-West:*			463	*East-West:*			463
		SUM:		815	*SUM:*		823	*SUM:*			885	*SUM:*			894	*SUM:*			894
VOLUME/CAPACITY (V/C) RATIO:				0.593			0.599				0.644				0.650				0.650
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.493**			**0.499**				**0.544**				**0.550**				**0.550**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--			NB--	0	SB--	0
	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							2
Override Capacity			0			0			0			0							0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	88	0	88	88	9	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	647	1	**376**	17	664	**385**	68	745	1	**430**	17	762	1	**438**	8	770	1	**442**
	Through-Right		1							1				1				1	
	Right	105	0	105	0	105	105	4	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	**143**	0	143	**143**	0	150	1	**150**	0	150	1	**150**	0	150	1	**150**
	Left-Through		0							0				0				0	
	Through	592	1	376	17	609	385	65	684	1	427	17	701	1	436	8	709	1	440
	Through-Right		1							1				1				1	
	Right	160	0	160	0	160	160	3	170	0	170	0	170	0	170	0	170	0	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	84	1	84	0	84	84	2	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	874	2	**437**	0	874	**437**	42	956	2	**478**	0	956	2	**478**	0	956	2	**478**
	Through-Right		0							0				0				0	
	Right	115	1	27	0	115	27	9	129	1	28	0	129	1	28	0	129	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	118	1	**118**	0	118	**118**	3	126	1	**126**	0	126	1	**126**	0	126	1	**126**
	Left-Through		0							0				0				0	
	Through	916	2	458	0	916	458	37	995	2	498	0	995	2	498	0	995	2	498
	Through-Right		0							0				0				0	
	Right	110	1	110	0	110	110	0	115	1	115	0	115	1	115	0	115	1	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		519	*North-South:*		528	*North-South:*			580	*North-South:*			588	*North-South:*			592
		East-West:		555	*East-West:*		555	*East-West:*			604	*East-West:*			604	*East-West:*			604
		SUM:		1074	*SUM:*		1083	*SUM:*			1184	*SUM:*			1192	*SUM:*			1196
VOLUME/CAPACITY (V/C) RATIO:				0.781			0.788				0.861				0.867				0.870
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.681**			**0.688**				**0.761**				**0.767**				**0.770**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	1	**36**	0	36	**36**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	525	1	352	17	542	361	93	642	1	419	17	659	1	427	-7	652	1	424
	Through-Right		1							1				1				1	
	Right	179	0	179	0	179	179	8	195	0	195	0	195	0	195	0	195	0	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	1	32	0	32	32	15	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	1169	2	**585**	17	1186	**593**	117	1339	2	**670**	17	1356	2	**678**	-7	1349	2	**675**
	Through-Right		0							0				0				0	
	Right	93	1	57	0	93	57	0	97	1	60	0	97	1	60	0	97	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	0	72	0	72	72	0	75	0	75	0	75	0	75	0	75	0	75
	Left-Through		0							0				0				0	
	Through	141	0	**254**	0	141	**254**	15	162	0	**280**	0	162	0	**280**	0	162	0	**280**
	Through-Right		0							0				0				0	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	202	0	202	0	202	202	6	217	0	217	0	217	0	217	0	217	0	217
	Left-Through		0							0				0				0	
	Through	141	0	**390**	0	141	**390**	13	160	0	**439**	0	160	0	**439**	0	160	0	**439**
	Through-Right		0							0				0				0	
	Right	47	0	0	0	47	0	13	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		621	*North-South:*		629	*North-South:*			708	*North-South:*			716	*North-South:*			713
		East-West:		644	*East-West:*		644	*East-West:*			719	*East-West:*			719	*East-West:*			719
		SUM:		1265	*SUM:*		1273	*SUM:*			1427	*SUM:*			1435	*SUM:*			1432
VOLUME/CAPACITY *(V/C)* RATIO:				0.920			0.926				1.038				1.044				1.041
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.820**			**0.826**				**0.938**				**0.944**				**0.941**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	521	1	**314**	17	538	**322**	54	599	1	**355**	17	616	1	**364**	1	617	1	**364**
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	**36**	0	36	**36**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	566	2	283	17	583	292	56	648	2	324	17	665	2	333	1	666	2	333
	Through-Right		0							0				0				0	
	Right	91	1	61	0	91	61	0	95	1	64	0	95	1	64	0	95	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through		0							0				0				0	
	Through	77	0	**163**	0	77	**163**	0	81	0	**171**	0	81	0	**171**	0	81	0	**171**
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	82	0	82	0	82	82	0	86	0	86	0	86	0	86	0	86	0	86
	Left-Through		0							0				0				0	
	Through	52	0	**165**	0	52	**165**	0	54	0	**172**	0	54	0	**172**	0	54	0	**172**
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		350	*North-South:*		358	*North-South:*			393	*North-South:*			402	*North-South:*			402
		East-West:		328	*East-West:*		328	*East-West:*			343	*East-West:*			343	*East-West:*			343
		SUM:		678	*SUM:*		686	*SUM:*			736	*SUM:*			745	*SUM:*			745
VOLUME/CAPACITY (V/C) RATIO:				0.493			0.499				0.535				0.542				0.542
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.393**			**0.399**				**0.435**				**0.442**				**0.442**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	∆*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	2	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	795	1	**496**	17	812	**505**	70	901	1	**556**	17	918	1	**564**	8	926	1	**568**
	Through-Right		1							1				1				1	
	Right	197	0	197	0	197	197	4	210	0	210	0	210	0	210	0	210	0	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	**44**	0	44	**44**	9	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	678	2	339	17	695	348	68	777	2	389	17	794	2	397	8	802	2	401
	Through-Right		0							0				0				0	
	Right	103	1	69	0	103	69	0	108	1	73	0	108	1	73	0	108	1	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	0	68	0	68	68	0	71	0	71	0	71	0	71	0	71	0	71
	Left-Through		0							0				0				0	
	Through	133	0	**246**	0	133	**246**	9	148	0	**266**	0	148	0	**266**	0	148	0	**266**
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	142	0	142	0	142	142	5	153	0	153	0	153	0	153	0	153	0	153
	Left-Through		0							0				0				0	
	Through	124	0	**324**	0	124	**324**	10	140	0	**364**	0	140	0	**364**	0	140	0	**364**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	10	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		540	*North-South:*		549	*North-South:*			611	*North-South:*			619	*North-South:*			623
		East-West:		570	*East-West:*		570	*East-West:*			630	*East-West:*			630	*East-West:*			630
		SUM:		1110	*SUM:*		1119	*SUM:*			1241	*SUM:*			1249	*SUM:*			1253
VOLUME/CAPACITY (V/C) RATIO:				0.807			0.814				0.903				0.908				0.911
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.707**			**0.714**				**0.803**				**0.808**				**0.811**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	**56**	0	56	**56**	11	70	1	**70**	0	70	1	**70**	0	70	1	**70**
	Left-Through		0							0				0				0	
	Through	500	2	250	17	517	259	94	617	2	309	17	634	2	317	-7	627	2	314
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1261	1	**739**	17	1278	**747**	112	1431	1	**834**	17	1448	1	**843**	-7	1441	1	**839**
	Through-Right		1							1				1				1	
	Right	216	0	216	0	216	216	11	237	0	237	0	237	0	237	0	237	0	237
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	246	1	**246**	0	246	**246**	7	264	1	**264**	0	264	1	**264**	0	264	1	**264**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	120	1	92	0	120	92	7	132	1	97	0	132	1	97	0	132	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		795	*North-South:*		803	*North-South:*			904	*North-South:*			913	*North-South:*			909
		East-West:		246	*East-West:*		246	*East-West:*			264	*East-West:*			264	*East-West:*			264
		SUM:		1041	*SUM:*		1049	*SUM:*			1168	*SUM:*			1177	*SUM:*			1173
VOLUME/CAPACITY *(V/C)* RATIO:				0.694			0.699				0.779				0.785				0.782
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.594**			**0.599**				**0.679**				**0.685**				**0.682**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	0	66	**66**	0	69	1	**69**	0	69	1	**69**	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	496	2	248	17	513	257	54	573	2	287	17	590	2	295	1	591	2	296
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	564	1	**342**	17	581	**351**	56	646	1	**386**	17	663	1	**394**	1	664	1	**395**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	130	1	**130**	0	130	**130**	0	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	76	1	43	0	76	43	0	79	1	45	0	79	1	45	0	79	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		408	*North-South:*		417	*North-South:*			455	*North-South:*			463	*North-South:*			464
		East-West:		130	*East-West:*		130	*East-West:*			136	*East-West:*			136	*East-West:*			136
		SUM:		538	*SUM:*		547	*SUM:*			591	*SUM:*			599	*SUM:*			600
VOLUME/CAPACITY (V/C) RATIO:				0.359			0.365				0.394				0.399				0.400
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.259**			**0.265**				**0.294**				**0.299**				**0.300**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	114	1	**114**	0	114	**114**	3	122	1	**122**	0	122	1	**122**	0	122	1	**122**
	Left-Through		0							0				0				0	
	Through	832	2	416	17	849	425	69	939	2	470	17	956	2	478	8	964	2	482
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	697	1	**441**	17	714	**450**	70	799	1	**498**	17	816	1	**506**	8	824	1	**510**
	Through-Right		1							1				1				1	
	Right	185	0	185	0	185	185	3	196	0	196	0	196	0	196	0	196	0	196
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	227	1	**227**	0	227	**227**	5	242	1	**242**	0	242	1	**242**	0	242	1	**242**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	121	1	64	0	121	64	5	132	1	71	0	132	1	71	0	132	1	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		555	*North-South:*		564	*North-South:*			620	*North-South:*			628	*North-South:*			632
		East-West:		227	*East-West:*		227	*East-West:*			242	*East-West:*			242	*East-West:*			242
		SUM:		782	*SUM:*		791	*SUM:*			862	*SUM:*			870	*SUM:*			874
VOLUME/CAPACITY (V/C) RATIO:				0.521			0.527				0.575				0.580				0.583
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.421**			**0.427**				**0.475**				**0.480**				**0.483**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	**29**	0	29	**29**	7	37	1	**37**	0	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	334	1	202	17	351	211	92	441	1	266	17	458	1	274	-7	451	1	271
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	17	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	113	0	113	113	8	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	901	1	**485**	17	918	**494**	111	1053	1	**563**	17	1070	1	**571**	-7	1063	1	**568**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	0	72	0	72	0	72	0	72	0	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	605	1	**327**	0	605	**327**	13	646	1	**352**	0	646	1	**352**	0	646	1	**352**
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	7	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	0	84	84	27	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	787	1	**444**	0	787	**444**	14	837	1	**478**	0	837	1	**478**	0	837	1	**478**
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	13	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		514	*North-South:*		523	*North-South:*			600	*North-South:*			608	*North-South:*			605
		East-West:		771	*East-West:*		771	*East-West:*			830	*East-West:*			830	*East-West:*			830
		SUM:		1285	*SUM:*		1294	*SUM:*			1430	*SUM:*			1438	*SUM:*			1435
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.941				1.040				1.046				1.044
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.835**			**0.841**				**0.940**				**0.946**				**0.944**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	60	60	7	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	347	1	**195**	17	364	**204**	52	415	1	**234**	17	432	1	**243**	1	433	1	**243**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	8	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	172	1	**172**	0	172	**172**	1	181	1	**181**	0	181	1	**181**	0	181	1	**181**
	Left-Through		0							0				0				0	
	Through	462	1	263	17	479	271	55	538	1	302	17	555	1	311	1	556	1	311
	Through-Right		1							1				1				1	
	Right	63	0	63	0	63	63	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	77	1	77	0	77	77	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	564	1	**305**	0	564	**305**	8	598	1	**327**	0	598	1	**327**	0	598	1	**327**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	8	56	0	56	0	56	0	56	0	56	0	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	46	0	46	46	6	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	537	1	**327**	0	537	**327**	6	568	1	**346**	0	568	1	**346**	0	568	1	**346**
	Through-Right		1							1				1				1	
	Right	117	0	117	0	117	117	1	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		367	*North-South:*		376	*North-South:*			415	*North-South:*			424	*North-South:*			424
		East-West:		632	*East-West:*		632	*East-West:*			673	*East-West:*			673	*East-West:*			673
		SUM:		999	*SUM:*		1008	*SUM:*			1088	*SUM:*			1097	*SUM:*			1097
VOLUME/CAPACITY (V/C) RATIO:				0.727			0.733				0.791				0.798				0.798
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.627**			**0.633**				**0.691**				**0.698**				**0.698**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	∆*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	2	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	76	0	76	76	7	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	563	1	**322**	17	580	**331**	67	656	1	**377**	17	673	1	**385**	8	681	1	**389**
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	12	97	0	97	0	97	0	97	0	97	0	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	184	1	**184**	0	184	**184**	6	198	1	**198**	0	198	1	**198**	0	198	1	**198**
	Left-Through		0							0				0				0	
	Through	471	1	269	17	488	277	69	562	1	316	17	579	1	324	8	587	1	328
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	0	69	0	69	0	69	0	69	0	69	0	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	104	0	104	104	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	672	1	**359**	0	672	**359**	12	715	1	**385**	0	715	1	**385**	0	715	1	**385**
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	8	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	56	1	56	0	56	56	9	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	719	1	**430**	0	719	**430**	11	763	1	**457**	0	763	1	**457**	0	763	1	**457**
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	4	151	0	151	0	151	0	151	0	151	0	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		506	North-South:		515	North-South:			575	North-South:			583	North-South:			587
		East-West:		789	East-West:		789	East-West:			842	East-West:			842	East-West:			842
		SUM:		1295	SUM:		1304	SUM:			1417	SUM:			1425	SUM:			1429
VOLUME/CAPACITY (V/C) RATIO:				0.942			0.948				1.031				1.036				1.039
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.842**			**0.848**				**0.931**				**0.936**				**0.939**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases				3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3
	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	586	1	**586**	0	586	**586**	2	615	1	**615**	0	615	1	**615**	0	615	1	**615**
	Left-Through		0							0				0				0	
	Through	802	2	401	0	802	401	85	924	2	462	0	924	2	462	0	924	2	462
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	761	2	**381**	0	761	**381**	92	888	2	**444**	0	888	2	**444**	0	888	2	**444**
	Through-Right		0							0				0				0	
	Right	350	1	146	0	350	146	0	366	1	153	0	366	1	153	0	366	1	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	204	1	**204**	0	204	**204**	0	213	1	**213**	0	213	1	**213**	0	213	1	**213**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	500	1	0	26	526	0	7	530	1	0	26	556	1	0	-8	548	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		967	*North-South:*		967	*North-South:*			1059	*North-South:*			1059	*North-South:*			1059
		East-West:		204	*East-West:*		204	*East-West:*			213	*East-West:*			213	*East-West:*			213
		SUM:		1171	*SUM:*		1171	*SUM:*			1272	*SUM:*			1272	*SUM:*			1272
VOLUME/CAPACITY *(V/C)* RATIO:				0.822			0.822				0.893				0.893				0.893
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.722**			**0.722**				**0.793**				**0.793**				**0.793**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	3	SB--	NB--	0	3	SB--	NB--	0	3	SB--	NB--	0	3	SB--	NB--	0	3	SB--	3
	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	EB--	3	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2		
Override Capacity			0				0				0				0				0		

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	682	1	**682**	0	682	**682**	5	718	1	**718**	0	718	1	**718**	0	718	1	**718**
	Left-Through		0							0				0				0	
	Through	830	2	415	0	830	415	38	906	2	453	0	906	2	453	0	906	2	453
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	661	2	**331**	0	661	**331**	47	738	2	**369**	0	738	2	**369**	0	738	2	**369**
	Through-Right		0							0				0				0	
	Right	375	1	281	0	375	281	0	392	1	294	0	392	1	294	0	392	1	294
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	94	1	**94**	0	94	**94**	0	98	1	**98**	0	98	1	**98**	0	98	1	**98**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	278	1	0	26	304	0	2	293	1	0	26	319	1	0	-1	318	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1013	*North-South:*		1013	*North-South:*			1087	*North-South:*			1087	*North-South:*			1087
		East-West:		94	*East-West:*		94	*East-West:*			98	*East-West:*			98	*East-West:*			98
		SUM:		1107	*SUM:*		1107	*SUM:*			1185	*SUM:*			1185	*SUM:*			1185
VOLUME/CAPACITY (V/C) RATIO:				0.777			0.777				0.832				0.832				0.832
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.677**			**0.677**				**0.732**				**0.732**				**0.732**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 3 WB--		3	NB-- 0 SB-- EB-- 3 WB--		3	NB-- 0 SB-- EB-- 3 WB--		3		NB-- 0 SB-- EB-- 3 WB--		3		NB-- 0 SB-- EB-- 3 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	735	1	**735**	0	735	**735**	5	774	1	**774**	0	774	1	**774**	0	774	1	**774**
	Left-Through		0							0				0				0	
	Through	889	2	445	0	889	445	61	991	2	496	0	991	2	496	0	991	2	496
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	776	2	388	0	776	388	65	876	2	**438**	0	876	2	**438**	0	876	2	**438**
	Through-Right		0							0				0				0	
	Right	559	1	**403**	0	559	**403**	0	585	1	422	0	585	1	422	0	585	1	422
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	156	1	**156**	0	156	**156**	0	163	1	**163**	0	163	1	**163**	0	163	1	**163**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	359	1	0	26	385	0	2	377	1	0	26	403	1	0	-1	402	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		1138	*North-South:*		1138	*North-South:*			1212	*North-South:*			1212	*North-South:*			1212
		East-West:		156	*East-West:*		156	*East-West:*			163	*East-West:*			163	*East-West:*			163
		SUM:		1294	*SUM:*		1294	*SUM:*			1375	*SUM:*			1375	*SUM:*			1375
	VOLUME/CAPACITY (V/C) RATIO:			0.908			0.908				0.965				0.965				0.965
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.808**			**0.808**				**0.865**				**0.865**				**0.865**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	4	4	4	4	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	159	1	159	0	159	159	0	166	1	166	0	166	1	166	0	166	1	166
	Left-Through		0							0				0				0	
	Through	727	1	**424**	1	728	**425**	23	783	1	**455**	1	784	1	**456**	0	784	1	**456**
	Through-Right		1							1				1				1	
	Right	121	0	121	0	121	121	0	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	324	1	**324**	0	324	**324**	5	344	1	**344**	0	344	1	**344**	0	344	1	**344**
	Left-Through		0							0				0				0	
	Through	988	2	494	1	989	495	36	1069	2	535	1	1070	2	535	0	1070	2	535
	Through-Right		0							0				0				0	
	Right	138	1	83	0	138	83	0	144	1	86	0	144	1	86	0	144	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	111	1	111	0	111	111	0	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	966	1	**553**	0	966	**553**	50	1060	1	**603**	0	1060	1	**603**	0	1060	1	**603**
	Through-Right		1							1				1				1	
	Right	140	0	140	0	140	140	0	146	0	146	0	146	0	146	0	146	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	69	1	**69**	0	69	**69**	0	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	870	1	503	0	870	503	44	954	1	551	0	954	1	551	0	954	1	551
	Through-Right		1							1				1				1	
	Right	136	0	136	0	136	136	6	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		748	*North-South:*		749	*North-South:*			799	*North-South:*			800	*North-South:*			800
		East-West:		622	*East-West:*		622	*East-West:*			675	*East-West:*			675	*East-West:*			675
		SUM:		1370	*SUM:*		1371	*SUM:*			1474	*SUM:*			1475	*SUM:*			1475
	VOLUME/CAPACITY *(V/C)* RATIO:			0.996			0.997				1.072				1.073				1.073
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.896**			**0.897**				**0.972**				**0.973**				**0.973**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	246	1	**173**	1	247	**173**	7	264	1	**184**	1	265	1	**185**	0	265	1	**185**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	0	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	124	1	**124**	0	124	**124**	6	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	231	2	116	1	232	116	6	248	2	124	1	249	2	125	0	249	2	125
	Through-Right		0							0				0				0	
	Right	86	1	41	0	86	41	0	90	1	43	0	90	1	43	0	90	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	90	1	90	0	90	90	0	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	839	1	**473**	0	839	**473**	19	896	1	504	0	896	1	504	0	896	1	504
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	58	1	**58**	0	58	**58**	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	774	1	440	0	774	440	17	826	1	**472**	0	826	1	**472**	0	826	1	**472**
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	7	118	0	118	0	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		297	*North-South:*		297	*North-South:*			320	*North-South:*			321	*North-South:*			321
		East-West:		531	*East-West:*		531	*East-West:*			566	*East-West:*			566	*East-West:*			566
		SUM:		828	*SUM:*		828	*SUM:*			886	*SUM:*			887	*SUM:*			887
	VOLUME/CAPACITY (V/C) RATIO:			0.602			0.602				0.644				0.645				0.645
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.502**			**0.502**				**0.544**				**0.545**				**0.545**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	
NORTHBOUND																		
Left	155	1	155	0	155	155	0	162	1	162	0	162	1	162	0	162	1	162
Left-Through		0							0				0				0	
Through	727	1	**443**	1	728	**444**	16	776	1	**471**	1	777	1	**472**	0	777	1	**472**
Through-Right		1							1				1				1	
Right	159	0	159	0	159	159	0	166	0	166	0	166	0	166	0	166	0	166
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	199	1	**199**	0	199	**199**	6	214	1	**214**	0	214	1	**214**	0	214	1	**214**
Left-Through		0							0				0				0	
Through	422	2	211	1	423	212	12	453	2	227	1	454	2	227	0	454	2	227
Through-Right		0							0				0				0	
Right	88	1	0	0	88	0	0	92	1	0	0	92	1	0	0	92	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	182	1	**182**	0	182	**182**	0	190	1	**190**	0	190	1	**190**	0	190	1	**190**
Left-Through		0							0				0				0	
Through	1130	1	656	0	1130	656	35	1217	1	703	0	1217	1	703	0	1217	1	703
Through-Right		1							1				1				1	
Right	181	0	181	0	181	181	0	189	0	189	0	189	0	189	0	189	0	189
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	62	1	62	0	62	62	0	65	1	65	0	65	1	65	0	65	1	65
Left-Through		0							0				0				0	
Through	936	1	**541**	0	936	**541**	36	1015	1	**587**	0	1015	1	**587**	0	1015	1	**587**
Through-Right		1							1				1				1	
Right	145	0	145	0	145	145	7	159	0	159	0	159	0	159	0	159	0	159
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		642	*North-South:*		643	*North-South:*		685		*North-South:*		686		*North-South:*		686	
	East-West:		723	*East-West:*		723	*East-West:*		777		*East-West:*		777		*East-West:*		777	
	SUM:		1365	*SUM:*		1366	*SUM:*		1462		*SUM:*		1463		*SUM:*		1463	
VOLUME/CAPACITY (V/C) RATIO:			0.993			0.993			1.063				1.064				1.064	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.893			0.893			0.963				0.964				0.964	
LEVEL OF SERVICE (LOS):			D			D			E				E				E	

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			2			2			2				2			2
			0			0			0				0			0
	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
			2			2			2				2			2
			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		0							0				0				0	
	Through	50	0	**117**	0	50	**117**	0	52	0	**122**	0	52	0	**122**	0	52	0	**122**
	Through-Right		0							0				0				0	
	Right	52	0	0	0	52	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	66	0	**66**	0	66	**66**	0	69	0	**69**	0	69	0	**69**	0	69	0	**69**
	Left-Through		0							0				0				0	
	Through	53	0	130	0	53	130	0	55	0	136	0	55	0	136	0	55	0	136
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0							0				0				0	
	Through	1376	1	**696**	0	1376	**696**	55	1494	1	**756**	0	1494	1	**756**	0	1494	1	**756**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	43	1	**43**	0	43	**43**	0	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	1065	1	540	0	1065	540	50	1164	1	590	0	1164	1	590	0	1164	1	590
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	183		*North-South:*	183		*North-South:*		191		*North-South:*		191		*North-South:*		191
			East-West:	739		*East-West:*	739		*East-West:*		801		*East-West:*		801		*East-West:*		801
			SUM:	922		*SUM:*	922		*SUM:*		992		*SUM:*		992		*SUM:*		992
	VOLUME/CAPACITY *(V/C)* RATIO:			0.615			0.615				0.661				0.661				0.661
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.515**			**0.515**				**0.561**				**0.561**				**0.561**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	10	0	43	0	10	43	0	10	0	45	0	10	0	45	0	10	0	45
	Through-Right		0							0				0				0	
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through		0							0				0				0	
	Through	16	0	45	0	16	45	0	17	0	47	0	17	0	47	0	17	0	47
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through		0							0				0				0	
	Through	1096	1	556	0	1096	556	25	1171	1	594	0	1171	1	594	0	1171	1	594
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	955	1	485	0	955	485	24	1023	1	519	0	1023	1	519	0	1023	1	519
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		65	North-South:		65	North-South:			68	North-South:			68	North-South:			68
		East-West:		588	East-West:		588	East-West:			627	East-West:			627	East-West:			627
		SUM:		653	SUM:		653	SUM:			695	SUM:			695	SUM:			695
	VOLUME/CAPACITY (V/C) RATIO:			0.435			0.435				0.463				0.463				0.463
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.335			0.335				0.363				0.363				0.363
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — *Δv/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		0							0				0				0	
	Through	10	0	50	0	10	50	0	10	0	51	0	10	0	51	0	10	0	51
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	20	0	59	0	20	59	0	21	0	62	0	21	0	62	0	21	0	62
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	1431	1	723	0	1431	723	41	1537	1	776	0	1537	1	776	0	1537	1	776
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	1214	1	619	0	1214	619	43	1312	1	669	0	1312	1	669	0	1312	1	669
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		73	North-South:		73	North-South:			75	North-South:			75	North-South:			75
		East-West:		747	East-West:		747	East-West:			801	East-West:			801	East-West:			801
		SUM:		820	SUM:		820	SUM:			876	SUM:			876	SUM:			876
VOLUME/CAPACITY (V/C) RATIO:				0.547			0.547				0.584				0.584				0.584
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.447				0.484				0.484				0.484
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			0			0			0				0					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		1	NB-- 0 SB--		1	NB-- 0 SB--		1		NB-- 0 SB--		1		NB-- 0 SB--			1
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	177	2	**97**	0	177	**97**	12	197	2	**108**	0	197	2	**108**	0	197	2	**108**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	188	0	0	0	188	0	1	198	0	0	0	198	0	0	0	198	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	1043	2	522	0	1043	522	76	1167	2	584	0	1167	2	584	0	1167	2	584
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1498	2	**749**	0	1498	**749**	72	1638	2	**819**	0	1638	2	**819**	0	1638	2	**819**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		97	*North-South:*		97	*North-South:*			108	*North-South:*			108	*North-South:*			108
	East-West:		749	*East-West:*		749	*East-West:*			819	*East-West:*			819	*East-West:*			819
	SUM:		846	*SUM:*		846	*SUM:*			927	*SUM:*			927	*SUM:*			927
VOLUME/CAPACITY *(V/C)* RATIO:			0.705			0.705				0.773				0.773				0.773
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.705			0.705				0.773				0.773				0.773
LEVEL OF SERVICE (LOS):			C			C				C				C				C

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	214	2	**118**	0	214	**118**	4	228	2	**125**	0	228	2	**125**	0	228	2	**125**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	217	0	0	0	217	0	1	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	914	2	457	0	914	457	24	980	2	490	0	980	2	490	0	980	2	490
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1043	2	**522**	0	1043	**522**	26	1117	2	**559**	0	1117	2	**559**	0	1117	2	**559**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		118	*North-South:*		118	*North-South:*			125	*North-South:*			125	*North-South:*			125
		East-West:		522	*East-West:*		522	*East-West:*			559	*East-West:*			559	*East-West:*			559
		SUM:		640	*SUM:*		640	*SUM:*			684	*SUM:*			684	*SUM:*			684
VOLUME/CAPACITY (V/C) RATIO:				0.533			0.533				0.570				0.570				0.570
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.533				0.570				0.570				0.570
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	258	2	**142**	0	258	**142**	8	278	2	**153**	0	278	2	**153**	0	278	2	**153**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	290	0	0	0	290	0	1	304	0	0	0	304	0	0	0	304	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1263	2	**632**	0	1263	**632**	47	1368	2	**684**	0	1368	2	**684**	0	1368	2	**684**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1214	2	607	0	1214	607	61	1330	2	665	0	1330	2	665	0	1330	2	665
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		142	*North-South:*		142	*North-South:*			153	*North-South:*			153	*North-South:*			153
		East-West:		632	*East-West:*		632	*East-West:*			684	*East-West:*			684	*East-West:*			684
		SUM:		774	*SUM:*		774	*SUM:*			837	*SUM:*			837	*SUM:*			837
VOLUME/CAPACITY (V/C) RATIO:				0.645			0.645				0.698				0.698				0.698
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.645				0.698				0.698				0.698
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	42	**42**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	453	2	227	0	453	227	26	500	2	250	0	500	2	250	0	500	2	250
	Through-Right		0							0				0				0	
	Right	232	1	0	26	258	0	103	346	1	0	26	372	1	0	-8	364	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	85	0	85	85	0	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1126	1	**663**	0	1126	**663**	33	1210	1	**712**	0	1210	1	**712**	0	1210	1	**712**
	Through-Right		1							1				1				1	
	Right	199	0	199	0	199	199	6	214	0	214	0	214	0	214	0	214	0	214
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	221	1	221	0	221	221	8	239	1	239	0	239	1	239	0	239	1	239
	Left-Through		0							0				0				0	
	Through	411	2	**206**	0	411	**206**	31	461	2	**231**	0	461	2	**231**	0	461	2	**231**
	Through-Right		0							0				0				0	
	Right	64	1	43	0	64	43	0	67	1	45	0	67	1	45	0	67	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	645	1	**645**	0	645	**645**	127	801	1	**801**	0	801	1	**801**	0	801	1	**801**
	Left-Through		0							0				0				0	
	Through	539	1	282	0	539	282	48	612	1	319	0	612	1	319	0	612	1	319
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		705	North-South:		705	North-South:			756	North-South:			756	North-South:			756
		East-West:		851	East-West:		851	East-West:			1032	East-West:			1032	East-West:			1032
		SUM:		1556	SUM:		1556	SUM:			1788	SUM:			1788	SUM:			1788
VOLUME/CAPACITY (V/C) RATIO:				1.132			1.132				1.300				1.300				1.300
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.032			1.032				1.200				1.200				1.200
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	64	1	**64**	0	64	**64**	0	67	1	**67**	0	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	410	2	205	0	410	205	31	460	2	230	0	460	2	230	0	460	2	230
	Through-Right		0							0				0				0	
	Right	227	1	119	26	253	145	106	343	1	169	26	369	1	195	-1	368	1	194
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	0	88	88	0	92	1	92	0	92	1	92	0	92	1	92
	Left-Through		0							0				0				0	
	Through	396	1	**250**	0	396	**250**	24	438	1	**273**	0	438	1	**273**	0	438	1	**273**
	Through-Right		1							1				1				1	
	Right	103	0	103	0	103	103	0	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	150	1	150	0	150	150	0	157	1	157	0	157	1	157	0	157	1	157
	Left-Through		0							0				0				0	
	Through	355	2	**178**	0	355	**178**	16	387	2	**194**	0	387	2	**194**	0	387	2	**194**
	Through-Right		0							0				0				0	
	Right	40	1	8	0	40	8	0	42	1	9	0	42	1	9	0	42	1	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	216	1	**216**	0	216	**216**	123	349	1	**349**	0	349	1	**349**	0	349	1	**349**
	Left-Through		0							0				0				0	
	Through	375	1	235	0	375	235	13	405	1	252	0	405	1	252	0	405	1	252
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	0	98	0	98	0	98	0	98	0	98	0	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		314	*North-South:*		314	*North-South:*			340	*North-South:*			340	*North-South:*			340
		East-West:		394	*East-West:*		394	*East-West:*			543	*East-West:*			543	*East-West:*			543
		SUM:		708	*SUM:*		708	*SUM:*			883	*SUM:*			883	*SUM:*			883
	VOLUME/CAPACITY (V/C) RATIO:			0.515			0.515				0.642				0.642				0.642
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.415**			**0.415**				**0.542**				**0.542**				**0.542**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	85	85	0	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1026	2	**513**	0	1026	**513**	35	1108	2	**554**	0	1108	2	554	0	1108	2	554
	Through-Right		0							0				0				0	
	Right	608	1	474	26	634	500	106	742	1	541	26	768	1	**567**	-1	767	1	**566**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	1	**138**	0	138	**138**	0	144	1	**144**	0	144	1	**144**	0	144	1	**144**
	Left-Through		0							0				0				0	
	Through	480	1	311	0	480	311	29	531	1	342	0	531	1	342	0	531	1	342
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	5	152	0	152	0	152	0	152	0	152	0	152
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	227	1	227	0	227	227	4	241	1	241	0	241	1	241	0	241	1	241
	Left-Through		0							0				0				0	
	Through	686	2	**343**	0	686	**343**	25	742	2	**371**	0	742	2	**371**	0	742	2	**371**
	Through-Right		0							0				0				0	
	Right	50	1	8	0	50	8	0	52	1	8	0	52	1	8	0	52	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	268	1	**268**	0	268	**268**	123	403	1	**403**	0	403	1	**403**	0	403	1	**403**
	Left-Through		0							0				0				0	
	Through	453	1	284	0	453	284	19	493	1	307	0	493	1	307	0	493	1	307
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	651		*North-South:*	651		*North-South:*	698			*North-South:*	711			*North-South:*	710		
		East-West:	611		*East-West:*	611		*East-West:*	774			*East-West:*	774			*East-West:*	774		
		SUM:	1262		*SUM:*	1262		*SUM:*	1472			*SUM:*	1485			*SUM:*	1484		
VOLUME/CAPACITY (V/C) RATIO:			0.918			0.918			1.071				1.080				1.079		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.818**			**0.818**			**0.971**				**0.980**				**0.979**		
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	**13**	0	13	**13**	0	14	0	**14**	0	14	0	**14**	0	14	0	**14**
	Left-Through		1							1				1				1	
	Through	9	0	22	0	9	22	0	9	0	23	0	9	0	23	0	9	0	23
	Through-Right		0							0				0				0	
	Right	10	1	0	0	10	0	0	10	1	0	0	10	1	0	0	10	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	12	0	**308**	0	12	**308**	0	13	0	**322**	0	13	0	**322**	0	13	0	**322**
	Through-Right		0							0				0				0	
	Right	267	0	0	0	267	0	0	279	0	0	0	279	0	0	0	279	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	155	1	**155**	0	155	**155**	0	162	1	**162**	0	162	1	**162**	0	162	1	**162**
	Left-Through		0							0				0				0	
	Through	600	2	300	26	626	313	134	761	2	381	26	787	2	394	-8	779	2	390
	Through-Right		0							0				0				0	
	Right	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	900	1	**465**	0	900	**465**	175	1116	1	**573**	0	1116	1	**573**	0	1116	1	**573**
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		321	*North-South:*		321	*North-South:*			336	*North-South:*			336	*North-South:*			336
		East-West:		620	*East-West:*		620	*East-West:*			735	*East-West:*			735	*East-West:*			735
		SUM:		941	*SUM:*		941	*SUM:*			1071	*SUM:*			1071	*SUM:*			1071
VOLUME/CAPACITY *(V/C)* RATIO:				0.627			0.627				0.714				0.714				0.714
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.527**			**0.527**				**0.614**				**0.614**				**0.614**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	**31**	0	31	**31**	0	32	0	**32**	0	32	0	**32**	0	32	0	**32**
	Left-Through		1							1				1				1	
	Through	10	0	41	0	10	41	0	10	0	42	0	10	0	42	0	10	0	42
	Through-Right		0							0				0				0	
	Right	43	1	17	0	43	17	0	45	1	18	0	45	1	18	0	45	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		0							0				0				0	
	Through	29	0	**153**	0	29	**153**	0	30	0	**159**	0	30	0	**159**	0	30	0	**159**
	Through-Right		0							0				0				0	
	Right	117	0	0	0	117	0	0	122	0	0	0	122	0	0	0	122	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	103	1	**103**	0	103	**103**	0	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	451	2	226	26	477	239	123	595	2	298	26	621	2	311	-1	620	2	310
	Through-Right		0							0				0				0	
	Right	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	415	1	**213**	0	415	**213**	135	569	1	**291**	0	569	1	**291**	0	569	1	**291**
	Through-Right		1							1				1				1	
	Right	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		184	*North-South:*		184	*North-South:*			191	*North-South:*			191	*North-South:*			191
		East-West:		316	*East-West:*		316	*East-West:*			399	*East-West:*			399	*East-West:*			399
		SUM:		500	*SUM:*		500	*SUM:*			590	*SUM:*			590	*SUM:*			590
VOLUME/CAPACITY (V/C) RATIO:				0.333			0.333				0.393				0.393				0.393
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.233**			**0.233**				**0.293**				**0.293**				**0.293**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	0	**47**	0	47	**47**	0	49	0	**49**	0	49	0	**49**	0	49	0	**49**
	Left-Through		1							1				1				1	
	Through	17	0	64	0	17	64	0	18	0	67	0	18	0	67	0	18	0	67
	Through-Right		0							0				0				0	
	Right	45	1	24	0	45	24	0	47	1	25	0	47	1	25	0	47	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through		0							0				0				0	
	Through	22	0	**173**	0	22	**173**	0	23	0	**181**	0	23	0	**181**	0	23	0	**181**
	Through-Right		0							0				0				0	
	Right	130	0	0	0	130	0	0	136	0	0	0	136	0	0	0	136	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	253	1	253	0	253	253	0	265	1	265	0	265	1	265	0	265	1	265
	Left-Through		0							0				0				0	
	Through	1118	2	**559**	26	1144	**572**	132	1301	2	**651**	26	1327	2	**664**	-1	1326	2	**663**
	Through-Right		0							0				0				0	
	Right	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	42	1	**42**	0	42	**42**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	560	1	289	0	560	289	141	727	1	373	0	727	1	373	0	727	1	373
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		220	*North-South:*		220	*North-South:*			230	*North-South:*			230	*North-South:*			230
		East-West:		601	*East-West:*		614	*East-West:*			695	*East-West:*			708	*East-West:*			707
		SUM:		821	*SUM:*		834	*SUM:*			925	*SUM:*			938	*SUM:*			937
VOLUME/CAPACITY (V/C) RATIO:				0.547			0.556				0.617				0.625				0.625
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.447**			**0.456**				**0.517**				**0.525**				**0.525**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	*Δv/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2			2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	422	1	**422**	0	422	**422**	148	589	1	**589**	0	589	1	**589**	0	589	1	**589**
	Left-Through		0							0				0				0	
	Through	299	1	151	0	299	151	0	313	1	158	0	313	1	158	0	313	1	158
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	469	2	235	0	469	235	0	490	2	245	0	490	2	245	0	490	2	245
	Through-Right		0							0				0				0	
	Right	653	1	**519**	0	653	**519**	27	710	1	**562**	0	710	1	**562**	0	710	1	**562**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	265	1	**134**	0	265	**134**	17	294	1	**148**	0	294	1	**148**	0	294	1	**148**
	Left-Through		1							1				1				1	
	Through	2	0	134	0	2	134	0	2	0	148	0	2	0	148	0	2	0	148
	Through-Right		0							0				0				0	
	Right	326	1	0	26	352	0	116	457	1	0	26	483	1	0	-8	475	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		0							0				0				0	
	Through	10	0	**40**	0	10	**40**	0	10	0	**41**	0	10	0	**41**	0	10	0	**41**
	Through-Right		0							0				0				0	
	Right	21	0	0	0	21	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		941	*North-South:*		941	*North-South:*			1151	*North-South:*			1151	*North-South:*			1151
		East-West:		174	*East-West:*		174	*East-West:*			189	*East-West:*			189	*East-West:*			189
		SUM:		1115	*SUM:*		1115	*SUM:*			1340	*SUM:*			1340	*SUM:*			1340
VOLUME/CAPACITY *(V/C)* RATIO:				0.811			0.811				0.975				0.975				0.975
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.711			0.711				0.875				0.875				0.875
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0		EB-- 3	WB--	0		EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	**211**	0	211	**211**	129	350	1	**350**	0	350	1	**350**	0	350	1	**350**
	Left-Through		0							0				0				0	
	Through	247	1	128	0	247	128	0	258	1	133	0	258	1	133	0	258	1	133
	Through-Right		1							1				1				1	
	Right	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	247	2	124	0	247	124	0	258	2	129	0	258	2	129	0	258	2	129
	Through-Right		0							0				0				0	
	Right	293	1	**160**	0	293	**160**	6	312	1	**169**	0	312	1	**169**	0	312	1	**169**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	264	1	**133**	0	264	**133**	8	284	1	**143**	0	284	1	**143**	0	284	1	**143**
	Left-Through		1							1				1				1	
	Through	2	0	133	0	2	133	0	2	0	143	0	2	0	143	0	2	0	143
	Through-Right		0							0				0				0	
	Right	236	1	25	26	262	51	116	363	1	13	26	389	1	39	-1	388	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	6	0	**16**	0	6	**16**	0	6	0	**16**	0	6	0	**16**	0	6	0	**16**
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	371		*North-South:*	371		*North-South:*	519			*North-South:*	519			*North-South:*	519		
		East-West:	149		*East-West:*	149		*East-West:*	159			*East-West:*	159			*East-West:*	159		
		SUM:	520		*SUM:*	520		*SUM:*	678			*SUM:*	678			*SUM:*	678		
VOLUME/CAPACITY (V/C) RATIO:			0.378			0.378			0.493				0.493				0.493		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.278			0.278			0.393				0.393				0.393		
LEVEL OF SERVICE (LOS):			A			A			A				A				A		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	297	1	**297**	0	297	**297**	132	443	1	**443**	0	443	1	**443**	0	443	1	**443**
	Left-Through		0							0				0				0	
	Through	434	1	220	0	434	220	0	454	1	230	0	454	1	230	0	454	1	230
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	345	2	**173**	0	345	**173**	0	361	2	**181**	0	361	2	**181**	0	361	2	**181**
	Through-Right		0							0				0				0	
	Right	352	1	11	0	352	11	9	377	1	15	0	377	1	15	0	377	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	677	1	**341**	0	677	**341**	12	720	1	**362**	0	720	1	**362**	0	720	1	**362**
	Left-Through		1							1				1				1	
	Through	4	0	341	0	4	341	0	4	0	362	0	4	0	362	0	4	0	362
	Through-Right		0							0				0				0	
	Right	448	1	151	26	474	177	121	589	1	146	26	615	1	172	-1	614	1	171
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	2	0	**23**	0	2	**23**	0	2	0	**24**	0	2	0	**24**	0	2	0	**24**
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		470	*North-South:*		470	*North-South:*			624	*North-South:*			624	*North-South:*			624
		East-West:		364	*East-West:*		364	*East-West:*			386	*East-West:*			386	*East-West:*			386
		SUM:		834	*SUM:*		834	*SUM:*			1010	*SUM:*			1010	*SUM:*			1010
VOLUME/CAPACITY (V/C) RATIO:				0.607			0.607				0.735				0.735				0.735
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.507**			**0.507**				**0.635**				**0.635**				**0.635**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	671	1	**505**	26	697	**518**	5	707	1	**586**	26	733	1	**599**	-8	725	1	**595**
	Through-Right		1							1				1				1	
	Right	338	0	338	0	338	338	111	464	0	464	0	464	0	464	0	464	0	464
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	131	1	**131**	0	131	**131**	32	169	1	**169**	0	169	1	**169**	0	169	1	**169**
	Left-Through		0							0				0				0	
	Through	569	2	285	0	569	285	148	743	2	372	0	743	2	372	0	743	2	372
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	531	1	392	0	531	392	22	577	1	421	0	577	1	421	0	577	1	421
	Left-Through		0							0				0				0	
	Through	0	0	**392**	0	0	**392**	0	0	0	**421**	0	0	0	**421**	0	0	0	**421**
	Through-Right		0							0				0				0	
	Right	253	0	0	0	253	0	0	265	0	0	0	265	0	0	0	265	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		636	North-South:		649	North-South:			755	North-South:			768	North-South:			764
		East-West:		392	East-West:		392	East-West:			421	East-West:			421	East-West:			421
		SUM:		1028	SUM:		1041	SUM:			1176	SUM:			1189	SUM:			1185
	VOLUME/CAPACITY (V/C) RATIO:			0.685			0.694				0.784				0.793				0.790
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.585			0.594				0.684				0.693				0.690
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	318	1	**277**	26	344	**290**	8	341	1	341	26	367	1	**361**	-1	366	1	**360**
	Through-Right		1							1				1				1	
	Right	236	0	236	0	236	236	107	354	0	**354**	0	354	0	354	0	354	0	354
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	125	1	**125**	0	125	**125**	24	155	1	**155**	0	155	1	**155**	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	425	2	213	0	425	213	130	574	2	287	0	574	2	287	0	574	2	287
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	280	1	202	0	280	202	30	323	1	226	0	323	1	226	0	323	1	226
	Left-Through		0							0				0				0	
	Through	0	0	**202**	0	0	**202**	0	0	0	**226**	0	0	0	**226**	0	0	0	**226**
	Through-Right		0							0				0				0	
	Right	123	0	0	0	123	0	0	129	0	0	0	129	0	0	0	129	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		402	*North-South:*		415	*North-South:*			509	*North-South:*			516	*North-South:*			515
		East-West:		202	*East-West:*		202	*East-West:*			226	*East-West:*			226	*East-West:*			226
		SUM:		604	*SUM:*		617	*SUM:*			735	*SUM:*			742	*SUM:*			741
VOLUME/CAPACITY (V/C) RATIO:				0.403			0.411				0.490				0.495				0.494
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.303**			**0.311**				**0.390**				**0.395**				**0.394**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	509	1	**412**	26	535	**425**	8	540	1	**490**	26	566	1	**503**	-1	565	1	**503**
	Through-Right		1							1				1				1	
	Right	314	0	314	0	314	314	112	440	0	440	0	440	0	440	0	440	0	440
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	1	**92**	0	92	**92**	24	120	1	**120**	0	120	1	**120**	0	120	1	**120**
	Left-Through		0							0				0				0	
	Through	613	2	307	0	613	307	133	774	2	387	0	774	2	387	0	774	2	387
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	387	1	302	0	387	302	30	435	1	331	0	435	1	331	0	435	1	331
	Left-Through		0							0				0				0	
	Through	0	0	**302**	0	0	**302**	0	0	0	**331**	0	0	0	**331**	0	0	0	**331**
	Through-Right		0							0				0				0	
	Right	217	0	0	0	217	0	0	227	0	0	0	227	0	0	0	227	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		504	*North-South:*		517	*North-South:*			610	*North-South:*			623	*North-South:*			623
		East-West:		302	*East-West:*		302	*East-West:*			331	*East-West:*			331	*East-West:*			331
		SUM:		806	*SUM:*		819	*SUM:*			941	*SUM:*			954	*SUM:*			954
VOLUME/CAPACITY (V/C) RATIO:				0.537			0.546				0.627				0.636				0.636
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.437**			**0.446**				**0.527**				**0.536**				**0.536**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	208	1	**208**	26	234	**234**	0	218	1	**218**	26	244	1	**244**	-8	236	1	**236**
Left-Through		0							0				0				0	
Through	888	2	444	0	888	444	27	956	2	478	0	956	2	478	0	956	2	478
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	408	1	408	0	408	408	40	467	1	467	0	467	1	467	0	467	1	467
Through-Right		1							1				1				1	
Right	504	0	**504**	0	504	**504**	32	559	0	**559**	0	559	0	**559**	0	559	0	**559**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	255	1	**177**	0	255	**177**	134	401	1	**267**	0	401	1	**267**	0	401	1	**267**
Left-Through		0							0				0				0	
Through	0	0	177	0	0	177	0	0	0	267	0	0	0	267	0	0	0	267
Through-Right		0							0				0				0	
Right	99	0	0	0	99	0	28	132	0	0	0	132	0	0	0	132	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		712	*North-South:*		738	*North-South:*			777	*North-South:*			803	*North-South:*			795
	East-West:		177	*East-West:*		177	*East-West:*			267	*East-West:*			267	*East-West:*			267
	SUM:		889	*SUM:*		915	*SUM:*			1044	*SUM:*			1070	*SUM:*			1062
VOLUME/CAPACITY *(V/C)* RATIO:			0.593			0.610				0.696				0.713				0.708
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.493**			**0.510**				**0.596**				**0.613**				**0.608**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**B**				**B**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0

No. of Phases	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2
Override Capacity	0	0	0	0

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	*Δv/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	26	116	**116**	0	94	1	**94**	26	120	1	**120**	-1	119	1	**119**
	Left-Through		0							0				0				0	
	Through	482	2	241	0	482	241	38	542	2	271	0	542	2	271	0	542	2	271
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	322	1	**298**	0	322	**298**	31	368	1	**339**	0	368	1	**339**	0	368	1	**339**
	Through-Right		1							1				1				1	
	Right	273	0	273	0	273	273	24	309	0	309	0	309	0	309	0	309	0	309
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	186	1	**132**	0	186	**132**	123	317	1	**215**	0	317	1	**215**	0	317	1	**215**
	Left-Through		0							0				0				0	
	Through	0	0	132	0	0	132	0	0	0	215	0	0	0	215	0	0	0	215
	Through-Right		0							0				0				0	
	Right	77	0	0	0	77	0	31	112	0	0	0	112	0	0	0	112	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		388	*North-South:*		414	*North-South:*			433	*North-South:*			459	*North-South:*			458
		East-West:		132	*East-West:*		132	*East-West:*			215	*East-West:*			215	*East-West:*			215
		SUM:		520	*SUM:*		546	*SUM:*			648	*SUM:*			674	*SUM:*			673
VOLUME/CAPACITY (V/C) RATIO:				0.347			0.364				0.432				0.449				0.449
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.247**			**0.264**				**0.332**				**0.349**				**0.349**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	∆*v/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	**167**	26	193	**193**	0	175	1	**175**	26	201	1	**201**	-1	200	1	**200**
	Left-Through		0							0				0				0	
	Through	693	2	347	0	693	347	38	763	2	382	0	763	2	382	0	763	2	382
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	375	1	**351**	0	375	**351**	31	423	1	**394**	0	423	1	**394**	0	423	1	**394**
	Through-Right		1							1				1				1	
	Right	326	0	326	0	326	326	24	365	0	365	0	365	0	365	0	365	0	365
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	285	1	**213**	0	285	**213**	126	424	1	**301**	0	424	1	**301**	0	424	1	**301**
	Left-Through		0							0				0				0	
	Through	0	0	213	0	0	213	0	0	0	301	0	0	0	301	0	0	0	301
	Through-Right		0							0				0				0	
	Right	141	0	0	0	141	0	31	178	0	0	0	178	0	0	0	178	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		518	*North-South:*		544	*North-South:*			569	*North-South:*			595	*North-South:*			594
		East-West:		213	*East-West:*		213	*East-West:*			301	*East-West:*			301	*East-West:*			301
		SUM:		731	*SUM:*		757	*SUM:*			870	*SUM:*			896	*SUM:*			895
VOLUME/CAPACITY (V/C) RATIO:				0.487			0.505				0.580				0.597				0.597
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.387**			**0.405**				**0.480**				**0.497**				**0.497**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	∆*v/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	74	1	**74**	0	74	**74**	0	77	1	**77**	0	77	1	**77**	0	77	1	**77**
	Left-Through		0							0				0				0	
	Through	653	2	327	26	679	340	128	811	2	406	26	837	2	419	-8	829	2	415
	Through-Right		0							0				0				0	
	Right	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	1746	2	**873**	0	1746	**873**	161	1987	2	**994**	0	1987	2	**994**	0	1987	2	**994**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		0							0				0				0	
	Through	2	0	**78**	0	2	**78**	0	2	0	**82**	0	2	0	**82**	0	2	0	**82**
	Through-Right		0							0				0				0	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0	0	11
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	947		*North-South:*	947		*North-South:*	1071			*North-South:*	1071			*North-South:*	1071		
		East-West:	83		*East-West:*	83		*East-West:*	87			*East-West:*	87			*East-West:*	87		
		SUM:	1030		*SUM:*	1030		*SUM:*	1158			*SUM:*	1158			*SUM:*	1158		
	VOLUME/CAPACITY *(V/C)* RATIO:			0.687			0.687				0.772				0.772				0.772
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.587**			**0.587**				**0.672**				**0.672**				**0.672**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	57	**57**	0	60	1	**60**	0	60	1	**60**	0	60	1	**60**
	Left-Through		0							0				0				0	
	Through	692	2	346	26	718	359	136	860	2	430	26	886	2	443	-1	885	2	443
	Through-Right		0							0				0				0	
	Right	12	1	12	0	12	12	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	664	2	**332**	0	664	**332**	146	840	2	**420**	0	840	2	**420**	0	840	2	**420**
	Through-Right		0							0				0				0	
	Right	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	0	55	0	55	55	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		0							0				0				0	
	Through	2	0	**106**	0	2	**106**	0	2	0	**111**	0	2	0	**111**	0	2	0	**111**
	Through-Right		0							0				0				0	
	Right	49	0	0	0	49	0	0	51	0	0	0	51	0	0	0	51	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		0							0				0				0	
	Through	2	0	31	0	2	31	0	2	0	32	0	2	0	32	0	2	0	32
	Through-Right		0							0				0				0	
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		389	*North-South:*		389	*North-South:*			480	*North-South:*			480	*North-South:*			480
		East-West:		113	*East-West:*		113	*East-West:*			118	*East-West:*			118	*East-West:*			118
		SUM:		502	*SUM:*		502	*SUM:*			598	*SUM:*			598	*SUM:*			598
VOLUME/CAPACITY (V/C) RATIO:				0.335			0.335				0.399				0.399				0.399
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.235**			**0.235**				**0.299**				**0.299**				**0.299**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	0	86	86	0	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1678	2	**839**	26	1704	**852**	140	1895	2	**948**	26	1921	2	**961**	-1	1920	2	**960**
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	15	1	**15**	0	15	**15**	0	16	1	**16**	0	16	1	**16**	0	16	1	**16**
	Left-Through		0							0				0				0	
	Through	738	2	369	0	738	369	151	923	2	462	0	923	2	462	0	923	2	462
	Through-Right		0							0				0				0	
	Right	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	64	0	64	0	64	64	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through		0							0				0				0	
	Through	1	0	**144**	0	1	**144**	0	1	0	**151**	0	1	0	**151**	0	1	0	**151**
	Through-Right		0							0				0				0	
	Right	79	0	0	0	79	0	0	83	0	0	0	83	0	0	0	83	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	0	**6**	0	6	**6**	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		0							0				0				0	
	Through	1	0	20	0	1	20	0	1	0	21	0	1	0	21	0	1	0	21
	Through-Right		0							0				0				0	
	Right	13	0	0	0	13	0	0	14	0	0	0	14	0	0	0	14	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	854		*North-South:*	867		*North-South:*		964		*North-South:*		977		*North-South:*		976
			East-West:	150		*East-West:*	150		*East-West:*		157		*East-West:*		157		*East-West:*		157
			SUM:	1004		*SUM:*	1017		*SUM:*		1121		*SUM:*		1134		*SUM:*		1133
VOLUME/CAPACITY (V/C) RATIO:				0.669			0.678				0.747				0.756				0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.569**			**0.578**				**0.647**				**0.656**				**0.655**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	17	100	**100**	16	103	1	**103**	17	120	1	**120**	-7	113	1	**113**
	Left-Through		0							0				0				0	
	Through	620	2	310	26	646	323	128	776	2	388	26	802	2	401	-8	794	2	397
	Through-Right		0							0				0				0	
	Right	35	1	27	0	35	27	0	37	1	29	0	37	1	29	0	37	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	1485	2	**743**	0	1485	**743**	161	1714	2	**857**	0	1714	2	**857**	0	1714	2	**857**
	Through-Right		0							0				0				0	
	Right	148	1	84	0	148	84	0	155	1	88	0	155	1	88	0	155	1	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	129	1	**129**	0	129	**129**	0	135	1	**135**	0	135	1	**135**	0	135	1	**135**
	Left-Through		0							0				0				0	
	Through	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Through-Right		0							0				0				0	
	Right	81	1	40	17	98	48	30	115	1	64	17	132	1	72	-7	125	1	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	18	0	**59**	0	18	**59**	0	19	0	**62**	0	19	0	**62**	0	19	0	**62**
	Through-Right		1							1				1				1	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	826		*North-South:*	843		*North-South:*	960			*North-South:*	977			*North-South:*	970		
		East-West:	188		*East-West:*	188		*East-West:*	197			*East-West:*	197			*East-West:*	197		
		SUM:	1014		*SUM:*	1031		*SUM:*	1157			*SUM:*	1174			*SUM:*	1167		
VOLUME/CAPACITY *(V/C)* RATIO:			0.676			0.687					0.771				0.783				0.778
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.576**			**0.587**					**0.671**				**0.683**				**0.678**
LEVEL OF SERVICE (LOS):			**A**			**A**					**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	∆*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	17	106	**106**	24	117	1	**117**	17	134	1	**134**	1	135	1	**135**
	Left-Through		0							0				0				0	
	Through	593	2	297	26	619	310	136	756	2	378	26	782	2	391	-1	781	2	391
	Through-Right		0							0				0				0	
	Right	37	1	24	0	37	24	0	39	1	26	0	39	1	26	0	39	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	48	0	48	48	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	545	2	**273**	0	545	**273**	146	716	2	**358**	0	716	2	**358**	0	716	2	**358**
	Through-Right		0							0				0				0	
	Right	94	1	27	0	94	27	0	98	1	28	0	98	1	28	0	98	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	**134**	0	134	**134**	0	140	1	**140**	0	140	1	**140**	0	140	1	**140**
	Left-Through		0							0				0				0	
	Through	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Through-Right		0							0				0				0	
	Right	124	1	80	17	141	88	19	149	1	91	17	166	1	99	1	167	1	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	1	26	0	26	26	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	7	0	**72**	0	7	**72**	0	7	0	**75**	0	7	0	**75**	0	7	0	**75**
	Through-Right		1							1				1				1	
	Right	65	0	0	0	65	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		362	*North-South:*		379	*North-South:*			475	*North-South:*			492	*North-South:*			493
		East-West:		206	*East-West:*		206	*East-West:*			215	*East-West:*			215	*East-West:*			215
		SUM:		568	*SUM:*		585	*SUM:*			690	*SUM:*			707	*SUM:*			708
VOLUME/CAPACITY (V/C) RATIO:				0.379			0.390				0.460				0.471				0.472
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.279			0.290				0.360				0.371				0.372
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	$\Delta v/c$ after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	95	17	112	112	24	123	1	123	17	140	1	140	8	148	1	148
	Left-Through		0							0				0				0	
	Through	1496	2	**748**	26	1522	**761**	140	1704	2	**852**	26	1730	2	**865**	-1	1729	2	**865**
	Through-Right		0							0				0				0	
	Right	47	1	31	0	47	31	0	49	1	33	0	49	1	33	0	49	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	**60**	0	60	**60**	0	63	1	**63**	0	63	1	**63**	0	63	1	**63**
	Left-Through		0							0				0				0	
	Through	730	2	365	0	730	365	151	914	2	457	0	914	2	457	0	914	2	457
	Through-Right		0							0				0				0	
	Right	119	1	0	0	119	0	0	124	1	0	0	124	1	0	0	124	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	289	1	**289**	0	289	**289**	0	302	1	**302**	0	302	1	**302**	0	302	1	**302**
	Left-Through		0							0				0				0	
	Through	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0							0				0				0	
	Right	202	1	155	17	219	163	19	230	1	169	17	247	1	177	8	255	1	181
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	5	0	**46**	0	5	**46**	0	5	0	**48**	0	5	0	**48**	0	5	0	**48**
	Through-Right		1							1				1				1	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		808	*North-South:*		821	*North-South:*			915	*North-South:*			928	*North-South:*			928
		East-West:		335	*East-West:*		335	*East-West:*			350	*East-West:*			350	*East-West:*			350
		SUM:		1143	*SUM:*		1156	*SUM:*			1265	*SUM:*			1278	*SUM:*			1278
VOLUME/CAPACITY (V/C) RATIO:				0.762			0.771				0.843				0.852				0.852
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.662**			**0.671**				**0.743**				**0.752**				**0.752**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	**41**	0	41	**41**	0	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Left-Through		0							0				0				0	
	Through	723	2	362	43	766	383	144	900	2	450	43	943	2	472	-15	928	2	464
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	1486	2	**743**	17	1503	**752**	190	1744	2	**872**	17	1761	2	**881**	-7	1754	2	**877**
	Through-Right		0							0				0				0	
	Right	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	0	0	**79**	0	0	**79**	0	0	0	**83**	0	0	0	**83**	0	0	0	**83**
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	0	0	17	0	0	17	0	0	0	18	0	0	0	18	0	0	0	18
	Through-Right		0							0				0				0	
	Right	12	0	0	0	12	0	0	13	0	0	0	13	0	0	0	13	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		784	*North-South:*		793	*North-South:*			915	*North-South:*			924	*North-South:*			920
		East-West:		84	*East-West:*		84	*East-West:*			88	*East-West:*			88	*East-West:*			88
		SUM:		868	*SUM:*		877	*SUM:*			1003	*SUM:*			1012	*SUM:*			1008
VOLUME/CAPACITY *(V/C)* RATIO:				0.579			0.585				0.669				0.675				0.672
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.479**			**0.485**				**0.569**				**0.575**				**0.572**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	*Δv/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			2			2			2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	**23**	0	23	23	0	24	1	**24**	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	706	2	353	43	749	**375**	160	898	2	449	43	941	2	**471**	0	941	2	**471**
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	11	1	11	0	11	**11**	0	12	1	12	0	12	1	**12**	0	12	1	**12**
	Left-Through		0							0				0				0	
	Through	682	2	**341**	17	699	350	166	879	2	**440**	17	896	2	448	1	897	2	449
	Through-Right		0							0				0				0	
	Right	43	1	43	0	43	43	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	0	0	**62**	0	0	**62**	0	0	0	**65**	0	0	0	**65**	0	0	0	**65**
	Through-Right		0							0				0				0	
	Right	46	0	0	0	46	0	0	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		364	*North-South:*		386	*North-South:*			464	*North-South:*			483	*North-South:*			483
		East-West:		62	*East-West:*		62	*East-West:*			65	*East-West:*			65	*East-West:*			65
		SUM:		426	*SUM:*		448	*SUM:*			529	*SUM:*			548	*SUM:*			548
VOLUME/CAPACITY (V/C) RATIO:				0.284			0.299				0.353				0.365				0.365
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.184**			**0.199**				**0.253**				**0.265**				**0.265**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	∆*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	1516	2	**758**	43	1559	**780**	164	1749	2	**875**	43	1792	2	**896**	7	1799	2	**900**
	Through-Right		0							0				0				0	
	Right	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Left-Through		0							0				0				0	
	Through	866	2	433	17	883	442	171	1077	2	539	17	1094	2	547	8	1102	2	551
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	44	0	44	0	44	44	0	46	0	46	0	46	0	46	0	46	0	46
	Left-Through		0							0				0				0	
	Through	4	0	**88**	0	4	**88**	0	4	0	**92**	0	4	0	**92**	0	4	0	**92**
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	0	42	0	0	0	42	0	0	0	42	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		0							0				0				0	
	Through	0	0	27	0	0	27	0	0	0	28	0	0	0	28	0	0	0	28
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	762		*North-South:*	784			*North-South:*	879			*North-South:*	900			*North-South:*	904
			East-West:	98		*East-West:*	98			*East-West:*	102			*East-West:*	102			*East-West:*	102
			SUM:	860		*SUM:*	882			*SUM:*	981			*SUM:*	1002			*SUM:*	1006
VOLUME/CAPACITY (V/C) RATIO:				0.573			0.588				0.654				0.668				0.671
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.473**			**0.488**				**0.554**				**0.568**				**0.571**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	*Δv/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	**16**	0	16	**16**	0	17	1	**17**	0	17	1	**17**	0	17	1	**17**
	Left-Through		0							0				0				0	
	Through	683	2	342	26	709	355	119	833	2	417	26	859	2	430	-8	851	2	426
	Through-Right		0							0				0				0	
	Right	59	1	59	0	59	59	38	100	1	100	0	100	1	100	0	100	1	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	1	57	0	57	57	50	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	1298	2	**649**	0	1298	**649**	135	1492	2	**746**	0	1492	2	**746**	0	1492	2	**746**
	Through-Right		0							0				0				0	
	Right	49	1	49	0	49	49	38	89	1	89	0	89	1	89	0	89	1	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	0	**8**	0	8	**8**	31	39	0	**39**	0	39	0	**39**	0	39	0	**39**
	Left-Through		0							0				0				0	
	Through	15	0	46	0	15	46	0	16	0	79	0	16	0	79	0	16	0	79
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	0	54	0	54	54	6	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		0							0				0				0	
	Through	26	0	**118**	0	26	**118**	0	27	0	**137**	0	27	0	**137**	0	27	0	**137**
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	8	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		665	*North-South:*		665	*North-South:*			763	*North-South:*			763	*North-South:*			763
		East-West:		126	*East-West:*		126	*East-West:*			176	*East-West:*			176	*East-West:*			176
		SUM:		791	*SUM:*		791	*SUM:*			939	*SUM:*			939	*SUM:*			939
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.527				0.626				0.626				0.626
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.427**			**0.427**				**0.526**				**0.526**				**0.526**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	**22**	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0							0				0				0	
	Through	665	2	333	26	691	**346**	135	830	2	**415**	26	856	2	**428**	-1	855	2	**428**
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	5	78	1	78	0	78	1	78	0	78	1	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	1	37	0	37	**37**	6	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	701	2	**351**	0	701	351	139	872	2	436	0	872	2	436	0	872	2	436
	Through-Right		0							0				0				0	
	Right	38	1	38	0	38	38	38	78	1	78	0	78	1	78	0	78	1	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	0	**24**	0	24	**24**	31	56	0	**56**	0	56	0	**56**	0	56	0	**56**
	Left-Through		0							0				0				0	
	Through	18	0	74	0	18	74	0	19	0	108	0	19	0	108	0	19	0	108
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	0	59	0	59	59	18	80	0	80	0	80	0	80	0	80	0	80
	Left-Through		0							0				0				0	
	Through	28	0	**125**	0	28	**125**	0	29	0	**173**	0	29	0	**173**	0	29	0	**173**
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	24	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		373	*North-South:*		383	*North-South:*			460	*North-South:*			473	*North-South:*			473
		East-West:		149	*East-West:*		149	*East-West:*			229	*East-West:*			229	*East-West:*			229
		SUM:		522	*SUM:*		532	*SUM:*			689	*SUM:*			702	*SUM:*			702
VOLUME/CAPACITY (V/C) RATIO:				0.348			0.355				0.459				0.468				0.468
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.248**			**0.255**				**0.359**				**0.368**				**0.368**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	∆*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	1367	2	**684**	26	1393	**697**	139	1568	2	**784**	26	1594	2	**797**	-1	1593	2	**797**
	Through-Right		0							0				0				0	
	Right	55	1	55	0	55	55	5	63	1	63	0	63	1	63	0	63	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	**28**	0	28	**28**	6	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through		0							0				0				0	
	Through	873	2	437	0	873	437	144	1057	2	529	0	1057	2	529	0	1057	2	529
	Through-Right		0							0				0				0	
	Right	18	1	18	0	18	18	38	57	1	57	0	57	1	57	0	57	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	38	0	38	0	38	38	31	71	0	**71**	0	71	0	**71**	0	71	0	**71**
	Left-Through		0							0				0				0	
	Through	22	0	**93**	0	22	**93**	0	23	0	129	0	23	0	129	0	23	0	129
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	0	**23**	0	23	**23**	18	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		0							0				0				0	
	Through	18	0	73	0	18	73	0	19	0	**118**	0	19	0	**118**	0	19	0	**118**
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	24	57	0	0	0	57	0	0	0	57	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	712		*North-South:*	725			*North-South:*	819			*North-South:*	832			*North-South:*	832
			East-West:	116		*East-West:*	116			*East-West:*	189			*East-West:*	189			*East-West:*	189
			SUM:	828		*SUM:*	841			*SUM:*	1008			*SUM:*	1021			*SUM:*	1021
VOLUME/CAPACITY (V/C) RATIO:				0.552			0.561				0.672				0.681				0.681
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.452**			**0.461**				**0.572**				**0.581**				**0.581**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	*Δv/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	32	1	**32**	0	32	**32**	41	74	1	**74**	0	74	1	**74**	0	74	1	**74**
	Left-Through		0							0				0				0	
	Through	599	2	300	26	625	313	80	706	2	353	26	732	2	366	-8	724	2	362
	Through-Right		0							0				0				0	
	Right	41	1	41	0	41	41	8	51	1	51	0	51	1	51	0	51	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	48	0	48	48	11	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1238	2	**619**	0	1238	**619**	56	1351	2	**676**	0	1351	2	**676**	0	1351	2	**676**
	Through-Right		0							0				0				0	
	Right	67	1	67	0	67	67	74	144	1	144	0	144	1	144	0	144	1	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	0	24	0	24	24	72	97	0	97	0	97	0	97	0	97	0	97
	Left-Through		0							0				0				0	
	Through	26	0	**90**	0	26	**90**	0	27	0	**205**	0	27	0	**205**	0	27	0	**205**
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	39	81	0	0	0	81	0	0	0	81	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	62	0	**62**	0	62	**62**	4	69	0	**69**	0	69	0	**69**	0	69	0	**69**
	Left-Through		0							0				0				0	
	Through	25	0	123	0	25	123	0	26	0	138	0	26	0	138	0	26	0	138
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	5	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		651	North-South:		651	North-South:			750	North-South:			750	North-South:			750
		East-West:		152	East-West:		152	East-West:			274	East-West:			274	East-West:			274
		SUM:		803	SUM:		803	SUM:			1024	SUM:			1024	SUM:			1024
	VOLUME/CAPACITY (V/C) RATIO:			0.535			0.535				0.683				0.683				0.683
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.435			0.435				0.583				0.583				0.583
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	56	1	56	0	56	56	49	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	618	2	**309**	26	644	**322**	47	693	2	347	26	719	2	360	-1	718	2	359
	Through-Right		0							0				0				0	
	Right	110	1	110	0	110	110	4	119	1	119	0	119	1	119	0	119	1	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	86	1	**86**	0	86	**86**	6	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	609	2	305	0	609	305	62	699	2	**350**	0	699	2	**350**	0	699	2	**350**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	89	155	1	155	0	155	1	155	0	155	1	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	57	0	57	0	57	57	81	141	0	141	0	141	0	141	0	141	0	141
	Left-Through		0							0				0				0	
	Through	36	0	**164**	0	36	**164**	0	38	0	**297**	0	38	0	**297**	0	38	0	**297**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	44	118	0	0	0	118	0	0	0	118	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	86	0	**86**	0	86	**86**	9	99	0	**99**	0	99	0	**99**	0	99	0	**99**
	Left-Through		0							0				0				0	
	Through	31	0	166	0	31	166	0	32	0	194	0	32	0	194	0	32	0	194
	Through-Right		0							0				0				0	
	Right	49	0	0	0	49	0	12	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		395	*North-South:*		408	*North-South:*			458	*North-South:*			458	*North-South:*			458
		East-West:		250	*East-West:*		250	*East-West:*			396	*East-West:*			396	*East-West:*			396
		SUM:		645	*SUM:*		658	*SUM:*			854	*SUM:*			854	*SUM:*			854
	VOLUME/CAPACITY (V/C) RATIO:			0.430			0.439				0.569				0.569				0.569
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.330			0.339				0.469				0.469				0.469
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	37	1	37	0	37	37	49	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	1165	2	**583**	26	1191	**596**	51	1269	2	**635**	26	1295	2	**648**	-1	1294	2	**647**
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	4	77	1	77	0	77	1	77	0	77	1	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	1	**33**	0	33	**33**	6	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	780	2	390	0	780	390	67	883	2	442	0	883	2	442	0	883	2	442
	Through-Right		0							0				0				0	
	Right	69	1	69	0	69	69	89	161	1	161	0	161	1	161	0	161	1	161
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	109	0	**109**	0	109	**109**	81	195	0	195	0	195	0	195	0	195	0	195
	Left-Through		0							0				0				0	
	Through	28	0	227	0	28	227	0	29	0	**362**	0	29	0	**362**	0	29	0	**362**
	Through-Right		0							0				0				0	
	Right	90	0	0	0	90	0	44	138	0	0	0	138	0	0	0	138	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	0	48	0	48	48	9	59	0	**59**	0	59	0	**59**	0	59	0	**59**
	Left-Through		0							0				0				0	
	Through	12	0	**170**	0	12	**170**	0	13	0	199	0	13	0	199	0	13	0	199
	Through-Right		0							0				0				0	
	Right	110	0	0	0	110	0	12	127	0	0	0	127	0	0	0	127	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		616	*North-South:*		629	*North-South:*			676	*North-South:*			689	*North-South:*			688
		East-West:		279	*East-West:*		279	*East-West:*			421	*East-West:*			421	*East-West:*			421
		SUM:		895	*SUM:*		908	*SUM:*			1097	*SUM:*			1110	*SUM:*			1109
	VOLUME/CAPACITY (V/C) RATIO:			0.597			0.605				0.731				0.740				0.739
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.497**			**0.505**				**0.631**				**0.640**				**0.639**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	0	0	**75**	0	0	**101**	0	0	0	**79**	0	0	0	**105**	0	0	0	**97**
	Through-Right		0							0				0				0	
	Right	58	0	0	26	84	0	0	61	0	0	26	87	0	0	-8	79	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1230	2	615	0	1230	615	97	1383	2	692	0	1383	2	692	0	1383	2	692
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	55	0	55	55	0	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	1472	2	**736**	0	1472	**736**	84	1623	2	**812**	0	1623	2	**812**	0	1623	2	**812**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		75	*North-South:*		101	*North-South:*			79	*North-South:*			105	*North-South:*			97
		East-West:		736	*East-West:*		736	*East-West:*			812	*East-West:*			812	*East-West:*			812
		SUM:		811	*SUM:*		837	*SUM:*			891	*SUM:*			917	*SUM:*			909
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.698				0.743				0.764				0.758
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.698				0.743				0.764				0.758
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	∆*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			0			0				0				0				0
			0			0				0				0				0
	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
			0			0				0				0				0
			1200			#####				1200				1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through		0							0				0				0	
	Through	0	0	**63**	0	0	**89**	0	0	0	**65**	0	0	0	**91**	0	0	0	**90**
	Through-Right		0							0				0				0	
	Right	32	0	0	26	58	0	0	33	0	0	26	59	0	0	-1	58	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	937	2	469	0	937	469	87	1067	2	534	0	1067	2	534	0	1067	2	534
	Through-Right		0							0				0				0	
	Right	33	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	47	0	47	47	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	1186	2	**593**	0	1186	**593**	99	1339	2	**670**	0	1339	2	**670**	0	1339	2	**670**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		63	*North-South:*		89	*North-South:*			65	*North-South:*			91	*North-South:*			90
		East-West:		593	*East-West:*		593	*East-West:*			670	*East-West:*			670	*East-West:*			670
		SUM:		656	*SUM:*		682	*SUM:*			735	*SUM:*			761	*SUM:*			760
VOLUME/CAPACITY (V/C) RATIO:				0.547			0.568				0.613				0.634				0.633
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.547			0.568				0.613				0.634				0.633
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	*Δv/c* after mitigation:	0.020
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			1200			#####			1200			1200			1200				1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through		0							0				0				0	
	Through	0	0	**59**	0	0	**85**	0	0	0	**62**	0	0	0	**88**	0	0	0	**87**
	Through-Right		0							0				0				0	
	Right	45	0	0	26	71	0	0	47	0	0	26	73	0	0	-1	72	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1324	2	662	0	1324	662	87	1471	2	736	0	1471	2	736	0	1471	2	736
	Through-Right		0							0				0				0	
	Right	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	1379	2	**690**	0	1379	**690**	99	1541	2	**771**	0	1541	2	**771**	0	1541	2	**771**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		59	*North-South:*		85	*North-South:*			62	*North-South:*			88	*North-South:*			87
		East-West:		690	*East-West:*		690	*East-West:*			771	*East-West:*			771	*East-West:*			771
		SUM:		749	*SUM:*		775	*SUM:*			833	*SUM:*			859	*SUM:*			858
VOLUME/CAPACITY (V/C) RATIO:				0.624			0.646				0.694				0.716				0.715
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.624			0.646				0.694				0.716				0.715
LEVEL OF SERVICE (LOS):				B			B				B				C				C

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.022	∆*v/c* after mitigation:	0.021
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	104	0	104	0	104	104	0	109	0	109	0	109	0	109	0	109	0	109
	Left-Through		0							0				0				0	
	Through	113	0	**339**	0	113	**339**	0	118	0	**355**	0	118	0	**355**	0	118	0	**355**
	Through-Right		0							0				0				0	
	Right	122	0	0	0	122	0	0	128	0	0	0	128	0	0	0	128	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	19	0	**19**	0	19	**19**	0	20	0	**20**	0	20	0	**20**	0	20	0	**20**
	Left-Through		0							0				0				0	
	Through	56	0	238	0	56	238	0	59	0	249	0	59	0	249	0	59	0	249
	Through-Right		0							0				0				0	
	Right	163	0	0	0	163	0	0	170	0	0	0	170	0	0	0	170	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	112	1	**112**	0	112	**112**	0	117	1	**117**	0	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	1021	2	511	26	1047	524	97	1165	2	583	26	1191	2	596	-8	1183	2	592
	Through-Right		0							0				0				0	
	Right	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	1191	2	**596**	0	1191	**596**	84	1329	2	**665**	0	1329	2	**665**	0	1329	2	**665**
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		358	*North-South:*		358	*North-South:*			375	*North-South:*			375	*North-South:*			375
		East-West:		708	*East-West:*		708	*East-West:*			782	*East-West:*			782	*East-West:*			782
		SUM:		1066	*SUM:*		1066	*SUM:*			1157	*SUM:*			1157	*SUM:*			1157
VOLUME/CAPACITY *(V/C)* RATIO:				0.711			0.711				0.771				0.771				0.771
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.611**			**0.611**				**0.671**				**0.671**				**0.671**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through		0							0				0				0	
	Through	193	0	**447**	0	193	**447**	0	202	0	**467**	0	202	0	**467**	0	202	0	**467**
	Through-Right		0							0				0				0	
	Right	138	0	0	0	138	0	0	144	0	0	0	144	0	0	0	144	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	**30**	0	30	**30**	0	31	0	**31**	0	31	0	**31**	0	31	0	**31**
	Left-Through		0							0				0				0	
	Through	61	0	244	0	61	244	0	64	0	255	0	64	0	255	0	64	0	255
	Through-Right		0							0				0				0	
	Right	153	0	0	0	153	0	0	160	0	0	0	160	0	0	0	160	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	111	1	**111**	0	111	**111**	0	116	1	**116**	0	116	1	**116**	0	116	1	**116**
	Left-Through		0							0				0				0	
	Through	780	2	390	26	806	403	87	903	2	452	26	929	2	465	-1	928	2	464
	Through-Right		0							0				0				0	
	Right	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	842	2	**421**	0	842	**421**	99	979	2	**490**	0	979	2	**490**	0	979	2	**490**
	Through-Right		0							0				0				0	
	Right	22	1	22	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		477	*North-South:*		477	*North-South:*			498	*North-South:*			498	*North-South:*			498
		East-West:		532	*East-West:*		532	*East-West:*			606	*East-West:*			606	*East-West:*			606
		SUM:		1009	*SUM:*		1009	*SUM:*			1104	*SUM:*			1104	*SUM:*			1104
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.673				0.736				0.736				0.736
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.573**				**0.636**				**0.636**				**0.636**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	119	0	119	0	119	119	0	124	0	124	0	124	0	124	0	124	0	124
	Left-Through		0							0				0				0	
	Through	89	0	**337**	0	89	**337**	0	93	0	**352**	0	93	0	**352**	0	93	0	**352**
	Through-Right		0							0				0				0	
	Right	129	0	0	0	129	0	0	135	0	0	0	135	0	0	0	135	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	25	0	**25**	0	25	**25**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	51	0	204	0	51	204	0	53	0	213	0	53	0	213	0	53	0	213
	Through-Right		0							0				0				0	
	Right	128	0	0	0	128	0	0	134	0	0	0	134	0	0	0	134	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	114	1	114	0	114	114	0	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	1230	2	**615**	26	1256	**628**	87	1373	2	**687**	26	1399	2	**700**	-1	1398	2	**699**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	1007	2	504	0	1007	504	99	1152	2	576	0	1152	2	576	0	1152	2	576
	Through-Right		0							0				0				0	
	Right	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		362	*North-South:*		362	*North-South:*			378	*North-South:*			378	*North-South:*			378
		East-West:		668	*East-West:*		681	*East-West:*			742	*East-West:*			755	*East-West:*			754
		SUM:		1030	*SUM:*		1043	*SUM:*			1120	*SUM:*			1133	*SUM:*			1132
VOLUME/CAPACITY (V/C) RATIO:				0.687			0.695				0.747				0.755				0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.587**			**0.595**				**0.647**				**0.655**				**0.655**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	*Δv/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases				4			4			4			4						4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0						0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	**105**	0	105	**105**	0	110	1	**110**	0	110	1	**110**	0	110	1	**110**
	Left-Through		0							0				0				0	
	Through	569	2	285	0	569	285	54	649	2	325	0	649	2	325	0	649	2	325
	Through-Right		0							0				0				0	
	Right	45	1	16	0	45	16	0	47	1	16	0	47	1	16	0	47	1	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	113	0	113	113	0	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	904	2	**452**	0	904	**452**	37	982	2	**491**	0	982	2	**491**	0	982	2	**491**
	Through-Right		0							0				0				0	
	Right	185	1	92	0	185	79	63	256	1	121	0	256	1	108	0	256	1	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	187	1	**187**	26	213	**213**	74	270	1	**270**	26	296	1	**296**	-8	288	1	**288**
	Left-Through		0							0				0				0	
	Through	547	1	336	0	547	336	2	574	1	352	0	574	1	352	0	574	1	352
	Through-Right		1							1				1				1	
	Right	124	0	124	0	124	124	0	130	0	130	0	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	1	59	0	59	59	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	758	1	**451**	0	758	**451**	2	795	1	**473**	0	795	1	**473**	0	795	1	**473**
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		557	*North-South:*		557	*North-South:*			601	*North-South:*			601	*North-South:*			601
		East-West:		638	*East-West:*		664	*East-West:*			743	*East-West:*			769	*East-West:*			761
		SUM:		1195	*SUM:*		1221	*SUM:*			1344	*SUM:*			1370	*SUM:*			1362
VOLUME/CAPACITY *(V/C)* RATIO:				0.869			0.888				0.977				0.996				0.991
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.769**			**0.788**				**0.877**				**0.896**				**0.891**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	∆*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	105	1	105	0	105	105	0	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	627	2	**314**	0	627	**314**	39	695	2	**348**	0	695	2	**348**	0	695	2	**348**
	Through-Right		0							0				0				0	
	Right	47	1	34	0	47	34	0	49	1	35	0	49	1	35	0	49	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	**82**	0	82	**82**	0	86	1	**86**	0	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	526	2	263	0	526	263	42	592	2	296	0	592	2	296	0	592	2	296
	Through-Right		0							0				0				0	
	Right	211	1	131	0	211	118	74	295	1	182	0	295	1	169	0	295	1	169
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	161	1	**161**	26	187	**187**	59	227	1	**227**	26	253	1	**253**	-1	252	1	**252**
	Left-Through		0							0				0				0	
	Through	387	1	257	0	387	257	3	408	1	271	0	408	1	271	0	408	1	271
	Through-Right		1							1				1				1	
	Right	127	0	127	0	127	127	0	133	0	133	0	133	0	133	0	133	0	133
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	398	1	**241**	0	398	**241**	3	419	1	**254**	0	419	1	**254**	0	419	1	**254**
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	396		*North-South:*	396		*North-South:*	434			*North-South:*	434			*North-South:*	434		
		East-West:	402		*East-West:*	428		*East-West:*	481			*East-West:*	507			*East-West:*	506		
		SUM:	798		*SUM:*	824		*SUM:*	915			*SUM:*	941			*SUM:*	940		
	VOLUME/CAPACITY (V/C) RATIO:		0.580			0.599			0.665				0.684				0.684		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.480**			**0.499**			**0.565**				**0.584**				**0.584**		
	LEVEL OF SERVICE (LOS):		**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	*Δv/c* after mitigation:	0.019
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	1	127	0	127	127	0	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	976	2	488	0	976	488	43	1064	2	532	0	1064	2	532	0	1064	2	532
	Through-Right		0							0				0				0	
	Right	54	1	34	0	54	34	0	56	1	35	0	56	1	35	0	56	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	135	1	135	0	135	135	0	141	1	141	0	141	1	141	0	141	1	141
	Left-Through		0							0				0				0	
	Through	682	2	341	0	682	341	47	760	2	380	0	760	2	380	0	760	2	380
	Through-Right		0							0				0				0	
	Right	197	1	89	0	197	76	74	280	1	137	0	280	1	124	0	280	1	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	217	1	217	26	243	243	59	286	1	286	26	312	1	312	-1	311	1	311
	Left-Through		0							0				0				0	
	Through	914	1	516	0	914	516	3	959	1	541	0	959	1	541	0	959	1	541
	Through-Right		1							1				1				1	
	Right	118	0	118	0	118	118	0	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	41	0	41	41	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	512	1	321	0	512	321	3	538	1	337	0	538	1	337	0	538	1	337
	Through-Right		1							1				1				1	
	Right	130	0	130	0	130	130	0	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		623	North-South:		623	North-South:			673	North-South:			673	North-South:			673
		East-West:		557	East-West:		564	East-West:			623	East-West:			649	East-West:			648
		SUM:		1180	SUM:		1187	SUM:			1296	SUM:			1322	SUM:			1321
VOLUME/CAPACITY (V/C) RATIO:				0.858			0.863				0.943				0.961				0.961
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.758			0.763				0.843				0.861				0.861
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	$\Delta v/c$ after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	68	0	**68**	0	68	**68**	0	71	0	**71**	0	71	0	**71**	0	71	0	**71**
	Left-Through		1							1				1				1	
	Through	18	0	86	0	18	86	0	19	0	90	0	19	0	90	0	19	0	90
	Through-Right		0							0				0				0	
	Right	281	1	84	0	281	84	0	294	1	88	0	294	1	88	0	294	1	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	11	0	**35**	0	11	**35**	0	12	0	**37**	0	12	0	**37**	0	12	0	**37**
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	106	0	**200**	0	106	**200**	0	111	0	**209**	0	111	0	**209**	0	111	0	**209**
	Through-Right		0							0				0				0	
	Right	65	0	0	0	65	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	394	1	**394**	0	394	**394**	0	412	1	**412**	0	412	1	**412**	0	412	1	**412**
	Left-Through		0							0				0				0	
	Through	105	1	105	0	105	105	0	110	1	110	0	110	1	110	0	110	1	110
	Through-Right		0							0				0				0	
	Right	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		103	*North-South:*		103	*North-South:*			108	*North-South:*			108	*North-South:*			108
		East-West:		594	*East-West:*		594	*East-West:*			621	*East-West:*			621	*East-West:*			621
		SUM:		697	*SUM:*		697	*SUM:*			729	*SUM:*			729	*SUM:*			729
	VOLUME/CAPACITY *(V/C)* RATIO:			0.581			0.581				0.608				0.608				0.608
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.581			0.581				0.608				0.608				0.608
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		1							1				1				1	
	Through	11	0	50	0	11	50	0	12	0	53	0	12	0	53	0	12	0	53
	Through-Right		0							0				0				0	
	Right	307	1	**177**	0	307	**177**	0	321	1	**185**	0	321	1	**185**	0	321	1	**185**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	0	**37**	0	37	**37**	0	39	0	**39**	0	39	0	**39**	0	39	0	**39**
	Left-Through		0							0				0				0	
	Through	15	0	75	0	15	75	0	16	0	79	0	16	0	79	0	16	0	79
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	90	0	**168**	0	90	**168**	0	94	0	**176**	0	94	0	**176**	0	94	0	**176**
	Through-Right		0							0				0				0	
	Right	62	0	0	0	62	0	0	65	0	0	0	65	0	0	0	65	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	260	1	**260**	0	260	**260**	0	272	1	**272**	0	272	1	**272**	0	272	1	**272**
	Left-Through		0							0				0				0	
	Through	108	1	108	0	108	108	0	113	1	113	0	113	1	113	0	113	1	113
	Through-Right		0							0				0				0	
	Right	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		214	*North-South:*		214	*North-South:*			224	*North-South:*			224	*North-South:*			224
		East-West:		428	*East-West:*		428	*East-West:*			448	*East-West:*			448	*East-West:*			448
		SUM:		642	*SUM:*		642	*SUM:*			672	*SUM:*			672	*SUM:*			672
VOLUME/CAPACITY (V/C) RATIO:				0.535			0.535				0.560				0.560				0.560
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.535				0.560				0.560				0.560
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	55	0	55	0	55	55	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		1							1				1				1	
	Through	19	0	74	0	19	74	0	20	0	78	0	20	0	78	0	20	0	78
	Through-Right		0							0				0				0	
	Right	450	1	283	0	450	283	0	471	1	296	0	471	1	296	0	471	1	296
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	0	40	40	0	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		0							0				0				0	
	Through	15	0	66	0	15	66	0	16	0	70	0	16	0	70	0	16	0	70
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	51	0	132	0	51	132	0	53	0	138	0	53	0	138	0	53	0	138
	Through-Right		0							0				0				0	
	Right	70	0	0	0	70	0	0	73	0	0	0	73	0	0	0	73	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	335	1	335	0	335	335	0	350	1	350	0	350	1	350	0	350	1	350
	Left-Through		0							0				0				0	
	Through	78	1	78	0	78	78	0	82	1	82	0	82	1	82	0	82	1	82
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		323	North-South:		323	North-South:			338	North-South:			338	North-South:			338
		East-West:		467	East-West:		467	East-West:			488	East-West:			488	East-West:			488
		SUM:		790	SUM:		790	SUM:			826	SUM:			826	SUM:			826
	VOLUME/CAPACITY (V/C) RATIO:			0.658			0.658				0.688				0.688				0.688
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.658			0.658				0.688				0.688				0.688
	LEVEL OF SERVICE (LOS):			B			B				B				B				B

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through		0							0				0				0	
	Through	277	1	165	0	277	165	110	400	1	227	0	400	1	227	0	400	1	227
	Through-Right		1							1				1				1	
	Right	52	0	52	0	52	52	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	91	0	91	91	2	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	654	1	**424**	0	654	**424**	66	750	1	**477**	0	750	1	**477**	0	750	1	**477**
	Through-Right		1							1				1				1	
	Right	194	0	194	0	194	194	0	203	0	203	0	203	0	203	0	203	0	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	**134**	0	134	**134**	0	140	1	**140**	0	140	1	**140**	0	140	1	**140**
	Left-Through		0							0				0				0	
	Through	243	1	243	0	243	243	0	254	1	254	0	254	1	254	0	254	1	254
	Through-Right		0							0				0				0	
	Right	13	1	9	0	13	9	0	14	1	10	0	14	1	10	0	14	1	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	123	1	123	0	123	123	0	129	1	129	0	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	309	1	**309**	0	309	**309**	0	323	1	**323**	0	323	1	**323**	0	323	1	**323**
	Through-Right		0							0				0				0	
	Right	139	1	94	0	139	94	1	146	1	98	0	146	1	98	0	146	1	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		432	*North-South:*		432	*North-South:*			485	*North-South:*			485	*North-South:*			485
		East-West:		443	*East-West:*		443	*East-West:*			463	*East-West:*			463	*East-West:*			463
		SUM:		875	*SUM:*		875	*SUM:*			948	*SUM:*			948	*SUM:*			948
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.636				0.689				0.689				0.689
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.536**			**0.536**				**0.589**				**0.589**				**0.589**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	340	1	**200**	0	340	**200**	36	392	1	**228**	0	392	1	**228**	0	392	1	**228**
	Through-Right		1							1				1				1	
	Right	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	110	1	**110**	0	110	**110**	2	117	1	**117**	0	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	258	1	177	0	258	177	48	318	1	209	0	318	1	209	0	318	1	209
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	138	1	**138**	0	138	**138**	0	144	1	**144**	0	144	1	**144**	0	144	1	**144**
	Left-Through		0							0				0				0	
	Through	287	1	287	0	287	287	0	300	1	300	0	300	1	300	0	300	1	300
	Through-Right		0							0				0				0	
	Right	42	1	34	0	42	34	0	44	1	35	0	44	1	35	0	44	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	298	1	**298**	0	298	**298**	0	312	1	**312**	0	312	1	**312**	0	312	1	**312**
	Through-Right		0							0				0				0	
	Right	150	1	95	0	150	95	4	161	1	103	0	161	1	103	0	161	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		310	*North-South:*		310	*North-South:*			345	*North-South:*			345	*North-South:*			345
		East-West:		436	*East-West:*		436	*East-West:*			456	*East-West:*			456	*East-West:*			456
		SUM:		746	*SUM:*		746	*SUM:*			801	*SUM:*			801	*SUM:*			801
VOLUME/CAPACITY (V/C) RATIO:				0.543			0.543				0.583				0.583				0.583
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.443**			**0.443**				**0.483**				**0.483**				**0.483**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	602	1	**332**	0	602	**332**	49	678	1	**371**	0	678	1	**371**	0	678	1	**371**
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	64	0	64	0	64	0	64	0	64	0	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	76	1	**76**	0	76	**76**	2	81	1	**81**	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	362	1	239	0	362	239	66	445	1	283	0	445	1	283	0	445	1	283
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	216	1	**216**	0	216	**216**	0	226	1	**226**	0	226	1	**226**	0	226	1	**226**
	Left-Through		0							0				0				0	
	Through	318	1	318	0	318	318	0	333	1	333	0	333	1	333	0	333	1	333
	Through-Right		0							0				0				0	
	Right	22	1	18	0	22	18	0	23	1	19	0	23	1	19	0	23	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	74	1	74	0	74	74	0	77	1	77	0	77	1	77	0	77	1	77
	Left-Through		0							0				0				0	
	Through	332	1	**332**	0	332	**332**	0	347	1	**347**	0	347	1	**347**	0	347	1	**347**
	Through-Right		0							0				0				0	
	Right	202	1	164	0	202	164	4	215	1	175	0	215	1	175	0	215	1	175
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	408		*North-South:*	408		*North-South:*	452			*North-South:*	452			*North-South:*	452		
		East-West:	548		*East-West:*	548		*East-West:*	573			*East-West:*	573			*East-West:*	573		
		SUM:	956		*SUM:*	956		*SUM:*	1025			*SUM:*	1025			*SUM:*	1025		
VOLUME/CAPACITY (V/C) RATIO:			0.695			0.695			0.745				0.745				0.745		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.595			0.595			0.645				0.645				0.645		
LEVEL OF SERVICE (LOS):			A			A			B				B				B		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	0	**71**	0	71	**71**	0	74	0	**74**	0	74	0	**74**	0	74	0	**74**
	Left-Through		0							0				0				0	
	Through	18	0	113	0	18	113	0	19	0	118	0	19	0	118	0	19	0	118
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through		0							0				0				0	
	Through	38	0	**107**	0	38	**107**	0	40	0	**112**	0	40	0	**112**	0	40	0	**112**
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	271	0	**359**	0	271	**359**	2	285	0	**377**	0	285	0	**377**	0	285	0	**377**
	Through-Right		0							0				0				0	
	Right	75	0	0	0	75	0	0	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	505	2	185	0	505	194	1	529	2	194	0	529	2	203	0	529	2	200
	Through-Right		1							1				1				1	
	Right	51	0	51	26	77	77	0	53	0	53	26	79	0	79	-8	71	0	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	178		*North-South:*	178		*North-South:*	186			*North-South:*	186			*North-South:*	186		
		East-West:	459		*East-West:*	459		*East-West:*	482			*East-West:*	482			*East-West:*	482		
		SUM:	637		*SUM:*	637		*SUM:*	668			*SUM:*	668			*SUM:*	668		
VOLUME/CAPACITY *(V/C)* RATIO:			0.447			0.447			0.469				0.469				0.469		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.347**			**0.347**			**0.369**				**0.369**				**0.369**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	0	63	63	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through		0							0				0				0	
	Through	22	0	**113**	0	22	**113**	0	23	0	**118**	0	23	0	**118**	0	23	0	**118**
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	0	**41**	0	41	**41**	0	43	0	**43**	0	43	0	**43**	0	43	0	**43**
	Left-Through		0							0				0				0	
	Through	24	0	74	0	24	74	0	25	0	77	0	25	0	77	0	25	0	77
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	407	0	**467**	0	407	**467**	2	428	0	**491**	0	428	0	**491**	0	428	0	**491**
	Through-Right		0							0				0				0	
	Right	55	0	0	0	55	0	0	58	0	0	0	58	0	0	0	58	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	64	1	**64**	0	64	**64**	0	67	1	**67**	0	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	474	2	177	0	474	185	4	500	2	186	0	500	2	195	0	500	2	195
	Through-Right		1							1				1				1	
	Right	56	0	56	26	82	82	0	59	0	59	26	85	0	85	-1	84	0	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		154	*North-South:*		154	*North-South:*			161	*North-South:*			161	*North-South:*			161
		East-West:		531	*East-West:*		531	*East-West:*			558	*East-West:*			558	*East-West:*			558
		SUM:		685	*SUM:*		685	*SUM:*			719	*SUM:*			719	*SUM:*			719
VOLUME/CAPACITY (V/C) RATIO:				0.481			0.481				0.505				0.505				0.505
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.381**			**0.381**				**0.405**				**0.405**				**0.405**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	0	92	0	92	92	0	96	0	96	0	96	0	96	0	96	0	96
	Left-Through		0							0				0				0	
	Through	21	0	**163**	0	21	**163**	0	22	0	**170**	0	22	0	**170**	0	22	0	**170**
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		0							0				0				0	
	Through	25	0	43	0	25	43	0	26	0	44	0	26	0	44	0	26	0	44
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	416	0	**464**	0	416	**464**	2	437	0	**487**	0	437	0	**487**	0	437	0	**487**
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	**41**	0	41	**41**	0	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Left-Through		0							0				0				0	
	Through	562	2	201	0	562	210	4	592	2	212	0	592	2	220	0	592	2	220
	Through-Right		1							1				1				1	
	Right	41	0	41	26	67	67	0	43	0	43	26	69	0	69	-1	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		173	*North-South:*		173	*North-South:*			180	*North-South:*			180	*North-South:*			180
		East-West:		505	*East-West:*		505	*East-West:*			530	*East-West:*			530	*East-West:*			530
		SUM:		678	*SUM:*		678	*SUM:*			710	*SUM:*			710	*SUM:*			710
VOLUME/CAPACITY (V/C) RATIO:				0.476			0.476				0.498				0.498				0.498
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.376**			**0.376**				**0.398**				**0.398**				**0.398**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	234	1	234	26	260	260	0	245	1	245	26	271	1	271	-8	263	1	263
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	394	1	**338**	0	394	**338**	0	412	1	**353**	0	412	1	**353**	0	412	1	**353**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	210	0	**336**	0	210	**336**	2	222	0	**354**	0	222	0	**354**	0	222	0	**354**
	Through-Right		1							1				1				1	
	Right	126	0	0	0	126	0	0	132	0	0	0	132	0	0	0	132	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	113	1	**113**	0	113	**113**	0	118	1	**118**	0	118	1	**118**	0	118	1	**118**
	Left-Through		0							0				0				0	
	Through	429	2	215	0	429	215	1	450	2	225	0	450	2	225	0	450	2	225
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		338	*North-South:*		338	*North-South:*			353	*North-South:*			353	*North-South:*			353
		East-West:		449	*East-West:*		449	*East-West:*			472	*East-West:*			472	*East-West:*			472
		SUM:		787	*SUM:*		787	*SUM:*			825	*SUM:*			825	*SUM:*			825
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.656				0.688				0.688				0.688
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.656				0.688				0.688				0.688
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	150	1	150	26	176	176	0	157	1	157	26	183	1	183	-1	182	1	182
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	342	1	**256**	0	342	**256**	0	358	1	**268**	0	358	1	**268**	0	358	1	**268**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	248	0	**466**	0	248	**466**	2	261	0	**489**	0	261	0	**489**	0	261	0	**489**
	Through-Right		1							1				1				1	
	Right	218	0	0	0	218	0	0	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	172	1	**172**	0	172	**172**	0	180	1	**180**	0	180	1	**180**	0	180	1	**180**
	Left-Through		0							0				0				0	
	Through	417	2	209	0	417	209	4	440	2	220	0	440	2	220	0	440	2	220
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		256	*North-South:*		256	*North-South:*			268	*North-South:*			268	*North-South:*			268
		East-West:		638	*East-West:*		638	*East-West:*			669	*East-West:*			669	*East-West:*			669
		SUM:		894	*SUM:*		894	*SUM:*			937	*SUM:*			937	*SUM:*			937
VOLUME/CAPACITY (V/C) RATIO:				0.745			0.745				0.781				0.781				0.781
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.745			0.745				0.781				0.781				0.781
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	164	1	164	26	190	190	0	171	1	171	26	197	1	197	-1	196	1	196
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	311	1	**246**	0	311	**246**	0	325	1	**257**	0	325	1	**257**	0	325	1	**257**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	297	0	**476**	0	297	**476**	2	313	0	**500**	0	313	0	**500**	0	313	0	**500**
	Through-Right		1							1				1				1	
	Right	179	0	0	0	179	0	0	187	0	0	0	187	0	0	0	187	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	130	1	**130**	0	130	**130**	0	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	427	2	214	0	427	214	4	451	2	226	0	451	2	226	0	451	2	226
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		246	*North-South:*		246	*North-South:*			257	*North-South:*			257	*North-South:*			257
		East-West:		606	*East-West:*		606	*East-West:*			636	*East-West:*			636	*East-West:*			636
		SUM:		852	*SUM:*		852	*SUM:*			893	*SUM:*			893	*SUM:*			893
VOLUME/CAPACITY (V/C) RATIO:				0.710			0.710				0.744				0.744				0.744
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.710				0.744				0.744				0.744
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	173	1	**173**	33	206	**206**	0	181	1	**181**	33	214	1	**214**	-20	194	1	**194**
Left-Through		0							0				0				0	
Through	375	2	188	0	375	188	0	392	2	196	0	392	2	196	0	392	2	196
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	2145	1	**1085**	0	2145	**1085**	0	2243	1	**1134**	0	2243	1	**1134**	0	2243	1	**1134**
Through-Right		1							1				1				1	
Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	3	1	**3**	0	3	**3**	0	3	1	**3**	0	3	1	**3**	0	3	1	**3**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	139	1	0	33	172	0	0	145	1	0	33	178	1	0	-20	158	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		1258	*North-South:*		1291	*North-South:*			1315	*North-South:*			1348	*North-South:*			1328
	East-West:		3	*East-West:*		3	*East-West:*			3	*East-West:*			3	*East-West:*			3
	SUM:		1261	*SUM:*		1294	*SUM:*			1318	*SUM:*			1351	*SUM:*			1331
VOLUME/CAPACITY *(V/C)* RATIO:			0.885			0.908				0.925				0.948				0.934
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.785**			**0.808**				**0.825**				**0.848**				**0.834**
LEVEL OF SERVICE (LOS):			**C**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.023**	**$\Delta v/c$ after mitigation:**	**0.009**
Significant impacted?	**YES**	**Fully mitigated?**	**YES**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0		EB-- 3	WB--	0		EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	209	1	**209**	33	242	**242**	0	219	1	**219**	33	252	1	**252**	10	262	1	**262**
	Left-Through		0							0				0				0	
	Through	435	2	218	0	435	218	0	455	2	228	0	455	2	228	0	455	2	228
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	535	1	**276**	0	535	**276**	0	559	1	**289**	0	559	1	**289**	0	559	1	**289**
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	**15**	0	15	**15**	0	16	1	**16**	0	16	1	**16**	0	16	1	**16**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	206	1	0	33	239	0	0	215	1	0	33	248	1	0	10	258	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		485	*North-South:*		518	*North-South:*			508	*North-South:*			541	*North-South:*			551
		East-West:		15	*East-West:*		15	*East-West:*			16	*East-West:*			16	*East-West:*			16
		SUM:		500	*SUM:*		533	*SUM:*			524	*SUM:*			557	*SUM:*			567
VOLUME/CAPACITY (V/C) RATIO:				0.351			0.374				0.368				0.391				0.398
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.251**			**0.274**				**0.268**				**0.291**				**0.298**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	*Δv/c* after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	33	103	103	0	73	1	73	33	106	1	106	-10	96	1	96
	Left-Through		0							0				0				0	
	Through	1802	2	**901**	0	1802	**901**	0	1884	2	**942**	0	1884	2	**942**	0	1884	2	**942**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	962	1	483	0	962	483	0	1006	1	505	0	1006	1	505	0	1006	1	505
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	128	1	**58**	33	161	**58**	0	134	1	**61**	33	167	1	**61**	-10	157	1	**61**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		901	*North-South:*		901	*North-South:*			942	*North-South:*			942	*North-South:*			942
		East-West:		58	*East-West:*		58	*East-West:*			61	*East-West:*			61	*East-West:*			61
		SUM:		959	*SUM:*		959	*SUM:*			1003	*SUM:*			1003	*SUM:*			1003
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.673				0.704				0.704				0.704
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.573**				**0.604**				**0.604**				**0.604**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 3 WB--		0	NB-- 0 SB-- EB-- 3 WB--		0	NB-- 0 SB-- EB-- 3 WB--		0		NB-- 0 SB-- EB-- 3 WB--		0		NB-- 0 SB-- EB-- 3 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	242	1	**242**	0	242	**242**	0	253	1	**253**	0	253	1	**253**	0	253	1	**253**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	275	0	177	0	275	177	42	330	0	223	0	330	0	223	0	330	0	223
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	974	1	974	33	1007	1007	0	1018	1	1018	33	1051	1	1051	-20	1031	1	1031
	Through-Right		0							0				0				0	
	Right	1355	1	**1113**	0	1355	**1113**	0	1417	1	**1164**	0	1417	1	**1164**	0	1417	1	**1164**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	196	1	**196**	0	196	**196**	9	214	1	**214**	0	214	1	**214**	0	214	1	**214**
	Left-Through		0							0				0				0	
	Through	294	2	147	33	327	164	0	307	2	154	33	340	2	170	-20	320	2	160
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		242	*North-South:*		242	*North-South:*		253		*North-South:*		253		*North-South:*		253	
		East-West:		1309	*East-West:*		1309	*East-West:*		1378		*East-West:*		1378		*East-West:*		1378	
		SUM:		1551	*SUM:*		1551	*SUM:*		1631		*SUM:*		1631		*SUM:*		1631	
	VOLUME/CAPACITY *(V/C)* RATIO:			1.088			1.088			1.145				1.145					1.145
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.988**			**0.988**			**1.045**				**1.045**					**1.045**
	LEVEL OF SERVICE (LOS):			**E**			**E**			**F**				**F**					**F**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	**183**	0	242	**183**	0	253	1	**198**	0	253	1	**198**	0	253	1	**198**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	124	0	183	0	124	183	13	143	0	198	0	143	0	198	0	143	0	198
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	352	1	**352**	33	385	**385**	0	368	1	**368**	33	401	1	**401**	10	411	1	**411**
	Through-Right		0							0				0				0	
	Right	368	1	185	0	368	185	0	385	1	187	0	385	1	187	0	385	1	187
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	151	1	**151**	0	151	**151**	44	202	1	**202**	0	202	1	**202**	0	202	1	**202**
	Left-Through		0							0				0				0	
	Through	397	2	199	33	430	215	0	415	2	208	33	448	2	224	10	458	2	229
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		183	*North-South:*		183	*North-South:*			198	*North-South:*			198	*North-South:*			198
		East-West:		503	*East-West:*		536	*East-West:*			570	*East-West:*			603	*East-West:*			613
		SUM:		686	*SUM:*		719	*SUM:*			768	*SUM:*			801	*SUM:*			811
VOLUME/CAPACITY (V/C) RATIO:				0.481			0.505				0.539				0.562				0.569
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.381**			**0.405**				**0.439**				**0.462**				**0.469**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	*Δv/c* after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1356	1	**735**	0	1356	**735**	0	1418	1	**775**	0	1418	1	**775**	0	1418	1	**775**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	114	0	735	0	114	735	13	132	0	775	0	132	0	775	0	132	0	775
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	315	1	**315**	33	348	**348**	0	329	1	**329**	33	362	1	**362**	-10	352	1	**352**
	Through-Right		0							0				0				0	
	Right	773	1	38	0	773	38	0	808	1	33	0	808	1	33	0	808	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	79	1	**79**	0	79	**79**	44	127	1	**127**	0	127	1	**127**	0	127	1	**127**
	Left-Through		0							0				0				0	
	Through	514	2	257	33	547	274	0	537	2	269	33	570	2	285	-10	560	2	280
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	735		*North-South:*	735		*North-South:*		775		*North-South:*		775		*North-South:*		775
			East-West:	394		*East-West:*	427		*East-West:*		456		*East-West:*		489		*East-West:*		479
			SUM:	1129		*SUM:*	1162		*SUM:*		1231		*SUM:*		1264		*SUM:*		1254
VOLUME/CAPACITY (V/C) RATIO:				0.792			0.815				0.864				0.887				0.880
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.692**			**0.715**				**0.764**				**0.787**				**0.780**
LEVEL OF SERVICE (LOS):				**B**			**C**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	∆*v/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	231	1	**123**	33	264	**139**	0	242	1	**129**	33	275	1	**145**	-20	255	1	**135**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	14	0	123	0	14	139	0	15	0	129	0	15	0	145	0	15	0	135
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	537	2	**269**	0	537	**269**	42	604	2	**302**	0	604	2	**302**	0	604	2	**302**
	Through-Right		0							0				0				0	
	Right	675	1	0	33	708	0	0	706	1	0	33	739	1	0	-20	719	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	**20**	0	20	**20**	0	21	1	**21**	0	21	1	**21**	0	21	1	**21**
	Left-Through		0							0				0				0	
	Through	273	2	137	0	273	137	9	294	2	147	0	294	2	147	0	294	2	147
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		123	*North-South:*		139	*North-South:*			129	*North-South:*			145	*North-South:*			135
		East-West:		289	*East-West:*		289	*East-West:*			323	*East-West:*			323	*East-West:*			323
		SUM:		412	*SUM:*		428	*SUM:*			452	*SUM:*			468	*SUM:*			458
VOLUME/CAPACITY *(V/C)* RATIO:				0.343			0.357				0.377				0.390				0.382
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.357				0.377				0.390				0.382
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0		EB-- 1	WB--	0		EB-- 1	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	348	1	**182**	33	381	**198**	0	364	1	**190**	33	397	1	**207**	10	407	1	**212**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	15	0	182	0	15	198	0	16	0	190	0	16	0	207	0	16	0	212
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	173	2	**87**	0	173	**87**	13	194	2	**97**	0	194	2	**97**	0	194	2	**97**
	Through-Right		0							0				0				0	
	Right	348	1	0	33	381	0	0	364	1	0	33	397	1	0	10	407	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	35	1	**35**	0	35	**35**	0	37	1	**37**	0	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	208	2	104	0	208	104	44	262	2	131	0	262	2	131	0	262	2	131
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		182	*North-South:*		198	*North-South:*			190	*North-South:*			207	*North-South:*			212
		East-West:		122	*East-West:*		122	*East-West:*			134	*East-West:*			134	*East-West:*			134
		SUM:		304	*SUM:*		320	*SUM:*			324	*SUM:*			341	*SUM:*			346
VOLUME/CAPACITY (V/C) RATIO:				0.253			0.267				0.270				0.284				0.288
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.253			0.267				0.270				0.284				0.288
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	$\Delta v/c$ after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	1	**96**	33	210	**113**	0	185	1	**101**	33	218	1	**117**	-10	208	1	**112**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	15	0	96	0	15	113	0	16	0	101	0	16	0	117	0	16	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	203	2	102	0	203	102	13	225	2	113	0	225	2	113	0	225	2	113
	Through-Right		0							0				0				0	
	Right	248	1	0	33	281	0	0	259	1	0	33	292	1	0	-10	282	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	412	2	**206**	0	412	**206**	44	475	2	**238**	0	475	2	**238**	0	475	2	**238**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		96	*North-South:*		113	*North-South:*			101	*North-South:*			117	*North-South:*			112
		East-West:		206	*East-West:*		206	*East-West:*			238	*East-West:*			238	*East-West:*			238
		SUM:		302	*SUM:*		319	*SUM:*			339	*SUM:*			355	*SUM:*			350
VOLUME/CAPACITY (V/C) RATIO:				0.252			0.266				0.283				0.296				0.292
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.252			0.266				0.283				0.296				0.292
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	*Δv/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	268	0	**268**	0	268	**268**	63	343	0	**343**	0	343	0	**343**	0	343	0	**343**
	Left-Through		1							1				1				1	
	Through	4	0	12	0	4	12	0	4	0	12	0	4	0	12	0	4	0	12
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	54	1	54	0	54	54	0	56	1	56	0	56	1	56	0	56	1	56
	Through-Right		0							0				0				0	
	Right	694	1	**694**	33	727	**727**	0	726	1	**726**	33	759	1	**759**	-20	739	1	**739**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1140	2	**627**	0	1140	**627**	20	1212	2	**667**	0	1212	2	**667**	0	1212	2	**667**
	Left-Through		0							0				0				0	
	Through	306	1	306	33	339	339	0	320	1	320	33	353	1	353	-20	333	1	333
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		268	North-South:		268	North-South:			343	North-South:			343	North-South:			343
		East-West:		1321	East-West:		1354	East-West:			1393	East-West:			1426	East-West:			1406
		SUM:		1589	SUM:		1622	SUM:			1736	SUM:			1769	SUM:			1749
VOLUME/CAPACITY (V/C) RATIO:				1.115			1.138				1.218				1.241				1.227
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.015			1.038				1.118				1.141				1.127
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	Δ*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	244	0	**244**	0	244	**244**	20	275	0	**275**	0	275	0	**275**	0	275	0	**275**
	Left-Through		1							1				1				1	
	Through	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7
	Through-Right		1							1				1				1	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Through-Right		0							0				0				0	
	Right	352	1	**352**	33	385	**385**	0	368	1	**368**	33	401	1	**401**	10	411	1	**411**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	733	2	403	0	733	403	90	856	2	**471**	0	856	2	**471**	0	856	2	**471**
	Left-Through		0							0				0				0	
	Through	406	1	**406**	33	439	**439**	0	425	1	425	33	458	1	458	10	468	1	468
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		244	*North-South:*		244	*North-South:*			275	*North-South:*			275	*North-South:*			275
		East-West:		758	*East-West:*		824	*East-West:*			839	*East-West:*			872	*East-West:*			882
		SUM:		1002	*SUM:*		1068	*SUM:*			1114	*SUM:*			1147	*SUM:*			1157
VOLUME/CAPACITY (V/C) RATIO:				0.703			0.749				0.782				0.805				0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.603**			**0.649**				**0.682**				**0.705**				**0.712**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	∆*v/c* after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	305	0	**305**	0	305	**305**	20	339	0	**339**	0	339	0	**339**	0	339	0	**339**
	Left-Through		1							1				1				1	
	Through	4	0	9	0	4	9	0	4	0	9	0	4	0	9	0	4	0	9
	Through-Right		1							1				1				1	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	38	1	38	0	38	38	0	40	1	40	0	40	1	40	0	40	1	40
	Through-Right		0							0				0				0	
	Right	233	1	**233**	33	266	**266**	0	244	1	**244**	33	277	1	**277**	-10	267	1	**267**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1187	2	**653**	0	1187	**653**	90	1331	2	**732**	0	1331	2	**732**	0	1331	2	**732**
	Left-Through		0							0				0				0	
	Through	220	1	220	33	253	253	0	230	1	230	33	263	1	263	-10	253	1	253
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		305	*North-South:*		305	*North-South:*			339	*North-South:*			339	*North-South:*			339
		East-West:		886	*East-West:*		919	*East-West:*			976	*East-West:*			1009	*East-West:*			999
		SUM:		1191	*SUM:*		1224	*SUM:*			1315	*SUM:*			1348	*SUM:*			1338
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.859				0.923				0.946				0.939
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.736**			**0.759**				**0.823**				**0.846**				**0.839**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	∆*v/c* after mitigation:	0.016
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	853	1	444	0	853	444	85	977	1	507	0	977	1	507	0	977	1	507
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	325	1	325	0	325	325	63	403	1	403	0	403	1	403	0	403	1	403
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1427	2	714	33	1460	730	20	1512	2	756	33	1545	2	773	-20	1525	2	763
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		444	North-South:		444	North-South:			507	North-South:			507	North-South:			507
		East-West:		714	East-West:		730	East-West:			756	East-West:			773	East-West:			763
		SUM:		1158	SUM:		1174	SUM:			1263	SUM:			1280	SUM:			1270
VOLUME/CAPACITY (V/C) RATIO:				0.965			0.978				1.053				1.067				1.058
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.978				1.053				1.067				1.058
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			1200			#####			1200			1200							1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	0	73	0	73	73	0	76	0	76	0	76	0	76	0	76	0	76
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	754	1	**414**	0	754	**414**	43	831	1	**454**	0	831	1	**454**	0	831	1	**454**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	296	1	296	0	296	296	20	330	1	330	0	330	1	330	0	330	1	330
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1033	2	**517**	33	1066	**533**	90	1170	2	**585**	33	1203	2	**602**	10	1213	2	**607**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		414	*North-South:*		414	*North-South:*			454	*North-South:*			454	*North-South:*			454
		East-West:		517	*East-West:*		533	*East-West:*			585	*East-West:*			602	*East-West:*			607
		SUM:		931	*SUM:*		947	*SUM:*			1039	*SUM:*			1056	*SUM:*			1061
VOLUME/CAPACITY (V/C) RATIO:				0.776			0.789				0.866				0.880				0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.776			0.789				0.866				0.880				0.884
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	0	96	0	96	96	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	789	1	**443**	0	789	**443**	43	868	1	**484**	0	868	1	**484**	0	868	1	**484**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	325	1	325	0	325	325	20	360	1	360	0	360	1	360	0	360	1	360
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1309	2	**655**	33	1342	**671**	90	1459	2	**730**	33	1492	2	**746**	-10	1482	2	**741**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		443	*North-South:*		443	*North-South:*			484	*North-South:*			484	*North-South:*			484
		East-West:		655	*East-West:*		671	*East-West:*			730	*East-West:*			746	*East-West:*			741
		SUM:		1098	*SUM:*		1114	*SUM:*			1214	*SUM:*			1230	*SUM:*			1225
VOLUME/CAPACITY (V/C) RATIO:				0.915			0.928				1.012				1.025				1.021
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.915			0.928				1.012				1.025				1.021
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	407	1	**224**	0	407	**224**	0	426	1	**234**	0	426	1	**234**	0	426	1	**234**
	Left-Through		1							1				1				1	
	Through	187	0	210	0	187	210	0	196	0	220	0	196	0	220	0	196	0	220
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	497	1	**497**	0	497	**497**	0	520	1	**520**	0	520	1	**520**	0	520	1	**520**
	Left-Through		0							0				0				0	
	Through	140	0	365	0	140	398	0	146	0	381	0	146	0	414	0	146	0	394
	Through-Right		1							1				1				1	
	Right	225	0	0	33	258	0	0	235	0	0	33	268	0	0	-20	248	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	747	1	**507**	0	747	**507**	148	929	1	**604**	0	929	1	**604**	0	929	1	**604**
	Through-Right		1							1				1				1	
	Right	266	0	266	0	266	266	0	278	0	278	0	278	0	278	0	278	0	278
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	**47**	0	47	**47**	0	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	676	1	406	0	676	406	20	727	1	441	0	727	1	441	0	727	1	441
	Through-Right		1							1				1				1	
	Right	135	0	135	0	135	135	14	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		721	*North-South:*		721	*North-South:*			754	*North-South:*			754	*North-South:*			754
		East-West:		554	*East-West:*		554	*East-West:*			653	*East-West:*			653	*East-West:*			653
		SUM:		1275	*SUM:*		1275	*SUM:*			1407	*SUM:*			1407	*SUM:*			1407
VOLUME/CAPACITY *(V/C)* RATIO:				0.895			0.895				0.987				0.987				0.987
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.795**			**0.795**				**0.887**				**0.887**				**0.887**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	218	1	120	0	218	120	0	228	1	125	0	228	1	125	0	228	1	125
	Left-Through		1							1				1				1	
	Through	146	0	**177**	0	146	**177**	0	153	0	**185**	0	153	0	**185**	0	153	0	**185**
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	147	1	147	0	147	147	0	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	27	0	**383**	0	27	**416**	0	28	0	**400**	0	28	0	**433**	0	28	0	**443**
	Through-Right		1							1				1				1	
	Right	356	0	0	33	389	0	0	372	0	0	33	405	0	0	10	415	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	635	1	**473**	0	635	**473**	62	726	1	**525**	0	726	1	**525**	0	726	1	**525**
	Through-Right		1							1				1				1	
	Right	310	0	310	0	310	310	0	324	0	324	0	324	0	324	0	324	0	324
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	462	1	297	0	462	297	90	573	1	388	0	573	1	388	0	573	1	388
	Through-Right		1							1				1				1	
	Right	131	0	131	0	131	131	66	203	0	203	0	203	0	203	0	203	0	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		560	*North-South:*		593	*North-South:*			585	*North-South:*			618	*North-South:*			628
		East-West:		526	*East-West:*		526	*East-West:*			580	*East-West:*			580	*East-West:*			580
		SUM:		1086	*SUM:*		1119	*SUM:*			1165	*SUM:*			1198	*SUM:*			1208
VOLUME/CAPACITY (V/C) RATIO:				0.762			0.785				0.818				0.841				0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.662**			**0.685**				**0.718**				**0.741**				**0.748**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	$\Delta v/c$ after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--			0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	283	1	156	0	283	156	0	296	1	163	0	296	1	163	0	296	1	163
	Left-Through		1							1				1				1	
	Through	198	0	**225**	0	198	**225**	0	207	0	**235**	0	207	0	**235**	0	207	0	**235**
	Through-Right		1							1				1				1	
	Right	27	0	27	0	27	27	0	28	0	28	0	28	0	28	0	28	0	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	148	1	**148**	0	148	148	0	155	1	**155**	0	155	1	155	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	16	0	124	0	16	**157**	0	17	0	130	0	17	0	**163**	0	17	0	153
	Through-Right		1							1				1				1	
	Right	108	0	0	33	141	0	0	113	0	0	33	146	0	0	-10	136	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	20	1	**20**	0	20	**20**	0	21	1	**21**	0	21	1	**21**	0	21	1	**21**
	Left-Through		0							0				0				0	
	Through	669	1	494	0	669	494	62	762	1	548	0	762	1	548	0	762	1	548
	Through-Right		1							1				1				1	
	Right	318	0	318	0	318	318	0	333	0	333	0	333	0	333	0	333	0	333
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	41	0	41	41	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	935	1	**592**	0	935	**592**	90	1068	1	**697**	0	1068	1	**697**	0	1068	1	**697**
	Through-Right		1							1				1				1	
	Right	248	0	248	0	248	248	66	325	0	325	0	325	0	325	0	325	0	325
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*			373	*North-South:*		382	*North-South:*			390	*North-South:*			398	*North-South:*			390
	East-West:			612	*East-West:*		612	*East-West:*			718	*East-West:*			718	*East-West:*			718
	SUM:			985	*SUM:*		994	*SUM:*			1108	*SUM:*			1116	*SUM:*			1108
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.698				0.778				0.783				0.778
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.591**			**0.598**				**0.678**				**0.683**				**0.678**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	3	1	**3**	0	3	**3**	0	3	1	**3**	0	3	1	**3**	0	3	1	**3**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	397	0	397	33	430	430	9	424	0	424	33	457	0	457	-20	437	0	437
Left-Through		1							1				1				1	
Through	7	0	404	0	7	437	0	7	0	431	0	7	0	464	0	7	0	444
Through-Right		0							0				0				0	
Right	707	1	**707**	0	707	**707**	0	739	1	**739**	0	739	1	**739**	0	739	1	**739**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	1532	2	512	1	1533	512	41	1643	2	549	1	1644	2	549	0	1644	2	549
Through-Right		1							1				1				1	
Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1463	2	**732**	1	1464	**732**	31	1561	2	**781**	1	1562	2	**781**	0	1562	2	**781**
Through-Right		0							0				0				0	
Right	72	1	0	0	72	0	8	83	1	0	0	83	1	0	0	83	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		710	*North-South:*		710	*North-South:*			742	*North-South:*			742	*North-South:*			742
	East-West:		732	*East-West:*		732	*East-West:*			781	*East-West:*			781	*East-West:*			781
	SUM:		1442	*SUM:*		1442	*SUM:*			1523	*SUM:*			1523	*SUM:*			1523
VOLUME/CAPACITY *(V/C)* RATIO:			1.012			1.012				1.069				1.069				1.069
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.912			0.912				0.969				0.969				0.969
LEVEL OF SERVICE (LOS):			E			E				E				E				E

	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--
No. of Phases				3				3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1				1				1				1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	9	1	**9**	0	9	**9**	0	9	1	**9**	0	9	1	**9**	0	9	1	**9**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	89	0	89	33	122	122	13	106	0	106	33	139	0	139	10	149	0	149
	Left-Through		1							1				1				1	
	Through	0	0	89	0	0	122	0	0	0	106	0	0	0	139	0	0	0	149
	Through-Right		0							0				0				0	
	Right	200	1	**200**	0	200	**200**	0	209	1	**209**	0	209	1	**209**	0	209	1	**209**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	986	2	330	1	987	330	18	1049	2	351	1	1050	2	351	0	1050	2	351
	Through-Right		1							1				1				1	
	Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	902	2	**451**	1	903	**452**	15	958	2	**479**	1	959	2	**480**	0	959	2	**480**
	Through-Right		0							0				0				0	
	Right	204	1	0	0	204	0	11	224	1	0	0	224	1	0	0	224	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		209	*North-South:*		209	*North-South:*			218	*North-South:*			218	*North-South:*			218
		East-West:		451	*East-West:*		452	*East-West:*			479	*East-West:*			480	*East-West:*			480
		SUM:		660	*SUM:*		661	*SUM:*			697	*SUM:*			698	*SUM:*			698
VOLUME/CAPACITY (V/C) RATIO:				0.463			0.464				0.489				0.490				0.490
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.363**			**0.364**				**0.389**				**0.390**				**0.390**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	33	1	**33**	0	33	**33**	0	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	245	0	245	33	278	278	13	269	0	269	33	302	0	302	-10	292	0	292
	Left-Through		1							1				1				1	
	Through	2	0	247	0	2	280	0	2	0	271	0	2	0	304	0	2	0	294
	Through-Right		0							0				0				0	
	Right	347	1	**347**	0	347	**347**	0	363	1	**363**	0	363	1	**363**	0	363	1	**363**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1665	2	564	1	1666	564	24	1765	2	597	1	1766	2	598	0	1766	2	598
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1167	2	**584**	1	1168	**584**	24	1244	2	**622**	1	1245	2	**623**	0	1245	2	**623**
	Through-Right		0							0				0				0	
	Right	150	1	0	0	150	0	11	168	1	0	0	168	1	0	0	168	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		380	*North-South:*		380	*North-South:*			398	*North-South:*			398	*North-South:*			398
		East-West:		584	*East-West:*		584	*East-West:*			622	*East-West:*			623	*East-West:*			623
		SUM:		964	*SUM:*		964	*SUM:*			1020	*SUM:*			1021	*SUM:*			1021
VOLUME/CAPACITY (V/C) RATIO:				0.676			0.676				0.716				0.716				0.716
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**			**0.576**				**0.616**				**0.616**				**0.616**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0		EB-- 1	WB--	0		EB-- 1	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	339	1	170	0	339	170	0	354	1	177	0	354	1	177	0	354	1	177
	Left-Through		1							1				1				1	
	Through	0	0	170	0	0	170	0	0	0	177	0	0	0	177	0	0	0	177
	Through-Right		0							0				0				0	
	Right	240	1	**240**	0	240	**240**	9	260	1	**260**	0	260	1	**260**	0	260	1	**260**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1440	2	**720**	34	1474	**737**	50	1556	2	**778**	34	1590	2	**795**	-20	1570	2	**785**
	Through-Right		0							0				0				0	
	Right	371	1	0	0	371	0	0	388	1	0	0	388	1	0	0	388	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1197	2	599	1	1198	599	39	1291	2	646	1	1292	2	646	0	1292	2	646
	Through-Right		0							0				0				0	
	Right	155	1	155	33	188	188	8	170	1	170	33	203	1	203	-20	183	1	183
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	240		*North-South:*	240		*North-South:*	260			*North-South:*	260			*North-South:*	260		
		East-West:	720		*East-West:*	737		*East-West:*	778			*East-West:*	795			*East-West:*	785		
		SUM:	960		*SUM:*	977		*SUM:*	1038			*SUM:*	1055			*SUM:*	1045		
VOLUME/CAPACITY *(V/C)* RATIO:			0.640			0.651			0.692				0.703				0.697		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.540**			**0.551**			**0.592**				**0.603**				**0.597**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**B**				**A**		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 1 WB--		0	EB-- 1 WB--		0	EB-- 1 WB--		0		EB-- 1 WB--		0		EB-- 1 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	255	1	128	0	255	128	0	267	1	134	0	267	1	134	0	267	1	134
	Left-Through		1							1				1				1	
	Through	1	0	128	0	1	128	0	1	0	134	0	1	0	134	0	1	0	134
	Through-Right		0							0				0				0	
	Right	233	1	**233**	0	233	**233**	13	257	1	**257**	0	257	1	**257**	0	257	1	**257**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	703	2	352	34	737	369	31	766	2	383	34	800	2	400	10	810	2	405
	Through-Right		0							0				0				0	
	Right	174	1	0	0	174	0	0	182	1	0	0	182	1	0	0	182	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	861	2	**431**	1	862	**431**	25	925	2	**463**	1	926	2	**463**	0	926	2	**463**
	Through-Right		0							0				0				0	
	Right	95	1	95	33	128	128	11	110	1	110	33	143	1	143	10	153	1	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		233	*North-South:*		233	*North-South:*			257	*North-South:*			257	*North-South:*			257
		East-West:		431	*East-West:*		431	*East-West:*			463	*East-West:*			463	*East-West:*			463
		SUM:		664	*SUM:*		664	*SUM:*			720	*SUM:*			720	*SUM:*			720
VOLUME/CAPACITY (V/C) RATIO:				0.443			0.443				0.480				0.480				0.480
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.343**			**0.343**				**0.380**				**0.380**				**0.380**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	0
	EB--	1	0	WB--	EB--	1	0	WB--	EB--	1	0	WB--	EB--	1	0	WB--	EB--	1	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	106	0	211	106	0	221	1	111	0	221	1	111	0	221	1	111
	Left-Through		1							1				1				1	
	Through	0	0	106	0	0	106	0	0	0	111	0	0	0	111	0	0	0	111
	Through-Right		0							0				0				0	
	Right	242	1	**242**	0	242	**242**	13	266	1	**266**	0	266	1	**266**	0	266	1	**266**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1315	2	**658**	34	1349	**675**	37	1412	2	**706**	34	1446	2	**723**	-10	1436	2	**718**
	Through-Right		0							0				0				0	
	Right	232	1	0	0	232	0	0	243	1	0	0	243	1	0	0	243	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1118	2	559	1	1119	560	34	1203	2	602	1	1204	2	602	0	1204	2	602
	Through-Right		0							0				0				0	
	Right	83	1	83	33	116	116	11	98	1	98	33	131	1	131	-10	121	1	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		242	*North-South:*		242	*North-South:*			266	*North-South:*			266	*North-South:*			266
		East-West:		658	*East-West:*		675	*East-West:*			706	*East-West:*			723	*East-West:*			718
		SUM:		900	*SUM:*		917	*SUM:*			972	*SUM:*			989	*SUM:*			984
VOLUME/CAPACITY (V/C) RATIO:				0.600			0.611				0.648				0.659				0.656
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.500**			**0.511**				**0.548**				**0.559**				**0.556**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	223	1	**223**	0	223	**223**	0	233	1	**233**	0	233	1	**233**	0	233	1	**233**
	Left-Through		0							0				0				0	
	Through	837	3	279	0	837	279	22	897	3	299	0	897	3	299	0	897	3	299
	Through-Right		0							0				0				0	
	Right	83	1	35	0	83	35	0	87	1	37	0	87	1	37	0	87	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	241	1	241	0	241	241	0	252	1	252	0	252	1	252	0	252	1	252
	Left-Through		0							0				0				0	
	Through	1246	3	**415**	0	1246	**415**	21	1324	3	**441**	0	1324	3	**441**	0	1324	3	**441**
	Through-Right		0							0				0				0	
	Right	209	1	88	0	209	88	16	235	1	101	0	235	1	101	0	235	1	101
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	242	1	**242**	0	242	**242**	15	268	1	**268**	0	268	1	**268**	0	268	1	**268**
	Left-Through		0							0				0				0	
	Through	1235	2	618	34	1269	635	43	1334	2	667	34	1368	2	684	-20	1348	2	674
	Through-Right		0							0				0				0	
	Right	386	1	275	0	386	275	0	404	1	288	0	404	1	288	0	404	1	288
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	96	1	96	0	96	96	0	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	955	2	**478**	34	989	**495**	31	1030	2	**515**	34	1064	2	**532**	-20	1044	2	**522**
	Through-Right		0							0				0				0	
	Right	216	1	96	0	216	96	0	226	1	100	0	226	1	100	0	226	1	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		638	*North-South:*		638	*North-South:*			674	*North-South:*			674	*North-South:*			674
		East-West:		720	*East-West:*		737	*East-West:*			783	*East-West:*			800	*East-West:*			790
		SUM:		1358	*SUM:*		1375	*SUM:*			1457	*SUM:*			1474	*SUM:*			1464
VOLUME/CAPACITY *(V/C)* RATIO:				0.988			1.000				1.060				1.072				1.065
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.888**			**0.900**				**0.960**				**0.972**				**0.965**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	212	1	**212**	0	212	**212**	0	222	1	**222**	0	222	1	**222**	0	222	1	**222**
	Left-Through		0							0				0				0	
	Through	753	3	251	0	753	251	32	819	3	273	0	819	3	273	0	819	3	273
	Through-Right		0							0				0				0	
	Right	115	1	82	0	115	82	0	120	1	86	0	120	1	86	0	120	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	117	1	117	0	117	117	0	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	718	3	**239**	0	718	**239**	27	778	3	**259**	0	778	3	**259**	0	778	3	**259**
	Through-Right		0							0				0				0	
	Right	295	1	123	0	295	123	20	328	1	136	0	328	1	136	0	328	1	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**344**	0	344	**344**	25	385	1	**385**	0	385	1	**385**	0	385	1	**385**
	Left-Through		0							0				0				0	
	Through	489	2	245	34	523	262	20	531	2	266	34	565	2	283	10	575	2	288
	Through-Right		0							0				0				0	
	Right	211	1	105	0	211	105	0	221	1	110	0	221	1	110	0	221	1	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	466	2	**233**	34	500	**250**	16	503	2	**252**	34	537	2	**269**	10	547	2	**274**
	Through-Right		0							0				0				0	
	Right	117	1	59	0	117	59	0	122	1	61	0	122	1	61	0	122	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		451	*North-South:*		451	*North-South:*			481	*North-South:*			481	*North-South:*			481
		East-West:		577	*East-West:*		594	*East-West:*			637	*East-West:*			654	*East-West:*			659
		SUM:		1028	*SUM:*		1045	*SUM:*			1118	*SUM:*			1135	*SUM:*			1140
VOLUME/CAPACITY (V/C) RATIO:				0.748			0.760				0.813				0.825				0.829
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.660**				**0.713**				**0.725**				**0.729**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	266	1	**266**	0	266	**266**	0	278	1	**278**	0	278	1	**278**	0	278	1	**278**
	Left-Through		0							0				0				0	
	Through	1254	3	418	0	1254	418	32	1343	3	448	0	1343	3	448	0	1343	3	448
	Through-Right		0							0				0				0	
	Right	192	1	161	0	192	161	0	201	1	168	0	201	1	168	0	201	1	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	184	1	184	0	184	184	0	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	1148	3	**383**	0	1148	**383**	27	1227	3	**409**	0	1227	3	**409**	0	1227	3	**409**
	Through-Right		0							0				0				0	
	Right	342	1	137	0	342	137	20	378	1	151	0	378	1	151	0	378	1	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	411	1	**411**	0	411	**411**	25	455	1	**455**	0	455	1	**455**	0	455	1	**455**
	Left-Through		0							0				0				0	
	Through	1110	2	555	34	1144	572	26	1187	2	594	34	1221	2	611	-10	1211	2	606
	Through-Right		0							0				0				0	
	Right	232	1	99	0	232	99	0	243	1	104	0	243	1	104	0	243	1	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	752	2	**376**	34	786	**393**	25	811	2	**406**	34	845	2	**423**	-10	835	2	**418**
	Through-Right		0							0				0				0	
	Right	120	1	28	0	120	28	0	125	1	29	0	125	1	29	0	125	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		649	*North-South:*		649	*North-South:*			687	*North-South:*			687	*North-South:*			687
		East-West:		787	*East-West:*		804	*East-West:*			861	*East-West:*			878	*East-West:*			873
		SUM:		1436	*SUM:*		1453	*SUM:*			1548	*SUM:*			1565	*SUM:*			1560
VOLUME/CAPACITY (V/C) RATIO:				1.044			1.057				1.126				1.138				1.135
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.944			0.957				1.026				1.038				1.035
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	0	**46**	0	46	**46**	0	48	0	**48**	0	48	0	**48**	0	48	0	**48**
	Left-Through		0							0				0				0	
	Through	35	0	114	0	35	114	0	37	0	120	0	37	0	120	0	37	0	120
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	0	57	0	57	57	0	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		0							0				0				0	
	Through	24	0	**137**	0	24	**137**	0	25	0	**144**	0	25	0	**144**	0	25	0	**144**
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	73	0	73	73	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1286	2	**643**	34	1320	**660**	42	1387	2	**694**	34	1421	2	**711**	-20	1401	2	**701**
	Through-Right		0							0				0				0	
	Right	31	1	31	0	31	31	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	**39**	0	39	**39**	0	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	1199	2	600	34	1233	617	32	1286	2	643	34	1320	2	660	-20	1300	2	650
	Through-Right		0							0				0				0	
	Right	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		183	*North-South:*		183	*North-South:*			192	*North-South:*			192	*North-South:*			192
		East-West:		682	*East-West:*		699	*East-West:*			735	*East-West:*			752	*East-West:*			742
		SUM:		865	*SUM:*		882	*SUM:*			927	*SUM:*			944	*SUM:*			934
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.588				0.618				0.629				0.623
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.477**			**0.488**				**0.518**				**0.529**				**0.523**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			2			2			2				2			2
No. of Phases			0			0			0				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	**25**	0	25	**25**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	16	0	58	0	16	58	0	17	0	61	0	17	0	61	0	17	0	61
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through		0							0				0				0	
	Through	11	0	**101**	0	11	**101**	0	12	0	**106**	0	12	0	**106**	0	12	0	**106**
	Through-Right		0							0				0				0	
	Right	68	0	0	0	68	0	0	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	47	1	**47**	0	47	**47**	0	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	532	2	266	34	566	283	16	572	2	286	34	606	2	303	10	616	2	308
	Through-Right		0							0				0				0	
	Right	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	498	2	**249**	34	532	**266**	20	541	2	**271**	34	575	2	**288**	10	585	2	**293**
	Through-Right		0							0				0				0	
	Right	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		126	*North-South:*		126	*North-South:*			132	*North-South:*			132	*North-South:*			132
		East-West:		296	*East-West:*		313	*East-West:*			320	*East-West:*			337	*East-West:*			342
		SUM:		422	*SUM:*		439	*SUM:*			452	*SUM:*			469	*SUM:*			474
VOLUME/CAPACITY (V/C) RATIO:				0.281			0.293				0.301				0.313				0.316
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.181**			**0.193**				**0.201**				**0.213**				**0.216**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	*Δv/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through		0							0				0				0	
	Through	16	0	98	0	16	98	0	17	0	103	0	17	0	103	0	17	0	103
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through		0							0				0				0	
	Through	13	0	77	0	13	77	0	14	0	81	0	14	0	81	0	14	0	81
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	58	1	58	0	58	58	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1255	2	628	34	1289	645	22	1334	2	667	34	1368	2	684	-10	1358	2	679
	Through-Right		0							0				0				0	
	Right	40	1	40	0	40	40	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	31	0	31	31	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	919	2	460	34	953	477	29	990	2	495	34	1024	2	512	-10	1014	2	507
	Through-Right		0							0				0				0	
	Right	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		119	North-South:		119	North-South:			125	North-South:			125	North-South:			125
		East-West:		659	East-West:		676	East-West:			699	East-West:			716	East-West:			711
		SUM:		778	SUM:		795	SUM:			824	SUM:			841	SUM:			836
VOLUME/CAPACITY (V/C) RATIO:				0.519			0.530				0.549				0.561				0.557
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.430				0.449				0.461				0.457
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	*Δv/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	**310**	0	310	**310**	2	326	1	**326**	0	326	1	**326**	0	326	1	**326**
	Left-Through		0							0				0				0	
	Through	410	2	205	0	410	205	3	432	2	216	0	432	2	216	0	432	2	216
	Through-Right		0							0				0				0	
	Right	215	1	54	0	215	54	0	225	1	57	0	225	1	57	0	225	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	89	1	89	0	89	89	3	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	595	2	**298**	0	595	**298**	4	626	2	**313**	0	626	2	**313**	0	626	2	**313**
	Through-Right		0							0				0				0	
	Right	84	1	55	0	84	55	4	92	1	59	0	92	1	59	0	92	1	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	59	1	59	0	59	59	4	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	1125	2	**563**	34	1159	**580**	37	1213	2	**607**	34	1247	2	**624**	-20	1227	2	**614**
	Through-Right		0							0				0				0	
	Right	353	1	198	0	353	198	2	371	1	208	0	371	1	208	0	371	1	208
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	322	1	**322**	0	322	**322**	0	337	1	**337**	0	337	1	**337**	0	337	1	**337**
	Left-Through		0							0				0				0	
	Through	848	1	442	34	882	459	26	913	1	477	34	947	1	494	-20	927	1	484
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	4	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	608		*North-South:*	608		*North-South:*	639			*North-South:*	639			*North-South:*	639		
		East-West:	885		*East-West:*	902		*East-West:*	944			*East-West:*	961			*East-West:*	951		
		SUM:	1493		*SUM:*	1510		*SUM:*	1583			*SUM:*	1600			*SUM:*	1590		
VOLUME/CAPACITY *(V/C)* RATIO:			1.086			1.098			1.151				1.164				1.156		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.986			0.998			1.051				1.064				1.056		
LEVEL OF SERVICE (LOS):			E			E			F				F				F		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	177	1	**177**	0	177	**177**	3	188	1	**188**	0	188	1	**188**	0	188	1	**188**
	Left-Through		0							0				0				0	
	Through	264	2	132	0	264	132	6	282	2	141	0	282	2	141	0	282	2	141
	Through-Right		0							0				0				0	
	Right	121	1	48	0	121	48	0	127	1	50	0	127	1	50	0	127	1	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	1	22	0	22	22	3	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	212	2	**106**	0	212	**106**	5	227	2	**114**	0	227	2	**114**	0	227	2	**114**
	Through-Right		0							0				0				0	
	Right	74	1	43	0	74	43	7	84	1	49	0	84	1	49	0	84	1	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	62	1	62	0	62	62	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	387	2	**194**	34	421	**211**	9	414	2	**207**	34	448	2	**224**	10	458	2	**229**
	Through-Right		0							0				0				0	
	Right	177	1	89	0	177	89	2	187	1	93	0	187	1	93	0	187	1	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	147	1	**147**	0	147	**147**	0	154	1	**154**	0	154	1	**154**	0	154	1	**154**
	Left-Through		0							0				0				0	
	Through	344	1	186	34	378	203	10	370	1	201	34	404	1	218	10	414	1	223
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	3	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	283		*North-South:*	283		*North-South:*	302			*North-South:*	302			*North-South:*	302		
		East-West:	341		*East-West:*	358		*East-West:*	361			*East-West:*	378			*East-West:*	383		
		SUM:	624		*SUM:*	641		*SUM:*	663			*SUM:*	680			*SUM:*	685		
	VOLUME/CAPACITY (V/C) RATIO:		0.454			0.466			0.482				0.495				0.498		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.354**			**0.366**			**0.382**				**0.395**				**0.398**		
	LEVEL OF SERVICE (LOS):		**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	$\Delta v/c$ after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	242	1	**242**	0	242	**242**	3	256	1	**256**	0	256	1	**256**	0	256	1	**256**
	Left-Through		0							0				0				0	
	Through	539	2	270	0	539	270	6	570	2	285	0	570	2	285	0	570	2	285
	Through-Right		0							0				0				0	
	Right	215	1	91	0	215	91	0	225	1	95	0	225	1	95	0	225	1	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	59	1	59	0	59	59	3	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	397	2	**199**	0	397	**199**	5	420	2	**210**	0	420	2	**210**	0	420	2	**210**
	Through-Right		0							0				0				0	
	Right	96	1	31	0	96	31	7	107	1	36	0	107	1	36	0	107	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	131	1	131	0	131	131	5	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	1022	2	**511**	34	1056	**528**	15	1084	2	**542**	34	1118	2	**559**	-10	1108	2	**554**
	Through-Right		0							0				0				0	
	Right	246	1	125	0	246	125	2	259	1	131	0	259	1	131	0	259	1	131
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	249	1	**249**	0	249	**249**	0	260	1	**260**	0	260	1	**260**	0	260	1	**260**
	Left-Through		0							0				0				0	
	Through	675	1	359	34	709	376	19	725	1	386	34	759	1	403	-10	749	1	398
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	3	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		441	North-South:		441	North-South:			466	North-South:			466	North-South:			466
		East-West:		760	East-West:		777	East-West:			802	East-West:			819	East-West:			814
		SUM:		1201	SUM:		1218	SUM:			1268	SUM:			1285	SUM:			1280
	VOLUME/CAPACITY (V/C) RATIO:			0.873			0.886				0.922				0.935				0.931
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.773**			**0.786**				**0.822**				**0.835**				**0.831**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 3: Use of the Sheldon Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	3	NB--	0 SB--	3	NB--	0 SB--	3	NB--	0 SB--	3	NB--	0 SB--	3	NB--	0 SB--	3	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	574	1	**328**	0	574	**342**	4	604	1	**346**	0	604	1	**360**	0	604	1	**355**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	410	1	0	43	453	0	4	433	1	0	43	476	1	0	-15	461	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	341	1	**341**	43	384	**384**	3	360	1	**360**	43	403	1	**403**	-15	388	1	**388**
	Left-Through		0							0				0				0	
	Through	1024	2	512	1	1025	513	36	1107	2	554	1	1108	2	554	0	1108	2	554
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	610	2	**305**	1	611	**306**	27	665	2	**333**	1	666	2	**333**	0	666	2	**333**
	Through-Right		0							0				0				0	
	Right	268	1	104	0	268	97	2	282	1	109	0	282	1	102	0	282	1	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		328	*North-South:*		342	*North-South:*			346	*North-South:*			360	*North-South:*			355
		East-West:		646	*East-West:*		690	*East-West:*			693	*East-West:*			736	*East-West:*			721
		SUM:		974	*SUM:*		1032	*SUM:*			1039	*SUM:*			1096	*SUM:*			1076
VOLUME/CAPACITY *(V/C)* RATIO:				0.684			0.724				0.729				0.769				0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.584**			**0.624**				**0.629**				**0.669**				**0.655**
LEVEL OF SERVICE (LOS):				**A**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.040	Δ*v/c* after mitigation:	0.026
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	101	1	**101**	0	101	**101**	4	110	1	**110**	0	110	1	**110**	0	110	1	**110**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	227	1	0	43	270	0	5	242	1	0	43	285	1	0	0	285	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	231	1	**231**	43	274	**274**	4	246	1	**246**	43	289	1	**289**	0	289	1	**289**
	Left-Through		0							0				0				0	
	Through	304	2	152	1	305	153	7	325	2	163	1	326	2	163	0	326	2	163
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	312	2	**156**	1	313	**157**	8	334	2	**167**	1	335	2	**168**	0	335	2	**168**
	Through-Right		0							0				0				0	
	Right	146	1	96	0	146	96	5	158	1	103	0	158	1	103	0	158	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		101	*North-South:*		101	*North-South:*			110	*North-South:*			110	*North-South:*			110
		East-West:		387	*East-West:*		431	*East-West:*			413	*East-West:*			457	*East-West:*			457
		SUM:		488	*SUM:*		532	*SUM:*			523	*SUM:*			567	*SUM:*			567
VOLUME/CAPACITY (V/C) RATIO:				0.342			0.373				0.367				0.398				0.398
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.242**			**0.273**				**0.267**				**0.298**				**0.298**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.031	Δ*v/c* after mitigation:	0.031
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
1	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	223	1	**167**	0	223	**182**	4	237	1	**178**	0	237	1	**192**	0	237	1	**195**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	279	1	0	43	322	0	5	297	1	0	43	340	1	0	7	347	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	433	1	**433**	43	476	**476**	4	457	1	**457**	43	500	1	**500**	7	507	1	**507**
	Left-Through		0							0				0				0	
	Through	513	2	257	1	514	257	13	549	2	275	1	550	2	275	0	550	2	275
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	450	2	225	1	451	226	17	488	2	244	1	489	2	245	0	489	2	245
	Through-Right		0							0				0				0	
	Right	361	1	**278**	0	361	**270**	5	382	1	**293**	0	382	1	**286**	0	382	1	**285**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		167	*North-South:*		182	*North-South:*			178	*North-South:*			192	*North-South:*			195
		East-West:		711	*East-West:*		746	*East-West:*			750	*East-West:*			786	*East-West:*			792
		SUM:		878	*SUM:*		928	*SUM:*			928	*SUM:*			978	*SUM:*			987
VOLUME/CAPACITY (V/C) RATIO:				0.616			0.651				0.651				0.686				0.693
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.516**			**0.551**				**0.551**				**0.586**				**0.593**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.035	$\Delta v/c$ after mitigation:	0.042
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1425			#####			1425			1425			1425			1425

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	89	1	89	0	89	89	2	95	1	95	0	95	1	95	0	95	1	95
	Through-Right		1							1				1				1	
	Right	531	0	**341**	43	574	**372**	3	558	0	**358**	43	601	0	**389**	-15	586	0	**379**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	182	1	**182**	0	182	**182**	2	192	1	**192**	0	192	1	**192**	0	192	1	**192**
	Left-Through		0							0				0				0	
	Through	238	2	119	0	238	119	4	253	2	127	0	253	2	127	0	253	2	127
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	691	2	**380**	43	734	**404**	4	727	2	**400**	43	770	2	**424**	-15	755	2	**415**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	85	1	0	0	85	0	3	92	1	0	0	92	1	0	0	92	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		523	*North-South:*		554	*North-South:*			550	*North-South:*			581	*North-South:*			571
		East-West:		380	*East-West:*		404	*East-West:*			400	*East-West:*			424	*East-West:*			415
		SUM:		903	*SUM:*		958	*SUM:*			950	*SUM:*			1005	*SUM:*			986
VOLUME/CAPACITY *(V/C)* RATIO:				0.634			0.672				0.667				0.705				0.692
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.634			0.672				0.667				0.705				0.692
LEVEL OF SERVICE (LOS):				B			B				B				C				B

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/ WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.038	**$\Delta v/c$ after mitigation:**	0.025
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1425			#####			1425				1425					1425
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	51	1	51	0	51	51	5	58	1	58	0	58	1	58	0	58	1	58
	Through-Right		1							1				1				1	
	Right	318	0	**242**	43	361	**273**	4	337	0	**256**	43	380	0	**287**	0	380	0	**287**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	**85**	0	85	**85**	3	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	45	2	23	0	45	23	4	51	2	26	0	51	2	26	0	51	2	26
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	279	2	**153**	43	322	**177**	5	297	2	**163**	43	340	2	**187**	0	340	2	**187**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	111	1	69	0	111	69	3	119	1	73	0	119	1	73	0	119	1	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		327	*North-South:*		358	*North-South:*			348	*North-South:*			379	*North-South:*			379
		East-West:		153	*East-West:*		177	*East-West:*			163	*East-West:*			187	*East-West:*			187
		SUM:		480	*SUM:*		535	*SUM:*			511	*SUM:*			566	*SUM:*			566
	VOLUME/CAPACITY (V/C) RATIO:			0.337			0.375				0.359				0.397				0.397
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.337			0.375				0.359				0.397				0.397
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/ WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.038	**Δ*v/c* after mitigation:**	0.038
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
2	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	136	1	136	0	136	136	5	147	1	147	0	147	1	147	0	147	1	147
Through-Right		1							1				1				1	
Right	663	0	**539**	43	706	**570**	4	697	0	**566**	43	740	0	**597**	7	747	0	**602**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	88	1	**88**	0	88	**88**	3	95	1	**95**	0	95	1	**95**	0	95	1	**95**
Left-Through		0							0				0				0	
Through	72	2	36	0	72	36	4	79	2	40	0	79	2	40	0	79	2	40
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	451	2	**248**	43	494	**272**	5	477	2	**262**	43	520	2	**286**	7	527	2	**290**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	108	1	64	0	108	64	3	116	1	69	0	116	1	69	0	116	1	69
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		627	*North-South:*		658	*North-South:*			661	*North-South:*			692	*North-South:*			697
	East-West:		248	*East-West:*		272	*East-West:*			262	*East-West:*			286	*East-West:*			290
	SUM:		875	*SUM:*		930	*SUM:*			923	*SUM:*			978	*SUM:*			987
VOLUME/CAPACITY (V/C) RATIO:			0.614			0.653				0.648				0.686				0.693
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.614			0.653				0.648				0.686				0.693
LEVEL OF SERVICE (LOS):			B			B				B				B				B

	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0		0		0		0		0		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?																				
Override Capacity																				

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	0	0	0	0	0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	0	0	0	0	0
Override Capacity	1425	#####	1425	1425	1425

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill - Based on field observations, over 1,750 vehicles currently traverse through the intersection during the peak hour. Fewer turning movements occur at the intersection due to the "T" - intersection configuration. In addition, two primary movements which are complementary (i.e., NBRT/ WBLT) occur during peak hours and are non-conflicting moves. A capacity of 1,425 vph is therefore utilized.

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.038	**$\Delta v/c$ after mitigation:**	0.045
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**2**	0	2	**2**	0	2	0	**2**	0	2	0	**2**	0	2	0	**2**
	Left-Through		0							0				0				0	
	Through	2	0	106	0	2	106	0	2	0	111	0	2	0	111	0	2	0	111
	Through-Right		0							0				0				0	
	Right	102	0	0	0	102	0	0	107	0	0	0	107	0	0	0	107	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	128	0	128	0	128	128	9	143	0	143	0	143	0	143	0	143	0	143
	Left-Through		1							1				1				1	
	Through	12	0	140	0	12	140	0	13	0	156	0	13	0	156	0	13	0	156
	Through-Right		0							0				0				0	
	Right	384	1	**289**	0	384	**276**	1	403	1	**303**	0	403	1	**290**	0	403	1	**294**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	191	1	**191**	26	217	**217**	0	200	1	**200**	26	226	1	**226**	-8	218	1	**218**
	Left-Through		0							0				0				0	
	Through	542	1	272	17	559	280	5	572	1	287	17	589	1	295	-7	582	1	292
	Through-Right		1							1				1				1	
	Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	374	1	**326**	43	417	**348**	6	397	1	**345**	43	440	1	**366**	-15	425	1	**359**
	Through-Right		1							1				1				1	
	Right	278	0	278	0	278	278	1	292	0	292	0	292	0	292	0	292	0	292
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		291	*North-South:*		278	*North-South:*			305	*North-South:*			292	*North-South:*			296
		East-West:		517	*East-West:*		565	*East-West:*			545	*East-West:*			592	*East-West:*			577
		SUM:		808	*SUM:*		843	*SUM:*			850	*SUM:*			884	*SUM:*			873
VOLUME/CAPACITY *(V/C)* RATIO:				0.673			0.703				0.708				0.737				0.728
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.673			0.703				0.708				0.737				0.728
LEVEL OF SERVICE (LOS):				B			C				C				C				C

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.029	∆*v/c* after mitigation:	0.020
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1	0	**38**	0	1	**38**	0	1	0	**40**	0	1	0	**40**	0	1	0	**40**
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	68	0	**68**	0	68	**68**	1	72	0	**72**	0	72	0	**72**	0	72	0	**72**
	Left-Through		1							1				1				1	
	Through	7	0	75	0	7	75	0	7	0	79	0	7	0	79	0	7	0	79
	Through-Right		0							0				0				0	
	Right	35	1	6	0	35	0	1	38	1	8	0	38	1	0	0	38	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	58	1	**58**	26	84	**84**	0	61	1	**61**	26	87	1	**87**	-1	86	1	**86**
	Left-Through		0							0				0				0	
	Through	359	1	181	17	376	189	7	382	1	192	17	399	1	201	1	400	1	201
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	362	1	**216**	43	405	**237**	7	386	1	**230**	43	429	1	**251**	0	429	1	**251**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	1	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		106	*North-South:*		106	*North-South:*			112	*North-South:*			112	*North-South:*			112
		East-West:		274	*East-West:*		321	*East-West:*			291	*East-West:*			338	*East-West:*			337
		SUM:		380	*SUM:*		427	*SUM:*			403	*SUM:*			450	*SUM:*			449
VOLUME/CAPACITY (V/C) RATIO:				0.317			0.356				0.336				0.375				0.374
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.317			0.356				0.336				0.375				0.374
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.039	$\Delta v/c$ after mitigation:	0.038
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps-Sharp Avenu	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
3	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		0							0				0				0	
	Through	2	0	**63**	0	2	**63**	0	2	0	**66**	0	2	0	**66**	0	2	0	**66**
	Through-Right		0							0				0				0	
	Right	60	0	0	0	60	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	150	0	**150**	0	150	**150**	5	162	0	**162**	0	162	0	**162**	0	162	0	**162**
	Left-Through		1							1				1				1	
	Through	15	0	165	0	15	165	0	16	0	178	0	16	0	178	0	16	0	178
	Through-Right		0							0				0				0	
	Right	120	1	90	0	120	77	1	126	1	95	0	126	1	82	0	126	1	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	1	60	26	86	86	0	63	1	63	26	89	1	89	-1	88	1	88
	Left-Through		0							0				0				0	
	Through	692	1	**350**	17	709	**359**	7	731	1	**370**	17	748	1	**378**	8	756	1	**382**
	Through-Right		1							1				1				1	
	Right	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	**73**	0	73	**73**	0	76	1	**76**	0	76	1	**76**	0	76	1	**76**
	Left-Through		0							0				0				0	
	Through	421	1	253	43	464	274	7	447	1	268	43	490	1	290	7	497	1	293
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	1	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		213	*North-South:*		213	*North-South:*			228	*North-South:*			228	*North-South:*			228
		East-West:		423	*East-West:*		432	*East-West:*			446	*East-West:*			454	*East-West:*			458
		SUM:		636	*SUM:*		645	*SUM:*			674	*SUM:*			682	*SUM:*			686
VOLUME/CAPACITY (V/C) RATIO:				0.530			0.538				0.562				0.568				0.572
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.530			0.538				0.562				0.568				0.572
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	20	0	**109**	0	20	**109**	0	21	0	**114**	0	21	0	**114**	0	21	0	**114**
	Through-Right		0							0				0				0	
	Right	76	0	0	0	76	0	0	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	25	0	**25**	0	25	**25**	1	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		1							1				1				1	
	Through	1	0	26	0	1	26	0	1	0	28	0	1	0	28	0	1	0	28
	Through-Right		0							0				0				0	
	Right	45	1	0	0	45	0	0	47	1	0	0	47	1	0	0	47	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	**206**	0	206	**206**	1	216	1	**216**	0	216	1	**216**	0	216	1	**216**
	Left-Through		0							0				0				0	
	Through	518	1	273	17	535	282	14	556	1	293	17	573	1	301	-7	566	1	298
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	1	51	0	51	51	0	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	657	1	**380**	43	700	**401**	7	694	1	**404**	43	737	1	**426**	-15	722	1	**418**
	Through-Right		1							1				1				1	
	Right	102	0	102	0	102	102	7	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		134	*North-South:*		134	*North-South:*			141	*North-South:*			141	*North-South:*			141
		East-West:		586	*East-West:*		607	*East-West:*			620	*East-West:*			642	*East-West:*			634
		SUM:		720	*SUM:*		741	*SUM:*			761	*SUM:*			783	*SUM:*			775
VOLUME/CAPACITY *(V/C)* RATIO:				0.600			0.618				0.634				0.653				0.646
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.600			0.618				0.634				0.653				0.646
LEVEL OF SERVICE (LOS):				A			B				B				B				B

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	∆*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	23	0	**74**	0	23	**74**	0	24	0	**78**	0	24	0	**78**	0	24	0	**78**
	Through-Right		0							0				0				0	
	Right	35	0	0	0	35	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	53	0	**53**	0	53	**53**	1	56	0	**56**	0	56	0	**56**	0	56	0	**56**
	Left-Through		1							1				1				1	
	Through	3	0	56	0	3	56	0	3	0	59	0	3	0	59	0	3	0	59
	Through-Right		0							0				0				0	
	Right	68	1	24	0	68	24	0	71	1	25	0	71	1	25	0	71	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	88	1	**88**	0	88	**88**	1	93	1	**93**	0	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	366	1	196	17	383	204	7	390	1	208	17	407	1	217	1	408	1	217
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	374	1	**236**	43	417	**257**	8	399	1	**251**	43	442	1	**272**	0	442	1	**272**
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	1	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		127	*North-South:*		127	*North-South:*			134	*North-South:*			134	*North-South:*			134
		East-West:		324	*East-West:*		345	*East-West:*			344	*East-West:*			365	*East-West:*			365
		SUM:		451	*SUM:*		472	*SUM:*			478	*SUM:*			499	*SUM:*			499
	VOLUME/CAPACITY (V/C) RATIO:			0.376			0.393				0.398				0.416				0.416
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.376			0.393				0.398				0.416				0.416
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	∆*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Remick Aven	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
4	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			1200			#####			1200			1200			1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through		0							0				0				0	
	Through	8	0	**58**	0	8	**58**	0	8	0	**60**	0	8	0	**60**	0	8	0	**60**
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	71	0	**71**	0	71	**71**	1	75	0	**75**	0	75	0	**75**	0	75	0	**75**
	Left-Through		1							1				1				1	
	Through	6	0	77	0	6	77	0	6	0	81	0	6	0	81	0	6	0	81
	Through-Right		0							0				0				0	
	Right	59	1	0	0	59	0	0	62	1	0	0	62	1	0	0	62	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	233	1	**233**	0	233	**233**	1	245	1	**245**	0	245	1	**245**	0	245	1	**245**
	Left-Through		0							0				0				0	
	Through	642	1	332	17	659	340	11	682	1	352	17	699	1	361	8	707	1	365
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	15	1	15	0	15	15	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	504	1	**354**	43	547	**375**	8	535	1	**377**	43	578	1	**398**	7	585	1	**402**
	Through-Right		1							1				1				1	
	Right	203	0	203	0	203	203	6	218	0	218	0	218	0	218	0	218	0	218
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		129	*North-South:*		129	*North-South:*			135	*North-South:*			135	*North-South:*			135
		East-West:		587	*East-West:*		608	*East-West:*			622	*East-West:*			643	*East-West:*			647
		SUM:		716	*SUM:*		737	*SUM:*			757	*SUM:*			778	*SUM:*			782
VOLUME/CAPACITY (V/C) RATIO:				0.597			0.614				0.631				0.648				0.652
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.597			0.614				0.631				0.648				0.652
LEVEL OF SERVICE (LOS):				A			B				B				B				B

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	$\Delta v/c$ after mitigation:	0.021
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	2	**85**	0	154	**85**	0	161	2	**89**	0	161	2	**89**	0	161	2	**89**
	Left-Through		0							0				0				0	
	Through	409	1	280	0	409	280	52	480	1	319	0	480	1	319	0	480	1	319
	Through-Right		1							1				1				1	
	Right	150	0	150	0	150	150	0	157	0	157	0	157	0	157	0	157	0	157
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	140	2	77	0	140	77	7	153	2	84	0	153	2	84	0	153	2	84
	Left-Through		0							0				0				0	
	Through	1013	1	**572**	0	1013	**572**	46	1105	1	**632**	0	1105	1	**632**	0	1105	1	**632**
	Through-Right		1							1				1				1	
	Right	130	0	130	0	130	130	22	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	**101**	0	101	**101**	33	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	540	1	441	0	540	441	53	618	1	488	0	618	1	488	0	618	1	488
	Through-Right		1							1				1				1	
	Right	342	0	342	0	342	342	0	358	0	358	0	358	0	358	0	358	0	358
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	177	1	177	0	177	177	0	185	1	185	0	185	1	185	0	185	1	185
	Left-Through		0							0				0				0	
	Through	547	1	**547**	0	547	**547**	38	610	1	**610**	0	610	1	**610**	0	610	1	**610**
	Through-Right		0							0				0				0	
	Right	133	1	95	0	133	95	11	150	1	108	0	150	1	108	0	150	1	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	657		*North-South:*	657		*North-South:*	721			*North-South:*	721			*North-South:*	721		
		East-West:	648		*East-West:*	648		*East-West:*	749			*East-West:*	749			*East-West:*	749		
		SUM:	1305		*SUM:*	1305		*SUM:*	1470			*SUM:*	1470			*SUM:*	1470		
VOLUME/CAPACITY *(V/C)* RATIO:			0.916			0.916			1.032				1.032				1.032		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.816**			**0.816**			**0.932**				**0.932**				**0.932**		
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	2	53	0	97	53	0	101	2	56	0	101	2	56	0	101	2	56
	Left-Through		0							0				0				0	
	Through	468	1	**292**	0	468	**292**	30	519	1	**320**	0	519	1	**320**	0	519	1	**320**
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	2	**51**	0	92	**51**	0	96	2	**53**	0	96	2	**53**	0	96	2	**53**
	Left-Through		0							0				0				0	
	Through	391	1	263	0	391	263	36	445	1	293	0	445	1	293	0	445	1	293
	Through-Right		1							1				1				1	
	Right	135	0	135	0	135	135	0	141	0	141	0	141	0	141	0	141	0	141
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	**117**	0	117	**117**	0	122	1	**122**	0	122	1	**122**	0	122	1	**122**
	Left-Through		0							0				0				0	
	Through	250	1	208	0	250	208	16	277	1	225	0	277	1	225	0	277	1	225
	Through-Right		1							1				1				1	
	Right	165	0	165	0	165	165	0	173	0	173	0	173	0	173	0	173	0	173
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	273	1	**273**	0	273	**273**	15	300	1	**300**	0	300	1	**300**	0	300	1	**300**
	Through-Right		0							0				0				0	
	Right	120	1	95	0	120	95	0	125	1	99	0	125	1	99	0	125	1	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		343	*North-South:*		343	*North-South:*			373	*North-South:*			373	*North-South:*			373
		East-West:		390	*East-West:*		390	*East-West:*			422	*East-West:*			422	*East-West:*			422
		SUM:		733	*SUM:*		733	*SUM:*			795	*SUM:*			795	*SUM:*			795
VOLUME/CAPACITY (V/C) RATIO:				0.514			0.514				0.558				0.558				0.558
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.414			0.414				0.458				0.458				0.458
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
5	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	122	2	67	0	122	67	0	128	2	70	0	128	2	70	0	128	2	70
	Left-Through		0							0				0				0	
	Through	877	1	**516**	0	877	**516**	37	954	1	**558**	0	954	1	**558**	0	954	1	**558**
	Through-Right		1							1				1				1	
	Right	155	0	155	0	155	155	0	162	0	162	0	162	0	162	0	162	0	162
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	102	2	**56**	0	102	**56**	5	112	2	**62**	0	112	2	**62**	0	112	2	**62**
	Left-Through		0							0				0				0	
	Through	487	1	316	0	487	316	44	553	1	361	0	553	1	361	0	553	1	361
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	16	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	158	1	**158**	0	158	**158**	10	175	1	**175**	0	175	1	**175**	0	175	1	**175**
	Left-Through		0							0				0				0	
	Through	414	1	299	0	414	299	22	455	1	324	0	455	1	324	0	455	1	324
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	192	0	192	0	192	0	192	0	192	0	192
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	162	1	162	0	162	162	0	169	1	169	0	169	1	169	0	169	1	169
	Left-Through		0							0				0				0	
	Through	460	1	**460**	0	460	**460**	23	504	1	**504**	0	504	1	**504**	0	504	1	**504**
	Through-Right		0							0				0				0	
	Right	156	1	128	0	156	128	3	166	1	135	0	166	1	135	0	166	1	135
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	572		*North-South:*	572		*North-South:*	620			*North-South:*	620			*North-South:*	620		
		East-West:	618		*East-West:*	618		*East-West:*	679			*East-West:*	679			*East-West:*	679		
		SUM:	1190		*SUM:*	1190		*SUM:*	1299			*SUM:*	1299			*SUM:*	1299		
VOLUME/CAPACITY (V/C) RATIO:			0.835			0.835			0.912				0.912				0.912		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.735**			**0.735**			**0.812**				**0.812**				**0.812**		
LEVEL OF SERVICE (LOS):			**C**			**C**			**D**				**D**				**D**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	99	1	**99**	0	99	**99**	74	178	1	**178**	0	178	1	**178**	0	178	1	**178**
	Left-Through		0							0				0				0	
	Through	411	1	286	0	411	286	113	543	1	356	0	543	1	356	0	543	1	356
	Through-Right		1							1				1				1	
	Right	161	0	161	0	161	161	0	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	77	17	94	94	16	97	1	97	17	114	1	114	-7	107	1	107
	Left-Through		0							0				0				0	
	Through	976	1	**547**	0	976	**547**	130	1151	1	**637**	0	1151	1	**637**	0	1151	1	**637**
	Through-Right		1							1				1				1	
	Right	118	0	118	0	118	118	0	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	1	68	0	68	68	0	71	1	71	0	71	1	71	0	71	1	71
	Left-Through		0							0				0				0	
	Through	414	1	**414**	0	414	**414**	14	447	1	**447**	0	447	1	**447**	0	447	1	**447**
	Through-Right		0							0				0				0	
	Right	212	1	163	0	212	163	77	299	1	210	0	299	1	210	0	299	1	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	117	0	**117**	0	117	**117**	0	122	0	**122**	0	122	0	**122**	0	122	0	**122**
	Left-Through		0							0				0				0	
	Through	272	0	436	0	272	453	13	297	0	471	0	297	0	488	0	297	0	481
	Through-Right		0							0				0				0	
	Right	47	0	0	17	64	0	3	52	0	0	17	69	0	0	-7	62	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		646	*North-South:*		646	*North-South:*			815	*North-South:*			815	*North-South:*			815
		East-West:		531	*East-West:*		531	*East-West:*			569	*East-West:*			569	*East-West:*			569
		SUM:		1177	*SUM:*		1177	*SUM:*			1384	*SUM:*			1384	*SUM:*			1384
VOLUME/CAPACITY *(V/C)* RATIO:				0.856			0.856				1.007				1.007				1.007
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.756			0.756				0.907				0.907				0.907
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	0	63	63	38	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	455	1	**306**	0	455	**306**	58	534	1	**349**	0	534	1	**349**	0	534	1	**349**
	Through-Right		1							1				1				1	
	Right	157	0	157	0	157	157	0	164	0	164	0	164	0	164	0	164	0	164
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	**85**	17	102	**102**	3	92	1	**92**	17	109	1	**109**	1	110	1	**110**
	Left-Through		0							0				0				0	
	Through	436	1	262	0	436	262	66	522	1	307	0	522	1	307	0	522	1	307
	Through-Right		1							1				1				1	
	Right	88	0	88	0	88	88	0	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	44	1	**44**	0	44	**44**	0	46	1	**46**	0	46	1	**46**	0	46	1	**46**
	Left-Through		0							0				0				0	
	Through	234	1	234	0	234	234	16	261	1	261	0	261	1	261	0	261	1	261
	Through-Right		0							0				0				0	
	Right	100	1	69	0	100	69	31	136	1	84	0	136	1	84	0	136	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	113	0	113	0	113	113	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through		0							0				0				0	
	Through	236	0	**424**	0	236	**441**	15	262	0	**467**	0	262	0	**484**	0	262	0	**485**
	Through-Right		0							0				0				0	
	Right	75	0	0	17	92	0	9	87	0	0	17	104	0	0	1	105	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		391	*North-South:*		408	*North-South:*			441	*North-South:*			458	*North-South:*			459
		East-West:		468	*East-West:*		485	*East-West:*			513	*East-West:*			530	*East-West:*			531
		SUM:		859	*SUM:*		893	*SUM:*			954	*SUM:*			988	*SUM:*			990
VOLUME/CAPACITY (V/C) RATIO:				0.625			0.649				0.694				0.719				0.720
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.525**			**0.549**				**0.594**				**0.619**				**0.620**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	∆*v/c* after mitigation:	0.026
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
6	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	109	1	109	0	109	109	49	163	1	163	0	163	1	163	0	163	1	163
	Left-Through		0							0				0				0	
	Through	685	1	**407**	0	685	**407**	77	793	1	**464**	0	793	1	**464**	0	793	1	**464**
	Through-Right		1							1				1				1	
	Right	128	0	128	0	128	128	0	134	0	134	0	134	0	134	0	134	0	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	**60**	17	77	**77**	3	66	1	**66**	17	83	1	**83**	8	91	1	**91**
	Left-Through		0							0				0				0	
	Through	376	1	232	0	376	232	83	476	1	284	0	476	1	284	0	476	1	284
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	0	91	0	91	0	91	0	91	0	91	0	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	63	1	**63**	0	63	**63**	0	66	1	**66**	0	66	1	**66**	0	66	1	**66**
	Left-Through		0							0				0				0	
	Through	276	1	276	0	276	276	16	305	1	305	0	305	1	305	0	305	1	305
	Through-Right		0							0				0				0	
	Right	70	1	16	0	70	16	42	115	1	34	0	115	1	34	0	115	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through		0							0				0				0	
	Through	323	0	**498**	0	323	**515**	15	353	0	**545**	0	353	0	**562**	0	353	0	**570**
	Through-Right		0							0				0				0	
	Right	59	0	0	17	76	0	9	71	0	0	17	88	0	0	8	96	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		467	*North-South:*		484	*North-South:*			530	*North-South:*			547	*North-South:*			555
		East-West:		561	*East-West:*		578	*East-West:*			611	*East-West:*			628	*East-West:*			636
		SUM:		1028	*SUM:*		1062	*SUM:*			1141	*SUM:*			1175	*SUM:*			1191
VOLUME/CAPACITY (V/C) RATIO:				0.748			0.772				0.830				0.855				0.866
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.672**				**0.730**				**0.755**				**0.766**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	∆*v/c* after mitigation:	0.036
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0				0				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	551	1	287	0	551	287	52	628	1	326	0	628	1	326	0	628	1	326
	Through-Right		1							1				1				1	
	Right	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	82	0	82	82	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	1318	2	**659**	0	1318	**659**	46	1424	2	**712**	0	1424	2	**712**	0	1424	2	**712**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through		1							1				1				1	
	Through	5	0	33	0	5	33	0	5	0	34	0	5	0	34	0	5	0	34
	Through-Right		0							0				0				0	
	Right	281	1	**281**	0	281	**281**	55	349	1	**349**	0	349	1	**349**	0	349	1	**349**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	22	0	**22**	0	22	**22**	0	23	0	**23**	0	23	0	**23**	0	23	0	**23**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	75	0	97	0	75	97	0	78	0	101	0	78	0	101	0	78	0	101
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
	CRITICAL VOLUMES	*North-South:*		659	*North-South:*		659	*North-South:*			712	*North-South:*			712	*North-South:*			712
		East-West:		303	*East-West:*		303	*East-West:*			372	*East-West:*			372	*East-West:*			372
		SUM:		962	*SUM:*		962	*SUM:*			1084	*SUM:*			1084	*SUM:*			1084
	VOLUME/CAPACITY *(V/C)* RATIO:			0.802			0.802				0.903				0.903				0.903
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.802			0.802				0.903				0.903				0.903
	LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			0			0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--			0	NB-- 0 SB--			0	NB-- 0 SB--			0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--			0	EB-- 0 WB--			0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	397	1	213	0	397	213	30	445	1	238	0	445	1	238	0	445	1	238
Through-Right		1							1				1				1	
Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
Left-Through		0							0				0				0	
Through	514	2	**257**	0	514	**257**	36	573	2	**287**	0	573	2	**287**	0	573	2	**287**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
Left-Through		1							1				1				1	
Through	7	0	48	0	7	48	0	7	0	50	0	7	0	50	0	7	0	50
Through-Right		0							0				0				0	
Right	146	1	**146**	0	146	**146**	3	156	1	**156**	0	156	1	**156**	0	156	1	**156**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	18	0	**18**	0	18	**18**	0	19	0	**19**	0	19	0	**19**	0	19	0	**19**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	25	0	43	0	25	43	0	26	0	45	0	26	0	45	0	26	0	45
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
CRITICAL VOLUMES	*North-South:*		257	*North-South:*		257	*North-South:*			287	*North-South:*			287	*North-South:*			287
	East-West:		164	*East-West:*		164	*East-West:*			175	*East-West:*			175	*East-West:*			175
	SUM:		421	*SUM:*		421	*SUM:*			462	*SUM:*			462	*SUM:*			462
VOLUME/CAPACITY (V/C) RATIO:			0.351			0.351				0.385				0.385				0.385
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.351			0.351				0.385				0.385				0.385
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
7	East-West Street:	I-5 Freeway NB Off-Ramp-Jerome Str	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases				0			0			0			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0				0				0				0				0
Override Capacity				1200				#####				1200				1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1044	1	**538**	0	1044	**538**	37	1129	1	**581**	0	1129	1	**581**	0	1129	1	**581**
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	45	1	**45**	0	45	**45**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
	Left-Through		0							0				0				0	
	Through	786	2	393	0	786	393	44	866	2	433	0	866	2	433	0	866	2	433
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	0	54	0	54	54	0	56	0	56	0	56	0	56	0	56	0	56
	Left-Through		1							1				1				1	
	Through	17	0	71	0	17	71	0	18	0	74	0	18	0	74	0	18	0	74
	Through-Right		0							0				0				0	
	Right	206	1	**206**	0	206	**206**	9	224	1	**224**	0	224	1	**224**	0	224	1	**224**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	0	**20**	0	20	**20**	0	21	0	**21**	0	21	0	**21**	0	21	0	**21**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	47	0	67	0	47	67	0	49	0	70	0	49	0	70	0	49	0	70
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		*North-South:*		583	*North-South:*		583	*North-South:*			628	*North-South:*			628	*North-South:*			628
		East-West:		226	*East-West:*		226	*East-West:*			245	*East-West:*			245	*East-West:*			245
		SUM:		809	*SUM:*		809	*SUM:*			873	*SUM:*			873	*SUM:*			873
VOLUME/CAPACITY (V/C) RATIO:				0.674			0.674				0.728				0.728				0.728
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.674				0.728				0.728				0.728
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	**48**	0	48	**48**	0	50	1	**50**	0	50	1	**50**	0	50	1	**50**
	Left-Through		0							0				0				0	
	Through	358	2	179	0	358	179	40	414	2	207	0	414	2	207	0	414	2	207
	Through-Right		0							0				0				0	
	Right	227	1	180	0	227	180	94	331	1	256	0	331	1	256	0	331	1	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	157	1	157	0	157	157	74	238	1	238	0	238	1	238	0	238	1	238
	Left-Through		0							0				0				0	
	Through	1238	1	**726**	0	1238	**726**	27	1322	1	**773**	0	1322	1	**773**	0	1322	1	**773**
	Through-Right		1							1				1				1	
	Right	214	0	214	0	214	214	0	224	0	224	0	224	0	224	0	224	0	224
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	133	1	**133**	0	133	**133**	0	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	828	1	475	0	828	475	72	938	1	533	0	938	1	533	0	938	1	533
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	0	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	53	151	1	151	0	151	1	151	0	151	1	151
	Left-Through		0							0				0				0	
	Through	883	1	**501**	0	883	**501**	50	973	1	**555**	0	973	1	**555**	0	973	1	**555**
	Through-Right		1							1				1				1	
	Right	119	0	119	0	119	119	12	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		774	*North-South:*		774	*North-South:*			823	*North-South:*			823	*North-South:*			823
		East-West:		634	*East-West:*		634	*East-West:*			694	*East-West:*			694	*East-West:*			694
		SUM:		1408	*SUM:*		1408	*SUM:*			1517	*SUM:*			1517	*SUM:*			1517
VOLUME/CAPACITY *(V/C)* RATIO:				0.939			0.939				1.011				1.011				1.011
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.839**			**0.839**				**0.911**				**0.911**				**0.911**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	**17**	0	17	**17**	0	18	1	**18**	0	18	1	**18**	0	18	1	**18**
	Left-Through		0							0				0				0	
	Through	269	2	135	0	269	135	30	311	2	156	0	311	2	156	0	311	2	156
	Through-Right		0							0				0				0	
	Right	228	1	170	0	228	170	3	241	1	176	0	241	1	176	0	241	1	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	120	1	120	0	120	120	3	128	1	128	0	128	1	128	0	128	1	128
	Left-Through		0							0				0				0	
	Through	473	1	**289**	0	473	**289**	36	531	1	**321**	0	531	1	**321**	0	531	1	**321**
	Through-Right		1							1				1				1	
	Right	105	0	105	0	105	105	0	110	0	110	0	110	0	110	0	110	0	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	1	60	0	60	60	0	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0							0				0				0	
	Through	444	1	**282**	0	444	**282**	16	480	1	**303**	0	480	1	**303**	0	480	1	**303**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	116	1	**116**	0	116	**116**	9	130	1	**130**	0	130	1	**130**	0	130	1	**130**
	Left-Through		0							0				0				0	
	Through	374	1	233	0	374	233	15	406	1	251	0	406	1	251	0	406	1	251
	Through-Right		1							1				1				1	
	Right	91	0	91	0	91	91	0	95	0	95	0	95	0	95	0	95	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	306		*North-South:*	306		*North-South:*	339			*North-South:*	339			*North-South:*	339		
		East-West:	398		*East-West:*	398		*East-West:*	433			*East-West:*	433			*East-West:*	433		
		SUM:	704		*SUM:*	704		*SUM:*	772			*SUM:*	772			*SUM:*	772		
VOLUME/CAPACITY (V/C) RATIO:			0.469			0.469			0.515				0.515				0.515		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.369**			**0.369**			**0.415**				**0.415**				**0.415**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
8	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	825	2	**413**	0	825	**413**	33	896	2	**448**	0	896	2	**448**	0	896	2	**448**
	Through-Right		0							0				0				0	
	Right	231	1	185	0	231	185	15	257	1	197	0	257	1	197	0	257	1	197
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	115	1	**115**	0	115	**115**	12	132	1	**132**	0	132	1	**132**	0	132	1	**132**
	Left-Through		0							0				0				0	
	Through	842	1	448	0	842	448	41	921	1	488	0	921	1	488	0	921	1	488
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	121	1	121	0	121	121	0	127	1	127	0	127	1	127	0	127	1	127
	Left-Through		0							0				0				0	
	Through	918	1	**497**	0	918	**497**	25	985	1	**532**	0	985	1	**532**	0	985	1	**532**
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	0	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	**93**	0	93	**93**	24	121	1	**121**	0	121	1	**121**	0	121	1	**121**
	Left-Through		0							0				0				0	
	Through	673	1	385	0	673	385	26	730	1	417	0	730	1	417	0	730	1	417
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	4	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	528	*North-South:*		528	*North-South:*			*North-South:*	580			*North-South:*	580			*North-South:*	580
		East-West:	590	*East-West:*		590	*East-West:*			*East-West:*	653			*East-West:*	653			*East-West:*	653
		SUM:	1118	*SUM:*		1118	*SUM:*			*SUM:*	1233			*SUM:*	1233			*SUM:*	1233
VOLUME/CAPACITY (V/C) RATIO:			0.745			0.745					0.822				0.822				0.822
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.645**			**0.645**					**0.722**				**0.722**				**0.722**
LEVEL OF SERVICE (LOS):			**B**			**B**					**C**				**C**				**C**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	618	1	**376**	0	618	**376**	79	725	1	**432**	0	725	1	**432**	0	725	1	**432**
	Through-Right		1							1				1				1	
	Right	133	0	133	0	133	133	0	139	0	139	0	139	0	139	0	139	0	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	578	1	**578**	0	578	**578**	28	632	1	**632**	0	632	1	**632**	0	632	1	**632**
	Left-Through		0							0				0				0	
	Through	713	2	357	0	713	357	52	798	2	399	0	798	2	399	0	798	2	399
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	1	**23**	0	23	**23**	0	24	1	**24**	0	24	1	**24**	0	24	1	**24**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	96	1	0	0	96	0	55	155	1	0	0	155	1	0	0	155	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	954		*North-South:*	954			*North-South:*	1064			*North-South:*	1064			*North-South:*	1064	
		East-West:	23		*East-West:*	23			*East-West:*	24			*East-West:*	24			*East-West:*	24	
		SUM:	977		*SUM:*	977			*SUM:*	1088			*SUM:*	1088			*SUM:*	1088	
	VOLUME/CAPACITY *(V/C)* RATIO:		0.814			0.814				0.907				0.907					0.907
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.814			0.814				0.907				0.907					0.907
	LEVEL OF SERVICE (LOS):		D			D				E				E					E

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0				0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	481	1	**273**	0	481	**273**	30	533	1	**301**	0	533	1	**301**	0	533	1	**301**
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	260	1	**260**	0	260	**260**	9	281	1	**281**	0	281	1	**281**	0	281	1	**281**
	Left-Through		0							0				0				0	
	Through	433	2	217	0	433	217	36	489	2	245	0	489	2	245	0	489	2	245
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	145	1	15	0	145	15	3	155	1	15	0	155	1	15	0	155	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		533	North-South:		533	North-South:			582	North-South:			582	North-South:			582
		East-West:		53	East-West:		53	East-West:			55	East-West:			55	East-West:			55
		SUM:		586	SUM:		586	SUM:			637	SUM:			637	SUM:			637
VOLUME/CAPACITY (V/C) RATIO:				0.488			0.488				0.531				0.531				0.531
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488			0.488				0.531				0.531				0.531
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
9	East-West Street:	I-5 Freeway SB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			0			0			0				0					0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1057	1	**554**	0	1057	**554**	39	1144	1	**599**	0	1144	1	**599**	0	1144	1	**599**
Through-Right		1							1				1				1	
Right	51	0	51	0	51	51	0	53	0	53	0	53	0	53	0	53	0	53
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	403	1	**403**	0	403	**403**	17	438	1	**438**	0	438	1	**438**	0	438	1	**438**
Left-Through		0							0				0				0	
Through	581	2	291	0	581	291	49	657	2	329	0	657	2	329	0	657	2	329
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	38	1	**38**	0	38	**38**	0	40	1	**40**	0	40	1	**40**	0	40	1	**40**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	219	1	18	0	219	18	9	238	1	19	0	238	1	19	0	238	1	19
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		957	North-South:		957	North-South:			1037	North-South:			1037	North-South:			1037
	East-West:		38	East-West:		38	East-West:			40	East-West:			40	East-West:			40
	SUM:		995	SUM:		995	SUM:			1077	SUM:			1077	SUM:			1077
VOLUME/CAPACITY (V/C) RATIO:			0.829			0.829				0.898				0.898				0.898
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.829			0.829				0.898				0.898				0.898
LEVEL OF SERVICE (LOS):			D			D				D				D				D

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	2	0	**43**	0	2	**43**	0	2	0	**45**	0	2	0	**45**	0	2	0	**45**
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	991	1	**595**	0	991	**595**	240	1276	1	**742**	0	1276	1	**742**	0	1276	1	**742**
	Through-Right		1							1				1				1	
	Right	198	0	198	0	198	198	0	207	0	207	0	207	0	207	0	207	0	207
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	207	1	**207**	0	207	**207**	28	244	1	**244**	0	244	1	**244**	0	244	1	**244**
	Left-Through		0							0				0				0	
	Through	1072	1	551	0	1072	551	116	1237	1	634	0	1237	1	634	0	1237	1	634
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		43	*North-South:*		43	*North-South:*			45	*North-South:*			45	*North-South:*			45
		East-West:		802	*East-West:*		802	*East-West:*			986	*East-West:*			986	*East-West:*			986
		SUM:		845	*SUM:*		845	*SUM:*			1031	*SUM:*			1031	*SUM:*			1031
VOLUME/CAPACITY *(V/C)* RATIO:				0.704			0.704				0.859				0.859				0.859
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.704			0.704				0.859				0.859				0.859
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--			0
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	10	0	**55**	0	10	**55**	0	10	0	**57**	0	10	0	**57**	0	10	0	**57**
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	635	1	**393**	0	635	**393**	22	686	1	**422**	0	686	1	**422**	0	686	1	**422**
	Through-Right		1							1				1				1	
	Right	150	0	150	0	150	150	0	157	0	157	0	157	0	157	0	157	0	157
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	152	1	**152**	0	152	**152**	9	168	1	**168**	0	168	1	**168**	0	168	1	**168**
	Left-Through		0							0				0				0	
	Through	550	1	284	0	550	284	24	599	1	309	0	599	1	309	0	599	1	309
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		55	*North-South:*		55	*North-South:*		57		*North-South:*		57		*North-South:*			57
		East-West:		545	*East-West:*		545	*East-West:*		590		*East-West:*		590		*East-West:*			590
		SUM:		600	*SUM:*		600	*SUM:*		647		*SUM:*		647		*SUM:*			647
	VOLUME/CAPACITY (V/C) RATIO:			0.500			0.500			0.539				0.539					0.539
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.500			0.500			0.539				0.539					0.539
	LEVEL OF SERVICE (LOS):			A			A			A				A					A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB On-Ramp-Rincon Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
10	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			0			0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
Left-Through		0							0				0				0	
Through	4	0	**44**	0	4	**44**	0	4	0	**45**	0	4	0	**45**	0	4	0	**45**
Through-Right		0							0				0				0	
Right	30	0	0	0	30	0	0	31	0	0	0	31	0	0	0	31	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	43	1	43	0	43	43	0	45	1	45	0	45	1	45	0	45	1	45
Left-Through		0							0				0				0	
Through	1000	1	**615**	0	1000	**615**	51	1097	1	**669**	0	1097	1	**669**	0	1097	1	**669**
Through-Right		1							1				1				1	
Right	230	0	230	0	230	230	0	241	0	241	0	241	0	241	0	241	0	241
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	135	1	**135**	0	135	**135**	17	158	1	**158**	0	158	1	**158**	0	158	1	**158**
Left-Through		0							0				0				0	
Through	842	1	428	0	842	428	54	934	1	475	0	934	1	475	0	934	1	475
Through-Right		1							1				1				1	
Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		44	*North-South:*		44	*North-South:*			45	*North-South:*			45	*North-South:*			45
	East-West:		750	*East-West:*		750	*East-West:*			827	*East-West:*			827	*East-West:*			827
	SUM:		794	*SUM:*		794	*SUM:*			872	*SUM:*			872	*SUM:*			872
VOLUME/CAPACITY (V/C) RATIO:			0.662			0.662				0.727				0.727				0.727
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.662			0.662				0.727				0.727				0.727
LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	208	0	208	0	208	208	0	218	0	218	0	218	0	218	0	218	0	218
	Left-Through		0							0				0				0	
	Through	30	0	**290**	0	30	**290**	0	31	0	**303**	0	31	0	**303**	0	31	0	**303**
	Through-Right		0							0				0				0	
	Right	52	0	0	0	52	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	0	**32**	0	32	**32**	0	33	0	**33**	0	33	0	**33**	0	33	0	**33**
	Left-Through		0							0				0				0	
	Through	41	0	106	0	41	106	0	43	0	111	0	43	0	111	0	43	0	111
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	1	**13**	0	13	**13**	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	770	1	477	0	770	477	240	1045	1	**619**	0	1045	1	**619**	0	1045	1	**619**
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	192	0	192	0	192	0	192	0	192	0	192
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	39	0	39	39	0	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	1068	1	**540**	0	1068	**540**	144	1261	1	637	0	1261	1	637	0	1261	1	637
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		322	*North-South:*		322	*North-South:*			336	*North-South:*			336	*North-South:*			336
		East-West:		553	*East-West:*		553	*East-West:*			660	*East-West:*			660	*East-West:*			660
		SUM:		875	*SUM:*		875	*SUM:*			996	*SUM:*			996	*SUM:*			996
VOLUME/CAPACITY *(V/C)* RATIO:				0.583			0.583				0.664				0.664				0.664
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.483**			**0.483**				**0.564**				**0.564**				**0.564**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	58	0	**58**	0	58	**58**	0	61	0	**61**	0	61	0	**61**	0	61	0	**61**
	Left-Through		0							0				0				0	
	Through	0	0	63	0	0	63	0	0	0	66	0	0	0	66	0	0	0	66
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	2	0	**29**	0	2	**29**	0	2	0	**30**	0	2	0	**30**	0	2	0	**30**
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through		0							0				0				0	
	Through	617	1	325	0	617	325	22	667	1	351	0	667	1	351	0	667	1	351
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	651	1	**329**	0	651	**329**	33	714	1	**360**	0	714	1	**360**	0	714	1	**360**
	Through-Right		1							1				1				1	
	Right	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		87	*North-South:*		87	*North-South:*			91	*North-South:*			91	*North-South:*			91
		East-West:		337	*East-West:*		337	*East-West:*			368	*East-West:*			368	*East-West:*			368
		SUM:		424	*SUM:*		424	*SUM:*			459	*SUM:*			459	*SUM:*			459
VOLUME/CAPACITY (V/C) RATIO:				0.283			0.283				0.306				0.306				0.306
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.183**			**0.183**				**0.206**				**0.206**				**0.206**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
11	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	0	**102**	0	102	**102**	0	107	0	**107**	0	107	0	**107**	0	107	0	**107**
	Left-Through		0							0				0				0	
	Through	10	0	129	0	10	129	0	10	0	135	0	10	0	135	0	10	0	135
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	12	0	**39**	0	12	**39**	0	13	0	**41**	0	13	0	**41**	0	13	0	**41**
	Through-Right		0							0				0				0	
	Right	19	0	0	0	19	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	12	1	12	0	12	12	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	972	1	**536**	0	972	**536**	51	1067	1	**586**	0	1067	1	**586**	0	1067	1	**586**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	0	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Left-Through		0							0				0				0	
	Through	869	1	437	0	869	437	71	980	1	493	0	980	1	493	0	980	1	493
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	141		*North-South:*	141		*North-South:*	148			*North-South:*	148			*North-South:*	148		
		East-West:	540		*East-West:*	540		*East-West:*	590			*East-West:*	590			*East-West:*	590		
		SUM:	681		*SUM:*	681		*SUM:*	738			*SUM:*	738			*SUM:*	738		
VOLUME/CAPACITY (V/C) RATIO:			0.454			0.454			0.492				0.492				0.492		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.354**			**0.354**			**0.392**				**0.392**				**0.392**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	0	138	0	138	138	125	269	0	269	0	269	0	269	0	269	0	269
	Left-Through		0							0				0				0	
	Through	23	0	**224**	0	23	**224**	0	24	0	**359**	0	24	0	**359**	0	24	0	**359**
	Through-Right		0							0				0				0	
	Right	63	0	0	0	63	0	0	66	0	0	0	66	0	0	0	66	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	**12**	0	12	**12**	0	13	0	**13**	0	13	0	**13**	0	13	0	**13**
	Left-Through		0							0				0				0	
	Through	49	0	92	0	49	92	0	51	0	96	0	51	0	96	0	51	0	96
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		1							1				1				1	
	Through	606	0	391	0	606	391	45	679	0	529	0	679	0	529	0	679	0	529
	Through-Right		1							1				1				1	
	Right	156	0	391	0	156	391	195	358	0	529	0	358	0	529	0	358	0	529
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	143	0	143	0	143	143	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through		1							1				1				1	
	Through	868	0	**736**	0	868	**736**	19	927	0	**930**	0	927	0	**930**	0	927	0	**930**
	Through-Right		1							1				1				1	
	Right	32	0	736	0	32	736	0	33	0	930	0	33	0	930	0	33	0	930
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		236	North-South:		236	North-South:			372	North-South:			372	North-South:			372
		East-West:		741	East-West:		741	East-West:			935	East-West:			935	East-West:			935
		SUM:		977	SUM:		977	SUM:			1307	SUM:			1307	SUM:			1307
VOLUME/CAPACITY (V/C) RATIO:				0.651			0.651				0.871				0.871				0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.551			0.551				0.771				0.771				0.771
LEVEL OF SERVICE (LOS):				A			A				C				C				C

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	0	38	0	38	38	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0							0				0				0	
	Through	4	0	**61**	0	4	**61**	0	4	0	**64**	0	4	0	**64**	0	4	0	**64**
	Through-Right		0							0				0				0	
	Right	19	0	0	0	19	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	2	0	18	0	2	18	0	2	0	19	0	2	0	19	0	2	0	19
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	6	0	6	0	6	6	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		1							1				1				1	
	Through	576	0	**311**	0	576	**311**	22	624	0	336	0	624	0	336	0	624	0	336
	Through-Right		1							1				1				1	
	Right	33	0	311	0	33	311	0	35	0	336	0	35	0	336	0	35	0	336
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	33	0	**33**	0	33	**33**	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through		1							1				1				1	
	Through	512	0	337	0	512	337	33	568	0	**369**	0	568	0	**369**	0	568	0	**369**
	Through-Right		1							1				1				1	
	Right	29	0	337	0	29	337	0	30	0	369	0	30	0	369	0	30	0	369
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		61	*North-South:*		61	*North-South:*			64	*North-South:*			64	*North-South:*			64
		East-West:		344	*East-West:*		344	*East-West:*			375	*East-West:*			375	*East-West:*			375
		SUM:		405	*SUM:*		405	*SUM:*			439	*SUM:*			439	*SUM:*			439
VOLUME/CAPACITY (V/C) RATIO:				0.270			0.270				0.293				0.293				0.293
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.170**			**0.170**				**0.193**				**0.193**				**0.193**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
12	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	0	93	0	93	93	38	135	0	135	0	135	0	135	0	135	0	135
	Left-Through		0							0				0				0	
	Through	7	0	153	0	7	153	0	7	0	197	0	7	0	197	0	7	0	197
	Through-Right		0							0				0				0	
	Right	53	0	0	0	53	0	0	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		0							0				0				0	
	Through	6	0	38	0	6	38	0	6	0	39	0	6	0	39	0	6	0	39
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1							1				1				1	
	Through	761	0	458	0	761	458	22	818	0	504	0	818	0	504	0	818	0	504
	Through-Right		1							1				1				1	
	Right	115	0	458	0	115	458	29	149	0	504	0	149	0	504	0	149	0	504
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	0	55	0	55	55	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		1							1				1				1	
	Through	666	0	449	0	666	449	33	729	0	487	0	729	0	487	0	729	0	487
	Through-Right		1							1				1				1	
	Right	12	0	449	0	12	449	0	13	0	487	0	13	0	487	0	13	0	487
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		157	North-South:		157	North-South:			201	North-South:			201	North-South:			201
		East-West:		513	East-West:		513	East-West:			562	East-West:			562	East-West:			562
		SUM:		670	SUM:		670	SUM:			763	SUM:			763	SUM:			763
VOLUME/CAPACITY (V/C) RATIO:				0.447			0.447				0.509				0.509				0.509
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.347			0.347				0.409				0.409				0.409
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	183	1	**183**	0	183	**183**	0	191	1	**191**	0	191	1	**191**	0	191	1	**191**
	Left-Through		0							0				0				0	
	Through	750	1	415	0	750	415	161	945	1	514	0	945	1	514	0	945	1	514
	Through-Right		1							1				1				1	
	Right	79	0	79	0	79	79	0	83	0	83	0	83	0	83	0	83	0	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	100	1	100	0	100	100	27	132	1	132	0	132	1	132	0	132	1	132
	Left-Through		0							0				0				0	
	Through	575	1	**349**	0	575	**349**	180	781	1	**455**	0	781	1	**455**	0	781	1	**455**
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	0	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	1	**54**	0	54	**54**	0	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	447	1	301	0	447	301	45	512	1	337	0	512	1	337	0	512	1	337
	Through-Right		1							1				1				1	
	Right	155	0	155	0	155	155	0	162	0	162	0	162	0	162	0	162	0	162
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	148	1	148	0	148	148	0	155	1	155	0	155	1	155	0	155	1	155
	Left-Through		0							0				0				0	
	Through	1053	1	**598**	0	1053	**598**	19	1120	1	**648**	0	1120	1	**648**	0	1120	1	**648**
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	26	176	0	176	0	176	0	176	0	176	0	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		532	*North-South:*		532	*North-South:*			646	*North-South:*			646	*North-South:*			646
		East-West:		652	*East-West:*		652	*East-West:*			704	*East-West:*			704	*East-West:*			704
		SUM:		1184	*SUM:*		1184	*SUM:*			1350	*SUM:*			1350	*SUM:*			1350
	VOLUME/CAPACITY *(V/C)* RATIO:			0.861			0.861				0.982				0.982				0.982
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.761**			**0.761**				**0.882**				**0.882**				**0.882**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	0	124	**124**	0	130	1	130	0	130	1	130	0	130	1	130
	Left-Through		0							0				0				0	
	Through	400	1	243	0	400	243	67	485	1	**287**	0	485	1	**287**	0	485	1	**287**
	Through-Right		1							1				1				1	
	Right	85	0	85	0	85	85	0	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	72	1	72	0	72	72	32	107	1	**107**	0	107	1	**107**	0	107	1	**107**
	Left-Through		0							0				0				0	
	Through	367	1	**216**	0	367	**216**	65	449	1	258	0	449	1	258	0	449	1	258
	Through-Right		1							1				1				1	
	Right	64	0	64	0	64	64	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	67	1	67	0	67	67	0	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	479	1	**297**	0	479	**297**	22	523	1	**321**	0	523	1	**321**	0	523	1	**321**
	Through-Right		1							1				1				1	
	Right	114	0	114	0	114	114	0	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	**87**	0	87	**87**	0	91	1	**91**	0	91	1	**91**	0	91	1	**91**
	Left-Through		0							0				0				0	
	Through	454	1	268	0	454	268	33	508	1	311	0	508	1	311	0	508	1	311
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	29	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	340		*North-South:*	340		*North-South:*	394			*North-South:*	394			*North-South:*	394		
		East-West:	384		*East-West:*	384		*East-West:*	412			*East-West:*	412			*East-West:*	412		
		SUM:	724		*SUM:*	724		*SUM:*	806			*SUM:*	806			*SUM:*	806		
VOLUME/CAPACITY (V/C) RATIO:			0.527			0.527			0.586				0.586				0.586		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.427			0.427			0.486				0.486				0.486		
LEVEL OF SERVICE (LOS):			A			A			A				A				A		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
13	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	197	1	**197**	0	197	**197**	0	206	1	**206**	0	206	1	**206**	0	206	1	**206**
	Left-Through		0							0				0				0	
	Through	570	1	342	0	570	342	97	693	1	406	0	693	1	406	0	693	1	406
	Through-Right		1							1				1				1	
	Right	113	0	113	0	113	113	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	97	1	97	0	97	97	32	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	591	1	**325**	0	591	**325**	92	710	1	**386**	0	710	1	**386**	0	710	1	**386**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	89	1	89	0	89	89	0	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	756	1	**449**	0	756	**449**	22	813	1	**481**	0	813	1	**481**	0	813	1	**481**
	Through-Right		1							1				1				1	
	Right	142	0	142	0	142	142	0	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	557	1	322	0	557	322	33	615	1	368	0	615	1	368	0	615	1	368
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	29	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	522		*North-South:*	522		*North-South:*	592			*North-South:*	592			*North-South:*	592		
		East-West:	549		*East-West:*	549		*East-West:*	586			*East-West:*	586			*East-West:*	586		
		SUM:	1071		*SUM:*	1071		*SUM:*	1178			*SUM:*	1178			*SUM:*	1178		
VOLUME/CAPACITY (V/C) RATIO:			0.779			0.779			0.857				0.857				0.857		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.679**			**0.679**			**0.757**				**0.757**				**0.757**		
LEVEL OF SERVICE (LOS):			**B**			**B**			**C**				**C**				**C**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	133	1	**133**	0	133	**133**	45	184	1	**184**	0	184	1	**184**	0	184	1	**184**
	Left-Through		0							0				0				0	
	Through	412	2	206	43	455	228	81	512	2	256	43	555	2	278	-15	540	2	270
	Through-Right		0							0				0				0	
	Right	59	1	17	26	85	43	31	93	1	30	26	119	1	56	-8	111	1	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	111	1	111	17	128	128	75	191	1	191	17	208	1	208	-7	201	1	201
	Left-Through		0							0				0				0	
	Through	1189	1	**746**	0	1189	**746**	115	1358	1	**837**	0	1358	1	**837**	0	1358	1	**837**
	Through-Right		1							1				1				1	
	Right	302	0	302	0	302	302	0	316	0	316	0	316	0	316	0	316	0	316
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	208	1	**208**	0	208	**208**	0	218	1	**218**	0	218	1	**218**	0	218	1	**218**
	Left-Through		0							0				0				0	
	Through	257	1	187	0	257	187	0	269	1	231	0	269	1	231	0	269	1	231
	Through-Right		1							1				1				1	
	Right	116	0	116	0	116	116	72	193	0	193	0	193	0	193	0	193	0	193
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	0	84	84	38	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	457	1	**264**	0	457	**264**	0	478	1	**307**	0	478	1	**307**	0	478	1	**307**
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	63	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		879	*North-South:*		879	*North-South:*			1021	*North-South:*			1021	*North-South:*			1021
		East-West:		472	*East-West:*		472	*East-West:*			525	*East-West:*			525	*East-West:*			525
		SUM:		1351	*SUM:*		1351	*SUM:*			1546	*SUM:*			1546	*SUM:*			1546
	VOLUME/CAPACITY *(V/C)* RATIO:			0.901			0.901				1.031				1.031				1.031
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.801**			**0.801**				**0.931**				**0.931**				**0.931**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	**191**	0	191	**191**	62	262	1	**262**	0	262	1	**262**	0	262	1	**262**
	Left-Through		0							0				0				0	
	Through	450	2	225	43	493	247	97	568	2	284	43	611	2	306	0	611	2	306
	Through-Right		0							0				0				0	
	Right	52	1	29	26	78	55	31	85	1	42	26	111	1	68	-1	110	1	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	17	105	105	75	167	1	167	17	184	1	184	1	185	1	185
	Left-Through		0							0				0				0	
	Through	497	1	**323**	0	497	**323**	91	611	1	**383**	0	611	1	**383**	0	611	1	**383**
	Through-Right		1							1				1				1	
	Right	148	0	148	0	148	148	0	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	177	1	**177**	0	177	**177**	0	185	1	**185**	0	185	1	**185**	0	185	1	**185**
	Left-Through		0							0				0				0	
	Through	248	1	180	0	248	180	0	259	1	216	0	259	1	216	0	259	1	216
	Through-Right		1							1				1				1	
	Right	112	0	112	0	112	112	55	172	0	172	0	172	0	172	0	172	0	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	46	0	46	46	38	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	178	1	**118**	0	178	**118**	0	186	1	**155**	0	186	1	**155**	0	186	1	**155**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	63	124	0	124	0	124	0	124	0	124	0	124
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	514		*North-South:*	514		*North-South:*	645			*North-South:*	645			*North-South:*	645		
		East-West:	295		*East-West:*	295		*East-West:*	340			*East-West:*	340			*East-West:*	340		
		SUM:	809		*SUM:*	809		*SUM:*	985			*SUM:*	985			*SUM:*	985		
VOLUME/CAPACITY (V/C) RATIO:			0.539			0.539			0.657				0.657				0.657		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.439			0.439			0.557				0.557				0.557		
LEVEL OF SERVICE (LOS):			A			A			A				A				A		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
14	East-West Street:	Sheldon Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	**190**	0	190	**190**	62	261	1	**261**	0	261	1	**261**	0	261	1	**261**
	Left-Through		0							0				0				0	
	Through	847	2	424	43	890	445	101	987	2	494	43	1030	2	515	7	1037	2	519
	Through-Right		0							0				0				0	
	Right	65	1	38	26	91	64	31	99	1	51	26	125	1	77	-1	124	1	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	110	1	110	17	127	127	75	190	1	190	17	207	1	207	8	215	1	215
	Left-Through		0							0				0				0	
	Through	718	1	**449**	0	718	**449**	96	847	1	**518**	0	847	1	**518**	0	847	1	**518**
	Through-Right		1							1				1				1	
	Right	180	0	180	0	180	180	0	188	0	188	0	188	0	188	0	188	0	188
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	288	1	**288**	0	288	**288**	0	301	1	**301**	0	301	1	**301**	0	301	1	**301**
	Left-Through		0							0				0				0	
	Through	420	1	288	0	420	288	0	439	1	329	0	439	1	329	0	439	1	329
	Through-Right		1							1				1				1	
	Right	156	0	156	0	156	156	55	218	0	218	0	218	0	218	0	218	0	218
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	55	0	55	55	38	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	214	1	**143**	0	214	**143**	0	224	1	**181**	0	224	1	**181**	0	224	1	**181**
	Through-Right		1							1				1				1	
	Right	71	0	71	0	71	71	63	137	0	137	0	137	0	137	0	137	0	137
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		639	*North-South:*		639	*North-South:*			779	*North-South:*			779	*North-South:*			779
		East-West:		431	*East-West:*		431	*East-West:*			482	*East-West:*			482	*East-West:*			482
		SUM:		1070	*SUM:*		1070	*SUM:*			1261	*SUM:*			1261	*SUM:*			1261
VOLUME/CAPACITY (V/C) RATIO:				0.713			0.713				0.841				0.841				0.841
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.613**			**0.613**				**0.741**				**0.741**				**0.741**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.000**	**$\Delta v/c$ after mitigation:**	**0.000**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	0	65	**65**	7	75	1	**75**	0	75	1	**75**	0	75	1	**75**
	Left-Through		0							0				0				0	
	Through	978	1	558	0	978	558	52	1075	1	610	0	1075	1	610	0	1075	1	610
	Through-Right		1							1				1				1	
	Right	138	0	138	0	138	138	0	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	149	1	149	0	149	149	0	156	1	156	0	156	1	156	0	156	1	156
	Left-Through		0							0				0				0	
	Through	1331	1	**813**	0	1331	**813**	59	1451	1	**880**	0	1451	1	**880**	0	1451	1	**880**
	Through-Right		1							1				1				1	
	Right	294	0	294	0	294	294	1	308	0	308	0	308	0	308	0	308	0	308
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	81	1	81	0	81	81	1	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	606	1	**326**	17	623	**335**	4	638	1	**348**	17	655	1	**357**	-7	648	1	**353**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	10	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	422	1	317	43	465	339	5	446	1	334	43	489	1	356	-15	474	1	348
	Through-Right		1							1				1				1	
	Right	212	0	212	0	212	212	0	222	0	222	0	222	0	222	0	222	0	222
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		878	*North-South:*		878	*North-South:*			955	*North-South:*			955	*North-South:*			955
		East-West:		426	*East-West:*		435	*East-West:*			453	*East-West:*			462	*East-West:*			458
		SUM:		1304	*SUM:*		1313	*SUM:*			1408	*SUM:*			1417	*SUM:*			1413
VOLUME/CAPACITY *(V/C)* RATIO:				0.915			0.921				0.988				0.994				0.992
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.815**			**0.821**				**0.888**				**0.894**				**0.892**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	**$\Delta v/c$ after mitigation:**	0.004
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	0	86	86	1	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	565	1	**341**	0	565	**341**	27	618	1	**370**	0	618	1	**370**	0	618	1	**370**
	Through-Right		1							1				1				1	
	Right	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	160	1	**160**	0	160	**160**	0	167	1	**167**	0	167	1	**167**	0	167	1	**167**
	Left-Through		0							0				0				0	
	Through	525	1	300	0	525	300	33	582	1	331	0	582	1	331	0	582	1	331
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	1	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	**117**	0	117	**117**	1	123	1	**123**	0	123	1	**123**	0	123	1	**123**
	Left-Through		0							0				0				0	
	Through	316	1	175	17	333	184	5	335	1	186	17	352	1	195	1	353	1	195
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	1	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	247	1	**184**	43	290	**205**	6	264	1	**195**	43	307	1	**216**	0	307	1	**216**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		501	*North-South:*		501	*North-South:*			537	*North-South:*			537	*North-South:*			537
		East-West:		301	*East-West:*		322	*East-West:*			318	*East-West:*			339	*East-West:*			339
		SUM:		802	*SUM:*		823	*SUM:*			855	*SUM:*			876	*SUM:*			876
VOLUME/CAPACITY (V/C) RATIO:				0.563			0.578				0.600				0.615				0.615
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.463			0.478				0.500				0.515				0.515
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	$\Delta v/c$ after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
15	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3						3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0						0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	1	165	0	165	165	6	179	1	179	0	179	1	179	0	179	1	179
	Left-Through		0							0				0				0	
	Through	1261	1	**714**	0	1261	**714**	41	1360	1	**768**	0	1360	1	**768**	0	1360	1	**768**
	Through-Right		1							1				1				1	
	Right	167	0	167	0	167	167	0	175	0	175	0	175	0	175	0	175	0	175
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	199	1	**199**	0	199	**199**	0	208	1	**208**	0	208	1	**208**	0	208	1	**208**
	Left-Through		0							0				0				0	
	Through	1082	1	663	0	1082	663	43	1174	1	715	0	1174	1	715	0	1174	1	715
	Through-Right		1							1				1				1	
	Right	243	0	243	0	243	243	1	255	0	255	0	255	0	255	0	255	0	255
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	1	92	0	92	92	1	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	703	1	**412**	17	720	**420**	5	740	1	**435**	17	757	1	**444**	8	765	1	**448**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	5	130	0	130	0	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	1	**104**	0	104	**104**	0	109	1	**109**	0	109	1	**109**	0	109	1	**109**
	Left-Through		0							0				0				0	
	Through	567	1	337	43	610	358	6	599	1	355	43	642	1	377	7	649	1	380
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		913	North-South:		913	North-South:			976	North-South:			976	North-South:			976
		East-West:		516	East-West:		524	East-West:			544	East-West:			553	East-West:			557
		SUM:		1429	SUM:		1437	SUM:			1520	SUM:			1529	SUM:			1533
VOLUME/CAPACITY (V/C) RATIO:				1.003			1.008				1.067				1.073				1.076
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.903			0.908				0.967				0.973				0.976
LEVEL OF SERVICE (LOS):				E			E				E				E				E

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through		0							0				0				0	
	Through	0	0	112	0	0	112	0	0	0	117	0	0	0	117	0	0	0	117
	Through-Right		0							0				0				0	
	Right	87	0	0	0	87	0	0	91	0	0	0	91	0	0	0	91	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		0							0				0				0	
	Through	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0	0	9
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	831	1	429	17	848	437	4	873	1	450	17	890	1	459	-7	883	1	455
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	75	1	75	0	75	75	0	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	789	1	397	43	832	419	5	830	1	418	43	873	1	439	-15	858	1	432
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		113	North-South:		113	North-South:			118	North-South:			118	North-South:			118
		East-West:		504	East-West:		512	East-West:			528	East-West:			537	East-West:			533
		SUM:		617	SUM:		625	SUM:			646	SUM:			655	SUM:			651
VOLUME/CAPACITY (V/C) RATIO:				0.514			0.521				0.538				0.546				0.543
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.514			0.521				0.538				0.546				0.543
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0	
Override Capacity			1200			#####			1200			1200			1200			1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	3	0	40	0	3	40	0	3	0	41	0	3	0	41	0	3	0	41
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		0							0				0				0	
	Through	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0	0	9
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	498	1	258	17	515	267	5	526	1	273	17	543	1	281	1	544	1	282
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	542	1	272	43	585	294	6	573	1	288	43	616	1	309	0	616	1	309
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		42	North-South:		42	North-South:			43	North-South:			43	North-South:			43
		East-West:		308	East-West:		317	East-West:			325	East-West:			333	East-West:			334
		SUM:		350	SUM:		359	SUM:			368	SUM:			376	SUM:			377
VOLUME/CAPACITY (V/C) RATIO:				0.292			0.299				0.307				0.313				0.314
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.292			0.299				0.307				0.313				0.314
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Haddon Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
16	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0	
Override Capacity			1200			#####			1200			1200			1200			1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	1	0	**84**	0	1	**84**	0	1	0	**87**	0	1	0	**87**	0	1	0	**87**
	Through-Right		0							0				0				0	
	Right	73	0	0	0	73	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	0	0	10	0	0	10	0	0	0	10	0	0	0	10	0	0	0	10
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	1032	1	**534**	17	1049	**542**	5	1084	1	**561**	17	1101	1	**569**	8	1109	1	**573**
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	72	1	**72**	0	72	**72**	0	75	1	**75**	0	75	1	**75**	0	75	1	**75**
	Left-Through		0							0				0				0	
	Through	702	1	355	43	745	376	6	740	1	374	43	783	1	395	7	790	1	399
	Through-Right		1							1				1				1	
	Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		89	*North-South:*		89	*North-South:*			92	*North-South:*			92	*North-South:*			92
		East-West:		606	*East-West:*		614	*East-West:*			636	*East-West:*			644	*East-West:*			648
		SUM:		695	*SUM:*		703	*SUM:*			728	*SUM:*			736	*SUM:*			740
VOLUME/CAPACITY (V/C) RATIO:				0.579			0.586				0.607				0.613				0.617
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.579			0.586				0.607				0.613				0.617
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	0	37	0	37	37	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		0							0				0				0	
	Through	0	0	**126**	0	0	**126**	0	0	0	**132**	0	0	0	**132**	0	0	0	**132**
	Through-Right		0							0				0				0	
	Right	89	0	0	0	89	0	0	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	862	1	**459**	17	879	**468**	4	905	1	**482**	17	922	1	**491**	-7	915	1	**487**
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	1	**54**	0	54	**54**	0	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	811	2	406	43	854	427	5	853	2	427	43	896	2	448	-15	881	2	441
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		126	*North-South:*		126	*North-South:*			132	*North-South:*			132	*North-South:*			132
		East-West:		513	*East-West:*		522	*East-West:*			538	*East-West:*			547	*East-West:*			543
		SUM:		639	*SUM:*		648	*SUM:*			670	*SUM:*			679	*SUM:*			675
VOLUME/CAPACITY *(V/C)* RATIO:				0.533			0.540				0.558				0.566				0.563
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.540				0.558				0.566				0.563
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			0			0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--			0	NB-- 0 SB--			0	NB-- 0 SB--			0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--			0	EB-- 0 WB--			0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND																		
Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
Left-Through		0							0				0				0	
Through	0	0	**35**	0	0	**35**	0	0	0	**36**	0	0	0	**36**	0	0	0	**36**
Through-Right		0							0				0				0	
Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0	0	28	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	539	1	**280**	17	556	**289**	5	569	1	**296**	17	586	1	**304**	1	587	1	**305**
Through-Right		1							1				1				1	
Right	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	26	1	**26**	0	26	**26**	0	27	1	**27**	0	27	1	**27**	0	27	1	**27**
Left-Through		0							0				0				0	
Through	538	2	269	43	581	291	6	569	2	285	43	612	2	306	0	612	2	306
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		35	*North-South:*		35	*North-South:*			36	*North-South:*			36	*North-South:*			36
	East-West:		306	*East-West:*		315	*East-West:*			323	*East-West:*			331	*East-West:*			332
	SUM:		341	*SUM:*		350	*SUM:*			359	*SUM:*			367	*SUM:*			368
VOLUME/CAPACITY (V/C) RATIO:			0.284			0.292				0.299				0.306				0.307
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.284			0.292				0.299				0.306				0.307
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Kewen Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
17	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20
	Left-Through		0							0				0				0	
	Through	0	0	**77**	0	0	**77**	0	0	0	**81**	0	0	0	**81**	0	0	0	**81**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	0	61	0	0	0	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1058	1	**547**	17	1075	**556**	5	1111	1	**575**	17	1128	1	**583**	8	1136	1	**587**
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	**27**	0	27	**27**	0	28	1	**28**	0	28	1	**28**	0	28	1	**28**
	Left-Through		0							0				0				0	
	Through	771	2	386	43	814	407	6	812	2	406	43	855	2	428	7	862	2	431
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	77		*North-South:*	77		*North-South:*	81			*North-South:*	81			*North-South:*	81		
		East-West:	574		*East-West:*	583		*East-West:*	603			*East-West:*	611			*East-West:*	615		
		SUM:	651		*SUM:*	660		*SUM:*	684			*SUM:*	692			*SUM:*	696		
VOLUME/CAPACITY (V/C) RATIO:			0.543			0.550			0.570				0.577				0.580		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.543			0.550			0.570				0.577				0.580		
LEVEL OF SERVICE (LOS):			A			A			A				A				A		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	0	**59**	0	59	**59**	0	62	0	**62**	0	62	0	**62**	0	62	0	**62**
	Left-Through		0							0				0				0	
	Through	59	0	163	0	59	163	0	62	0	171	0	62	0	171	0	62	0	171
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	53	0	53	0	53	53	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through		0							0				0				0	
	Through	39	0	**191**	0	39	**191**	0	41	0	**200**	0	41	0	**200**	0	41	0	**200**
	Through-Right		0							0				0				0	
	Right	99	0	0	0	99	0	0	104	0	0	0	104	0	0	0	104	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	101	0	101	101	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	775	1	**432**	17	792	**441**	4	814	1	**454**	17	831	1	**462**	-7	824	1	**459**
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	70	1	**70**	0	70	**70**	0	73	1	**73**	0	73	1	**73**	0	73	1	**73**
	Left-Through		0							0				0				0	
	Through	679	1	356	43	722	378	5	715	1	375	43	758	1	397	-15	743	1	389
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		250	*North-South:*		250	*North-South:*			262	*North-South:*			262	*North-South:*			262
		East-West:		502	*East-West:*		511	*East-West:*			527	*East-West:*			535	*East-West:*			532
		SUM:		752	*SUM:*		761	*SUM:*			789	*SUM:*			797	*SUM:*			794
VOLUME/CAPACITY *(V/C)* RATIO:				0.501			0.507				0.526				0.531				0.529
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.401**			**0.407**				**0.426**				**0.431**				**0.429**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	*Δv/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	**26**	0	26	**26**	0	27	0	**27**	0	27	0	**27**	0	27	0	**27**
	Left-Through		0							0				0				0	
	Through	13	0	77	0	13	77	0	14	0	81	0	14	0	81	0	14	0	81
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	13	0	**79**	0	13	**79**	0	14	0	**83**	0	14	0	**83**	0	14	0	**83**
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	**69**	0	69	**69**	0	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	470	1	247	17	487	255	5	496	1	260	17	513	1	269	1	514	1	269
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	484	1	**254**	43	527	**276**	6	512	1	**269**	43	555	1	**290**	0	555	1	**290**
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		105	*North-South:*		105	*North-South:*			110	*North-South:*			110	*North-South:*			110
		East-West:		323	*East-West:*		345	*East-West:*			341	*East-West:*			362	*East-West:*			362
		SUM:		428	*SUM:*		450	*SUM:*			451	*SUM:*			472	*SUM:*			472
VOLUME/CAPACITY (V/C) RATIO:				0.285			0.300				0.301				0.315				0.315
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.185**			**0.200**				**0.201**				**0.215**				**0.215**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	$\Delta v/c$ after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Telfair Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
18	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	**40**	0	40	**40**	0	42	0	**42**	0	42	0	**42**	0	42	0	**42**
	Left-Through		0							0				0				0	
	Through	49	0	133	0	49	133	0	51	0	139	0	51	0	139	0	51	0	139
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	30	0	30	30	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	30	0	**126**	0	30	**126**	0	31	0	**131**	0	31	0	**131**	0	31	0	**131**
	Through-Right		0							0				0				0	
	Right	66	0	0	0	66	0	0	69	0	0	0	69	0	0	0	69	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	112	1	112	0	112	112	0	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	952	1	**501**	17	969	**509**	5	1000	1	**526**	17	1017	1	**534**	8	1025	1	**538**
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	682	1	362	43	725	383	6	719	1	381	43	762	1	403	7	769	1	406
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		166	*North-South:*		166	*North-South:*			173	*North-South:*			173	*North-South:*			173
		East-West:		554	*East-West:*		562	*East-West:*			581	*East-West:*			589	*East-West:*			593
		SUM:		720	*SUM:*		728	*SUM:*			754	*SUM:*			762	*SUM:*			766
VOLUME/CAPACITY (V/C) RATIO:				0.480			0.485				0.503				0.508				0.511
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.380**			**0.385**				**0.403**				**0.408**				**0.411**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2					2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 3 WB--		3	NB-- 0 SB-- EB-- 3 WB--		3	NB-- 0 SB-- EB-- 3 WB--		3		NB-- 0 SB-- EB-- 3 WB--		3		NB-- 0 SB-- EB-- 3 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	34	1	34	17	51	51	0	36	1	36	17	53	1	53	-7	46	1	46
	Left-Through		0							0				0				0	
	Through	717	2	**359**	0	717	**359**	87	837	2	**419**	0	837	2	**419**	0	837	2	**419**
	Through-Right		0							0				0				0	
	Right	395	1	314	0	395	314	0	413	1	328	0	413	1	328	0	413	1	328
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	158	1	**158**	0	158	**158**	0	165	1	**165**	0	165	1	**165**	0	165	1	**165**
	Left-Through		0							0				0				0	
	Through	772	2	386	0	772	386	99	906	2	453	0	906	2	453	0	906	2	453
	Through-Right		0							0				0				0	
	Right	286	1	185	26	312	211	0	299	1	193	26	325	1	219	-8	317	1	211
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	101	0	101	101	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	763	2	**382**	0	763	**382**	4	802	2	**401**	0	802	2	**401**	0	802	2	**401**
	Through-Right		0							0				0				0	
	Right	45	1	11	17	62	11	0	47	1	11	17	64	1	11	-7	57	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	163	1	163	0	163	163	0	170	1	170	0	170	1	170	0	170	1	170
	Left-Through		0							0				0				0	
	Through	549	1	**434**	0	549	**434**	5	579	1	**457**	0	579	1	**457**	0	579	1	**457**
	Through-Right		1							1				1				1	
	Right	319	0	319	0	319	319	0	334	0	334	0	334	0	334	0	334	0	334
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		517	*North-South:*		517	*North-South:*			584	*North-South:*			584	*North-South:*			584
		East-West:		816	*East-West:*		816	*East-West:*			858	*East-West:*			858	*East-West:*			858
		SUM:		1333	*SUM:*		1333	*SUM:*			1442	*SUM:*			1442	*SUM:*			1442
	VOLUME/CAPACITY *(V/C)* RATIO:			0.969			0.969				1.049				1.049				1.049
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.869**			**0.869**				**0.949**				**0.949**				**0.949**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 3 WB--		3	NB-- 0 SB-- EB-- 3 WB--		3	NB-- 0 SB-- EB-- 3 WB--		3		NB-- 0 SB-- EB-- 3 WB--		3		NB-- 0 SB-- EB-- 3 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	52	1	52	17	69	69	0	54	1	54	17	71	1	71	1	72	1	72
	Left-Through		0							0				0				0	
	Through	782	2	**391**	0	782	**391**	43	861	2	**431**	0	861	2	**431**	0	861	2	**431**
	Through-Right		0							0				0				0	
	Right	295	1	212	0	295	212	0	308	1	221	0	308	1	221	0	308	1	221
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	174	1	**174**	0	174	**174**	0	182	1	**182**	0	182	1	**182**	0	182	1	**182**
	Left-Through		0							0				0				0	
	Through	570	2	285	0	570	285	49	645	2	323	0	645	2	323	0	645	2	323
	Through-Right		0							0				0				0	
	Right	183	1	79	26	209	105	0	191	1	82	26	217	1	108	-1	216	1	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	104	0	104	104	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	336	2	**168**	0	336	**168**	5	356	2	**178**	0	356	2	**178**	0	356	2	**178**
	Through-Right		0							0				0				0	
	Right	157	1	105	17	174	105	0	164	1	110	17	181	1	110	1	182	1	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	167	1	167	0	167	167	0	175	1	175	0	175	1	175	0	175	1	175
	Left-Through		0							0				0				0	
	Through	398	1	**383**	0	398	**383**	6	422	1	**403**	0	422	1	**403**	0	422	1	**403**
	Through-Right		1							1				1				1	
	Right	367	0	367	0	367	367	0	384	0	384	0	384	0	384	0	384	0	384
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		565	North-South:		565	North-South:			613	North-South:			613	North-South:			613
		East-West:		551	East-West:		551	East-West:			581	East-West:			581	East-West:			581
		SUM:		1116	SUM:		1116	SUM:			1194	SUM:			1194	SUM:			1194
	VOLUME/CAPACITY (V/C) RATIO:			0.812			0.812				0.868				0.868				0.868
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.712**			**0.712**				**0.768**				**0.768**				**0.768**
	LEVEL OF SERVICE (LOS):			C			C				C				C				C

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
19	East-West Street:	Paxton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2			2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 3	WB--	2	EB-- 3	WB--	2	EB-- 3	WB--	2	EB-- 3	WB--	2	EB-- 3	WB--	2	EB-- 3	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	17	63	63	0	48	1	48	17	65	1	65	8	73	1	73
	Left-Through		0							0				0				0	
	Through	737	2	**369**	0	737	**369**	66	837	2	**419**	0	837	2	**419**	0	837	2	**419**
	Through-Right		0							0				0				0	
	Right	302	1	220	0	302	220	0	316	1	231	0	316	1	231	0	316	1	231
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	**143**	0	143	**143**	0	150	1	**150**	0	150	1	**150**	0	150	1	**150**
	Left-Through		0							0				0				0	
	Through	749	2	375	0	749	375	67	850	2	425	0	850	2	425	0	850	2	425
	Through-Right		0							0				0				0	
	Right	174	1	49	26	200	75	0	182	1	51	26	208	1	77	-1	207	1	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	125	1	125	0	125	125	0	131	1	131	0	131	1	131	0	131	1	131
	Left-Through		0							0				0				0	
	Through	661	2	**331**	0	661	**331**	5	696	2	**348**	0	696	2	**348**	0	696	2	**348**
	Through-Right		0							0				0				0	
	Right	197	1	151	17	214	151	0	206	1	158	17	223	1	158	8	231	1	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	164	1	164	0	164	164	0	171	1	171	0	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	573	1	**456**	0	573	**456**	6	605	1	**479**	0	605	1	**479**	0	605	1	**479**
	Through-Right		1							1				1				1	
	Right	338	0	338	0	338	338	0	353	0	353	0	353	0	353	0	353	0	353
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		512	*North-South:*		512	*North-South:*			569	*North-South:*			569	*North-South:*			569
		East-West:		787	*East-West:*		787	*East-West:*			827	*East-West:*			827	*East-West:*			827
		SUM:		1299	*SUM:*		1299	*SUM:*			1396	*SUM:*			1396	*SUM:*			1396
VOLUME/CAPACITY (V/C) RATIO:				0.945			0.945				1.015				1.015				1.015
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.845**			**0.845**				**0.915**				**0.915**				**0.915**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	0	95	**95**	2	101	1	**101**	0	101	1	**101**	0	101	1	**101**
	Left-Through		0							0				0				0	
	Through	640	2	320	17	657	329	87	756	2	378	17	773	2	387	-7	766	2	383
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	813	2	**407**	17	830	**415**	99	949	2	**475**	17	966	2	**483**	-7	959	2	**480**
	Through-Right		0							0				0				0	
	Right	225	1	0	0	225	0	0	235	1	0	0	235	1	0	0	235	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	533	1	491	0	533	491	0	557	1	517	0	557	1	517	0	557	1	517
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	449	0	**491**	0	449	**491**	7	477	0	**517**	0	477	0	**517**	0	477	0	**517**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		502	*North-South:*		510	*North-South:*			576	*North-South:*			584	*North-South:*			581
		East-West:		491	*East-West:*		491	*East-West:*			517	*East-West:*			517	*East-West:*			517
		SUM:		993	*SUM:*		1001	*SUM:*			1093	*SUM:*			1101	*SUM:*			1098
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.667				0.729				0.734				0.732
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.562**			**0.567**				**0.629**				**0.634**				**0.632**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	**70**	0	70	**70**	5	78	1	**78**	0	78	1	**78**	0	78	1	**78**
	Left-Through		0							0				0				0	
	Through	644	2	322	17	661	331	43	716	2	358	17	733	2	367	1	734	2	367
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	663	2	**332**	17	680	**340**	49	742	2	**371**	17	759	2	**380**	1	760	2	**380**
	Through-Right		0							0				0				0	
	Right	181	1	0	0	181	0	0	189	1	0	0	189	1	0	0	189	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	541	1	354	0	541	354	0	566	1	371	0	566	1	371	0	566	1	371
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	166	0	**354**	0	166	**354**	2	176	0	**371**	0	176	0	**371**	0	176	0	**371**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		402	*North-South:*		410	*North-South:*			449	*North-South:*			458	*North-South:*			458
		East-West:		354	*East-West:*		354	*East-West:*			371	*East-West:*			371	*East-West:*			371
		SUM:		756	*SUM:*		764	*SUM:*			820	*SUM:*			829	*SUM:*			829
VOLUME/CAPACITY (V/C) RATIO:				0.504			0.509				0.547				0.553				0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.404**			**0.409**				**0.447**				**0.453**				**0.453**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
20	East-West Street:	SR-118 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	128	1	**128**	0	128	**128**	5	139	1	**139**	0	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	827	2	414	17	844	422	66	931	2	466	17	948	2	474	8	956	2	478
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	851	2	**426**	17	868	**434**	67	957	2	**479**	17	974	2	**487**	8	982	2	**491**
	Through-Right		0							0				0				0	
	Right	264	1	0	0	264	0	0	276	1	0	0	276	1	0	0	276	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	515	1	387	0	515	387	0	539	1	406	0	539	1	406	0	539	1	406
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	258	0	**387**	0	258	**387**	2	272	0	**406**	0	272	0	**406**	0	272	0	**406**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	554		*North-South:*	562		*North-South:*		618		*North-South:*		626			*North-South:*	630
			East-West:	387		*East-West:*	387		*East-West:*		406		*East-West:*		406			*East-West:*	406
			SUM:	941		*SUM:*	949		*SUM:*		1024		*SUM:*		1032			*SUM:*	1036
VOLUME/CAPACITY (V/C) RATIO:				0.627			0.633				0.683				0.688				0.691
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.527**			**0.533**				**0.583**				**0.588**				**0.591**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--	EB-- 3 WB--	0 2	NB-- 0 SB--	EB-- 3 WB--	0 2	NB-- 0 SB--	EB-- 3 WB--	0 2		NB-- 0 SB--	EB-- 3 WB--	0 2		NB-- 0 SB--	EB-- 3 WB--	0 2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	42	**42**	9	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	489	1	318	17	506	327	85	596	1	381	17	613	1	390	-7	606	1	386
	Through-Right		1							1				1				1	
	Right	147	0	147	0	147	147	12	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	189	1	189	0	189	189	0	198	1	198	0	198	1	198	0	198	1	198
	Left-Through		0							0				0				0	
	Through	978	1	**526**	17	995	**535**	106	1129	1	**604**	17	1146	1	**613**	-7	1139	1	**609**
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	2	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	114	1	114	0	114	114	3	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	884	2	**442**	0	884	**442**	52	976	2	**488**	0	976	2	**488**	0	976	2	**488**
	Through-Right		0							0				0				0	
	Right	53	1	11	0	53	11	8	63	1	10	0	63	1	10	0	63	1	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	223	1	**223**	0	223	**223**	19	252	1	**252**	0	252	1	**252**	0	252	1	**252**
	Left-Through		0							0				0				0	
	Through	831	2	416	0	831	416	58	927	2	464	0	927	2	464	0	927	2	464
	Through-Right		0							0				0				0	
	Right	109	1	109	0	109	109	0	114	1	114	0	114	1	114	0	114	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	568		*North-South:*	577		*North-South:*	657			*North-South:*	666			*North-South:*	662		
		East-West:	665		*East-West:*	665		*East-West:*	740			*East-West:*	740			*East-West:*	740		
		SUM:	1233		*SUM:*	1242		*SUM:*	1397			*SUM:*	1406			*SUM:*	1402		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.897			0.903			1.016				1.023				1.020		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.797**			**0.803**			**0.916**				**0.923**				**0.920**		
	LEVEL OF SERVICE (LOS):		**C**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	**0.007**	**Δ*v/c* after mitigation:**	**0.004**
Significant impacted?	**NO**	**Fully mitigated?**	**N/A**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB-- 2	EB--	3	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	60	60	9	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	474	1	**282**	17	491	**290**	45	541	1	**317**	17	558	1	**326**	1	559	1	**326**
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	448	1	291	17	465	299	47	515	1	329	17	532	1	337	1	533	1	338
	Through-Right		1							1				1				1	
	Right	133	0	133	0	133	133	3	142	0	142	0	142	0	142	0	142	0	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	121	1	**121**	0	121	**121**	2	129	1	**129**	0	129	1	**129**	0	129	1	**129**
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	19	752	2	376	0	752	2	376	0	752	2	376
	Through-Right		0							0				0				0	
	Right	95	1	35	0	95	35	9	108	1	36	0	108	1	36	0	108	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	73	0	73	73	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	623	2	**312**	0	623	**312**	17	668	2	**334**	0	668	2	**334**	0	668	2	**334**
	Through-Right		0							0				0				0	
	Right	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		382	*North-South:*		390	*North-South:*			422	*North-South:*			431	*North-South:*			431
		East-West:		433	*East-West:*		433	*East-West:*			463	*East-West:*			463	*East-West:*			463
		SUM:		815	*SUM:*		823	*SUM:*			885	*SUM:*			894	*SUM:*			894
VOLUME/CAPACITY (V/C) RATIO:				0.593			0.599				0.644				0.650				0.650
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.493**			**0.499**				**0.544**				**0.550**				**0.550**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
21	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 3 WB--		0	NB-- 0 SB-- EB-- 3 WB--		0	NB-- 0 SB-- EB-- 3 WB--		0		NB-- 0 SB-- EB-- 3 WB--		0		NB-- 0 SB-- EB-- 3 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	88	1	88	0	88	88	9	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	647	1	**376**	17	664	**385**	68	745	1	**430**	17	762	1	**438**	8	770	1	**442**
	Through-Right		1							1				1				1	
	Right	105	0	105	0	105	105	4	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	**143**	0	143	**143**	0	150	1	**150**	0	150	1	**150**	0	150	1	**150**
	Left-Through		0							0				0				0	
	Through	592	1	376	17	609	385	65	684	1	427	17	701	1	436	8	709	1	440
	Through-Right		1							1				1				1	
	Right	160	0	160	0	160	160	3	170	0	170	0	170	0	170	0	170	0	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	84	1	84	0	84	84	2	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	874	2	**437**	0	874	**437**	42	956	2	**478**	0	956	2	**478**	0	956	2	**478**
	Through-Right		0							0				0				0	
	Right	115	1	27	0	115	27	9	129	1	28	0	129	1	28	0	129	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	118	1	**118**	0	118	**118**	3	126	1	**126**	0	126	1	**126**	0	126	1	**126**
	Left-Through		0							0				0				0	
	Through	916	2	458	0	916	458	37	995	2	498	0	995	2	498	0	995	2	498
	Through-Right		0							0				0				0	
	Right	110	1	110	0	110	110	0	115	1	115	0	115	1	115	0	115	1	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		519	*North-South:*		528	*North-South:*			580	*North-South:*			588	*North-South:*			592
		East-West:		555	*East-West:*		555	*East-West:*			604	*East-West:*			604	*East-West:*			604
		SUM:		1074	*SUM:*		1083	*SUM:*			1184	*SUM:*			1192	*SUM:*			1196
	VOLUME/CAPACITY (V/C) RATIO:			0.781			0.788				0.861				0.867				0.870
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.681**			**0.688**				**0.761**				**0.767**				**0.770**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	1	**36**	0	36	**36**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	525	1	352	17	542	361	93	642	1	419	17	659	1	427	-7	652	1	424
	Through-Right		1							1				1				1	
	Right	179	0	179	0	179	179	8	195	0	195	0	195	0	195	0	195	0	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	1	32	0	32	32	15	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	1169	2	**585**	17	1186	**593**	117	1339	2	**670**	17	1356	2	**678**	-7	1349	2	**675**
	Through-Right		0							0				0				0	
	Right	93	1	57	0	93	57	0	97	1	60	0	97	1	60	0	97	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	0	72	0	72	72	0	75	0	75	0	75	0	75	0	75	0	75
	Left-Through		0							0				0				0	
	Through	141	0	**254**	0	141	**254**	15	162	0	**280**	0	162	0	**280**	0	162	0	**280**
	Through-Right		0							0				0				0	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	202	0	202	0	202	202	6	217	0	217	0	217	0	217	0	217	0	217
	Left-Through		0							0				0				0	
	Through	141	0	**390**	0	141	**390**	13	160	0	**439**	0	160	0	**439**	0	160	0	**439**
	Through-Right		0							0				0				0	
	Right	47	0	0	0	47	0	13	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		621	*North-South:*		629	*North-South:*			708	*North-South:*			716	*North-South:*			713
		East-West:		644	*East-West:*		644	*East-West:*			719	*East-West:*			719	*East-West:*			719
		SUM:		1265	*SUM:*		1273	*SUM:*			1427	*SUM:*			1435	*SUM:*			1432
VOLUME/CAPACITY *(V/C)* RATIO:				0.920			0.926				1.038				1.044				1.041
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.820**			**0.826**				**0.938**				**0.944**				**0.941**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	*Δv/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	2	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	521	1	**314**	17	538	**322**	54	599	1	**355**	17	616	1	**364**	1	617	1	**364**
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	**36**	0	36	**36**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	566	2	283	17	583	292	56	648	2	324	17	665	2	333	1	666	2	333
	Through-Right		0							0				0				0	
	Right	91	1	61	0	91	61	0	95	1	64	0	95	1	64	0	95	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through		0							0				0				0	
	Through	77	0	**163**	0	77	**163**	0	81	0	**171**	0	81	0	**171**	0	81	0	**171**
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	82	0	82	0	82	82	0	86	0	86	0	86	0	86	0	86	0	86
	Left-Through		0							0				0				0	
	Through	52	0	**165**	0	52	**165**	0	54	0	**172**	0	54	0	**172**	0	54	0	**172**
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	350		*North-South:*	358		*North-South:*		393		*North-South:*		402		*North-South:*		402
			East-West:	328		*East-West:*	328		*East-West:*		343		*East-West:*		343		*East-West:*		343
			SUM:	678		*SUM:*	686		*SUM:*		736		*SUM:*		745		*SUM:*		745
VOLUME/CAPACITY (V/C) RATIO:				0.493			0.499				0.535				0.542				0.542
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.393**			**0.399**				**0.435**				**0.442**				**0.442**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	*Δv/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
22	East-West Street:	Pierce Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	795	1	**496**	17	812	**505**	70	901	1	**556**	17	918	1	**564**	8	926	1	**568**
	Through-Right		1							1				1				1	
	Right	197	0	197	0	197	197	4	210	0	210	0	210	0	210	0	210	0	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	**44**	0	44	**44**	9	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	678	2	339	17	695	348	68	777	2	389	17	794	2	397	8	802	2	401
	Through-Right		0							0				0				0	
	Right	103	1	69	0	103	69	0	108	1	73	0	108	1	73	0	108	1	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	0	68	0	68	68	0	71	0	71	0	71	0	71	0	71	0	71
	Left-Through		0							0				0				0	
	Through	133	0	**246**	0	133	**246**	9	148	0	**266**	0	148	0	**266**	0	148	0	**266**
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	142	0	142	0	142	142	5	153	0	153	0	153	0	153	0	153	0	153
	Left-Through		0							0				0				0	
	Through	124	0	**324**	0	124	**324**	10	140	0	**364**	0	140	0	**364**	0	140	0	**364**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	10	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		540	*North-South:*		549	*North-South:*			611	*North-South:*			619	*North-South:*			623
		East-West:		570	*East-West:*		570	*East-West:*			630	*East-West:*			630	*East-West:*			630
		SUM:		1110	*SUM:*		1119	*SUM:*			1241	*SUM:*			1249	*SUM:*			1253
VOLUME/CAPACITY (V/C) RATIO:				0.807			0.814				0.903				0.908				0.911
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.707**			**0.714**				**0.803**				**0.808**				**0.811**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	**56**	0	56	**56**	11	70	1	**70**	0	70	1	**70**	0	70	1	**70**
	Left-Through		0							0				0				0	
	Through	500	2	250	17	517	259	94	617	2	309	17	634	2	317	-7	627	2	314
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1261	1	**739**	17	1278	**747**	112	1431	1	**834**	17	1448	1	**843**	-7	1441	1	**839**
	Through-Right		1							1				1				1	
	Right	216	0	216	0	216	216	11	237	0	237	0	237	0	237	0	237	0	237
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	246	1	**246**	0	246	**246**	7	264	1	**264**	0	264	1	**264**	0	264	1	**264**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	120	1	92	0	120	92	7	132	1	97	0	132	1	97	0	132	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		795	*North-South:*		803	*North-South:*			904	*North-South:*			913	*North-South:*			909
		East-West:		246	*East-West:*		246	*East-West:*			264	*East-West:*			264	*East-West:*			264
		SUM:		1041	*SUM:*		1049	*SUM:*			1168	*SUM:*			1177	*SUM:*			1173
VOLUME/CAPACITY *(V/C)* RATIO:				0.694			0.699				0.779				0.785				0.782
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.594**			**0.599**				**0.679**				**0.685**				**0.682**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	0	66	**66**	0	69	1	**69**	0	69	1	**69**	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	496	2	248	17	513	257	54	573	2	287	17	590	2	295	1	591	2	296
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	564	1	**342**	17	581	**351**	56	646	1	**386**	17	663	1	**394**	1	664	1	**395**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	130	1	**130**	0	130	**130**	0	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	76	1	43	0	76	43	0	79	1	45	0	79	1	45	0	79	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		408	*North-South:*		417	*North-South:*			455	*North-South:*			463	*North-South:*			464
		East-West:		130	*East-West:*		130	*East-West:*			136	*East-West:*			136	*East-West:*			136
		SUM:		538	*SUM:*		547	*SUM:*			591	*SUM:*			599	*SUM:*			600
VOLUME/CAPACITY (V/C) RATIO:				0.359			0.365				0.394				0.399				0.400
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.259			0.265				0.294				0.299				0.300
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
23	East-West Street:	Terra Bella Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	114	1	**114**	0	114	**114**	3	122	1	**122**	0	122	1	**122**	0	122	1	**122**
	Left-Through		0							0				0				0	
	Through	832	2	416	17	849	425	69	939	2	470	17	956	2	478	8	964	2	482
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	697	1	**441**	17	714	**450**	70	799	1	**498**	17	816	1	**506**	8	824	1	**510**
	Through-Right		1							1				1				1	
	Right	185	0	185	0	185	185	3	196	0	196	0	196	0	196	0	196	0	196
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	227	1	**227**	0	227	**227**	5	242	1	**242**	0	242	1	**242**	0	242	1	**242**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	121	1	64	0	121	64	5	132	1	71	0	132	1	71	0	132	1	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		555	*North-South:*		564	*North-South:*			620	*North-South:*			628	*North-South:*			632
		East-West:		227	*East-West:*		227	*East-West:*			242	*East-West:*			242	*East-West:*			242
		SUM:		782	*SUM:*		791	*SUM:*			862	*SUM:*			870	*SUM:*			874
VOLUME/CAPACITY (V/C) RATIO:				0.521			0.527				0.575				0.580				0.583
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.421**			**0.427**				**0.475**				**0.480**				**0.483**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	2	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	**29**	0	29	**29**	7	37	1	**37**	0	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	334	1	202	17	351	211	92	441	1	266	17	458	1	274	-7	451	1	271
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	17	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	113	0	113	113	8	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	901	1	**485**	17	918	**494**	111	1053	1	**563**	17	1070	1	**571**	-7	1063	1	**568**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	0	72	0	72	0	72	0	72	0	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	605	1	**327**	0	605	**327**	13	646	1	**352**	0	646	1	**352**	0	646	1	**352**
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	7	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	0	84	84	27	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	787	1	**444**	0	787	**444**	14	837	1	**478**	0	837	1	**478**	0	837	1	**478**
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	13	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		514	*North-South:*		523	*North-South:*			600	*North-South:*			608	*North-South:*			605
		East-West:		771	*East-West:*		771	*East-West:*			830	*East-West:*			830	*East-West:*			830
		SUM:		1285	*SUM:*		1294	*SUM:*			1430	*SUM:*			1438	*SUM:*			1435
VOLUME/CAPACITY *(V/C)* RATIO:				0.935			0.941				1.040				1.046				1.044
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.835**			**0.841**				**0.940**				**0.946**				**0.944**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2		EB-- 0	WB--	2		EB-- 0	WB--	2	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	60	60	7	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	347	1	**195**	17	364	**204**	52	415	1	**234**	17	432	1	**243**	1	433	1	**243**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	8	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	172	1	**172**	0	172	**172**	1	181	1	**181**	0	181	1	**181**	0	181	1	**181**
	Left-Through		0							0				0				0	
	Through	462	1	263	17	479	271	55	538	1	302	17	555	1	311	1	556	1	311
	Through-Right		1							1				1				1	
	Right	63	0	63	0	63	63	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	77	1	77	0	77	77	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	564	1	**305**	0	564	**305**	8	598	1	**327**	0	598	1	**327**	0	598	1	**327**
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	8	56	0	56	0	56	0	56	0	56	0	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	46	0	46	46	6	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	537	1	**327**	0	537	**327**	6	568	1	**346**	0	568	1	**346**	0	568	1	**346**
	Through-Right		1							1				1				1	
	Right	117	0	117	0	117	117	1	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		367	*North-South:*		376	*North-South:*			415	*North-South:*			424	*North-South:*			424
		East-West:		632	*East-West:*		632	*East-West:*			673	*East-West:*			673	*East-West:*			673
		SUM:		999	*SUM:*		1008	*SUM:*			1088	*SUM:*			1097	*SUM:*			1097
VOLUME/CAPACITY (V/C) RATIO:				0.727			0.733				0.791				0.798				0.798
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.627**			**0.633**				**0.691**				**0.698**				**0.698**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
24	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB-- 2	EB--	0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	76	0	76	76	7	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	563	1	**322**	17	580	**331**	67	656	1	**377**	17	673	1	**385**	8	681	1	**389**
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	12	97	0	97	0	97	0	97	0	97	0	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	184	1	**184**	0	184	**184**	6	198	1	**198**	0	198	1	**198**	0	198	1	**198**
	Left-Through		0							0				0				0	
	Through	471	1	269	17	488	277	69	562	1	316	17	579	1	324	8	587	1	328
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	0	69	0	69	0	69	0	69	0	69	0	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	104	0	104	104	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	672	1	**359**	0	672	**359**	12	715	1	**385**	0	715	1	**385**	0	715	1	**385**
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	8	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	56	1	56	0	56	56	9	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	719	1	**430**	0	719	**430**	11	763	1	**457**	0	763	1	**457**	0	763	1	**457**
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	4	151	0	151	0	151	0	151	0	151	0	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		506	North-South:		515	North-South:			575	North-South:			583	North-South:			587
		East-West:		789	East-West:		789	East-West:			842	East-West:			842	East-West:			842
		SUM:		1295	SUM:		1304	SUM:			1417	SUM:			1425	SUM:			1429
VOLUME/CAPACITY (V/C) RATIO:				0.942			0.948				1.031				1.036				1.039
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.842**			**0.848**				**0.931**				**0.936**				**0.939**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0		EB-- 3	WB--	0		EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	586	1	**586**	0	586	**586**	2	615	1	**615**	0	615	1	**615**	0	615	1	**615**
	Left-Through		0							0				0				0	
	Through	802	2	401	0	802	401	85	924	2	462	0	924	2	462	0	924	2	462
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	761	2	**381**	0	761	**381**	92	888	2	**444**	0	888	2	**444**	0	888	2	**444**
	Through-Right		0							0				0				0	
	Right	350	1	146	0	350	146	0	366	1	153	0	366	1	153	0	366	1	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	204	1	**204**	0	204	**204**	0	213	1	**213**	0	213	1	**213**	0	213	1	**213**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	500	1	0	26	526	0	7	530	1	0	26	556	1	0	-8	548	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	967		*North-South:*	967		*North-South:*	1059			*North-South:*	1059			*North-South:*	1059		
		East-West:	204		*East-West:*	204		*East-West:*	213			*East-West:*	213			*East-West:*	213		
		SUM:	1171		*SUM:*	1171		*SUM:*	1272			*SUM:*	1272			*SUM:*	1272		
VOLUME/CAPACITY *(V/C)* RATIO:			0.822			0.822			0.893				0.893				0.893		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.722**			**0.722**			**0.793**				**0.793**				**0.793**		
LEVEL OF SERVICE (LOS):			**C**			**C**			**C**				**C**				**C**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0		EB-- 3	WB--	0		EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	682	1	**682**	0	682	**682**	5	718	1	**718**	0	718	1	**718**	0	718	1	**718**
	Left-Through		0							0				0				0	
	Through	830	2	415	0	830	415	38	906	2	453	0	906	2	453	0	906	2	453
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	661	2	**331**	0	661	**331**	47	738	2	**369**	0	738	2	**369**	0	738	2	**369**
	Through-Right		0							0				0				0	
	Right	375	1	281	0	375	281	0	392	1	294	0	392	1	294	0	392	1	294
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	94	1	**94**	0	94	**94**	0	98	1	**98**	0	98	1	**98**	0	98	1	**98**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	278	1	0	26	304	0	2	293	1	0	26	319	1	0	-1	318	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1013	*North-South:*		1013	*North-South:*			1087	*North-South:*			1087	*North-South:*			1087
		East-West:		94	*East-West:*		94	*East-West:*			98	*East-West:*			98	*East-West:*			98
		SUM:		1107	*SUM:*		1107	*SUM:*			1185	*SUM:*			1185	*SUM:*			1185
VOLUME/CAPACITY (V/C) RATIO:				0.777			0.777				0.832				0.832				0.832
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.677**			**0.677**				**0.732**				**0.732**				**0.732**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
25	East-West Street:	SR-118 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	735	1	**735**	0	735	**735**	5	774	1	**774**	0	774	1	**774**	0	774	1	**774**
	Left-Through		0							0				0				0	
	Through	889	2	445	0	889	445	61	991	2	496	0	991	2	496	0	991	2	496
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	776	2	388	0	776	388	65	876	2	**438**	0	876	2	**438**	0	876	2	**438**
	Through-Right		0							0				0				0	
	Right	559	1	**403**	0	559	**403**	0	585	1	422	0	585	1	422	0	585	1	422
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	156	1	**156**	0	156	**156**	0	163	1	**163**	0	163	1	**163**	0	163	1	**163**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	359	1	0	26	385	0	2	377	1	0	26	403	1	0	-1	402	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1138	*North-South:*		1138	*North-South:*			1212	*North-South:*			1212	*North-South:*			1212
		East-West:		156	*East-West:*		156	*East-West:*			163	*East-West:*			163	*East-West:*			163
		SUM:		1294	*SUM:*		1294	*SUM:*			1375	*SUM:*			1375	*SUM:*			1375
VOLUME/CAPACITY (V/C) RATIO:				0.908			0.908				0.965				0.965				0.965
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.808**			**0.808**				**0.865**				**0.865**				**0.865**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**$\Delta v/c$ after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	159	1	159	0	159	159	0	166	1	166	0	166	1	166	0	166	1	166
	Left-Through		0							0				0				0	
	Through	727	1	**424**	1	728	**425**	23	783	1	**455**	1	784	1	**456**	0	784	1	**456**
	Through-Right		1							1				1				1	
	Right	121	0	121	0	121	121	0	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	324	1	**324**	0	324	**324**	5	344	1	**344**	0	344	1	**344**	0	344	1	**344**
	Left-Through		0							0				0				0	
	Through	988	2	494	1	989	495	36	1069	2	535	1	1070	2	535	0	1070	2	535
	Through-Right		0							0				0				0	
	Right	138	1	83	0	138	83	0	144	1	86	0	144	1	86	0	144	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	111	1	111	0	111	111	0	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	966	1	**553**	0	966	**553**	50	1060	1	**603**	0	1060	1	**603**	0	1060	1	**603**
	Through-Right		1							1				1				1	
	Right	140	0	140	0	140	140	0	146	0	146	0	146	0	146	0	146	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	69	1	**69**	0	69	**69**	0	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	870	1	503	0	870	503	44	954	1	551	0	954	1	551	0	954	1	551
	Through-Right		1							1				1				1	
	Right	136	0	136	0	136	136	6	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		748	*North-South:*		749	*North-South:*			799	*North-South:*			800	*North-South:*			800
		East-West:		622	*East-West:*		622	*East-West:*			675	*East-West:*			675	*East-West:*			675
		SUM:		1370	*SUM:*		1371	*SUM:*			1474	*SUM:*			1475	*SUM:*			1475
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			0.997				1.072				1.073				1.073
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.896**			**0.897**				**0.972**				**0.973**				**0.973**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	*Δv/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	4	4	4	4	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	246	1	**173**	1	247	**173**	7	264	1	**184**	1	265	1	**185**	0	265	1	**185**
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	0	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	124	1	**124**	0	124	**124**	6	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	231	2	116	1	232	116	6	248	2	124	1	249	2	125	0	249	2	125
	Through-Right		0							0				0				0	
	Right	86	1	41	0	86	41	0	90	1	43	0	90	1	43	0	90	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	90	1	90	0	90	90	0	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	839	1	**473**	0	839	**473**	19	896	1	504	0	896	1	504	0	896	1	504
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	58	1	**58**	0	58	**58**	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	774	1	440	0	774	440	17	826	1	**472**	0	826	1	**472**	0	826	1	**472**
	Through-Right		1							1				1				1	
	Right	106	0	106	0	106	106	7	118	0	118	0	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	297		*North-South:*	297		*North-South:*	320			*North-South:*	321			*North-South:*	321	
			East-West:	531		*East-West:*	531		*East-West:*	566			*East-West:*	566			*East-West:*	566	
			SUM:	828		*SUM:*	828		*SUM:*	886			*SUM:*	887			*SUM:*	887	
	VOLUME/CAPACITY (V/C) RATIO:			0.602			0.602				0.644				0.645				0.645
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.502**			**0.502**				**0.544**				**0.545**				**0.545**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Arleta Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
26	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	155	1	155	0	155	155	0	162	1	162	0	162	1	162	0	162	1	162
	Left-Through		0							0				0				0	
	Through	727	1	**443**	1	728	**444**	16	776	1	**471**	1	777	1	**472**	0	777	1	**472**
	Through-Right		1							1				1				1	
	Right	159	0	159	0	159	159	0	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	199	1	**199**	0	199	**199**	6	214	1	**214**	0	214	1	**214**	0	214	1	**214**
	Left-Through		0							0				0				0	
	Through	422	2	211	1	423	212	12	453	2	227	1	454	2	227	0	454	2	227
	Through-Right		0							0				0				0	
	Right	88	1	0	0	88	0	0	92	1	0	0	92	1	0	0	92	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	182	1	**182**	0	182	**182**	0	190	1	**190**	0	190	1	**190**	0	190	1	**190**
	Left-Through		0							0				0				0	
	Through	1130	1	656	0	1130	656	35	1217	1	703	0	1217	1	703	0	1217	1	703
	Through-Right		1							1				1				1	
	Right	181	0	181	0	181	181	0	189	0	189	0	189	0	189	0	189	0	189
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	62	1	62	0	62	62	0	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	936	1	**541**	0	936	**541**	36	1015	1	**587**	0	1015	1	**587**	0	1015	1	**587**
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	7	159	0	159	0	159	0	159	0	159	0	159
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		642	*North-South:*		643	*North-South:*			685	*North-South:*			686	*North-South:*			686
		East-West:		723	*East-West:*		723	*East-West:*			777	*East-West:*			777	*East-West:*			777
		SUM:		1365	*SUM:*		1366	*SUM:*			1462	*SUM:*			1463	*SUM:*			1463
VOLUME/CAPACITY (V/C) RATIO:				0.993			0.993				1.063				1.064				1.064
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.893**			**0.893**				**0.963**				**0.964**				**0.964**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		0							0				0				0	
	Through	50	0	**117**	0	50	**117**	0	52	0	**122**	0	52	0	**122**	0	52	0	**122**
	Through-Right		0							0				0				0	
	Right	52	0	0	0	52	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	66	0	**66**	0	66	**66**	0	69	0	**69**	0	69	0	**69**	0	69	0	**69**
	Left-Through		0							0				0				0	
	Through	53	0	130	0	53	130	0	55	0	136	0	55	0	136	0	55	0	136
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0							0				0				0	
	Through	1376	1	**696**	0	1376	**696**	55	1494	1	**756**	0	1494	1	**756**	0	1494	1	**756**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	43	1	**43**	0	43	**43**	0	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	1065	1	540	0	1065	540	50	1164	1	590	0	1164	1	590	0	1164	1	590
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		183	*North-South:*		183	*North-South:*			191	*North-South:*			191	*North-South:*			191
		East-West:		739	*East-West:*		739	*East-West:*			801	*East-West:*			801	*East-West:*			801
		SUM:		922	*SUM:*		922	*SUM:*			992	*SUM:*			992	*SUM:*			992
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.615				0.661				0.661				0.661
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.515**			**0.515**				**0.561**				**0.561**				**0.561**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	10	0	43	0	10	43	0	10	0	45	0	10	0	45	0	10	0	45
	Through-Right		0							0				0				0	
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through		0							0				0				0	
	Through	16	0	45	0	16	45	0	17	0	47	0	17	0	47	0	17	0	47
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through		0							0				0				0	
	Through	1096	1	556	0	1096	556	25	1171	1	594	0	1171	1	594	0	1171	1	594
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	955	1	485	0	955	485	24	1023	1	519	0	1023	1	519	0	1023	1	519
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:			65			65				68				68				68
	East-West:			588			588				627				627				627
	SUM:			653			653				695				695				695
VOLUME/CAPACITY (V/C) RATIO:				0.435			0.435				0.463				0.463				0.463
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.335			0.335				0.363				0.363				0.363
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bartee Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
27	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		0							0				0				0	
	Through	10	0	50	0	10	50	0	10	0	51	0	10	0	51	0	10	0	51
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	20	0	59	0	20	59	0	21	0	62	0	21	0	62	0	21	0	62
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	1431	1	723	0	1431	723	41	1537	1	776	0	1537	1	776	0	1537	1	776
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	1214	1	619	0	1214	619	43	1312	1	669	0	1312	1	669	0	1312	1	669
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		73	North-South:		73	North-South:			75	North-South:			75	North-South:			75
		East-West:		747	East-West:		747	East-West:			801	East-West:			801	East-West:			801
		SUM:		820	SUM:		820	SUM:			876	SUM:			876	SUM:			876
VOLUME/CAPACITY (V/C) RATIO:				0.547			0.547				0.584				0.584				0.584
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.447			0.447				0.484				0.484				0.484
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		1 0	NB-- 0 SB-- EB-- 0 WB--		1 0	NB-- 0 SB-- EB-- 0 WB--		1 0		NB-- 0 SB-- EB-- 0 WB--		1 0		NB-- 0 SB-- EB-- 0 WB--		1 0
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	177	2	**97**	0	177	**97**	12	197	2	**108**	0	197	2	**108**	0	197	2	**108**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	188	0	0	0	188	0	1	198	0	0	0	198	0	0	0	198	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1043	2	522	0	1043	522	76	1167	2	584	0	1167	2	584	0	1167	2	584
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1498	2	**749**	0	1498	**749**	72	1638	2	**819**	0	1638	2	**819**	0	1638	2	**819**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		97	*North-South:*		97	*North-South:*			108	*North-South:*			108	*North-South:*			108
		East-West:		749	*East-West:*		749	*East-West:*			819	*East-West:*			819	*East-West:*			819
		SUM:		846	*SUM:*		846	*SUM:*			927	*SUM:*			927	*SUM:*			927
VOLUME/CAPACITY *(V/C)* RATIO:				0.705			0.705				0.773				0.773				0.773
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.705			0.705				0.773				0.773				0.773
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	214	2	**118**	0	214	**118**	4	228	2	**125**	0	228	2	**125**	0	228	2	**125**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	217	0	0	0	217	0	1	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	914	2	457	0	914	457	24	980	2	490	0	980	2	490	0	980	2	490
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1043	2	**522**	0	1043	**522**	26	1117	2	**559**	0	1117	2	**559**	0	1117	2	**559**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		118	*North-South:*		118	*North-South:*			125	*North-South:*			125	*North-South:*			125
		East-West:		522	*East-West:*		522	*East-West:*			559	*East-West:*			559	*East-West:*			559
		SUM:		640	*SUM:*		640	*SUM:*			684	*SUM:*			684	*SUM:*			684
VOLUME/CAPACITY (V/C) RATIO:				0.533			0.533				0.570				0.570				0.570
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.533			0.533				0.570				0.570				0.570
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
28	East-West Street:	Van Nuys Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1	NB-- 0	SB--	1
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	258	2	**142**	0	258	**142**	8	278	2	**153**	0	278	2	**153**	0	278	2	**153**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	290	0	0	0	290	0	1	304	0	0	0	304	0	0	0	304	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1263	2	**632**	0	1263	**632**	47	1368	2	**684**	0	1368	2	**684**	0	1368	2	**684**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1214	2	607	0	1214	607	61	1330	2	665	0	1330	2	665	0	1330	2	665
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		142	*North-South:*		142	*North-South:*			153	*North-South:*			153	*North-South:*			153
		East-West:		632	*East-West:*		632	*East-West:*			684	*East-West:*			684	*East-West:*			684
		SUM:		774	*SUM:*		774	*SUM:*			837	*SUM:*			837	*SUM:*			837
VOLUME/CAPACITY (V/C) RATIO:				0.645			0.645				0.698				0.698				0.698
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.645				0.698				0.698				0.698
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	42	1	**42**	0	42	**42**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	453	2	227	0	453	227	26	500	2	250	0	500	2	250	0	500	2	250
	Through-Right		0							0				0				0	
	Right	232	1	0	26	258	0	103	346	1	0	26	372	1	0	-8	364	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	85	0	85	85	0	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1126	1	**663**	0	1126	**663**	33	1210	1	**712**	0	1210	1	**712**	0	1210	1	**712**
	Through-Right		1							1				1				1	
	Right	199	0	199	0	199	199	6	214	0	214	0	214	0	214	0	214	0	214
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	221	1	221	0	221	221	8	239	1	239	0	239	1	239	0	239	1	239
	Left-Through		0							0				0				0	
	Through	411	2	**206**	0	411	**206**	31	461	2	**231**	0	461	2	**231**	0	461	2	**231**
	Through-Right		0							0				0				0	
	Right	64	1	43	0	64	43	0	67	1	45	0	67	1	45	0	67	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	645	1	**645**	0	645	**645**	127	801	1	**801**	0	801	1	**801**	0	801	1	**801**
	Left-Through		0							0				0				0	
	Through	539	1	282	0	539	282	48	612	1	319	0	612	1	319	0	612	1	319
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		705	*North-South:*		705	*North-South:*			756	*North-South:*			756	*North-South:*			756
		East-West:		851	*East-West:*		851	*East-West:*			1032	*East-West:*			1032	*East-West:*			1032
		SUM:		1556	*SUM:*		1556	*SUM:*			1788	*SUM:*			1788	*SUM:*			1788
	VOLUME/CAPACITY *(V/C)* RATIO:			1.132			1.132				1.300				1.300				1.300
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.032**			**1.032**				**1.200**				**1.200**				**1.200**
	LEVEL OF SERVICE (LOS):			**F**			**F**				**F**				**F**				**F**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	**64**	0	64	**64**	0	67	1	**67**	0	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	410	2	205	0	410	205	31	460	2	230	0	460	2	230	0	460	2	230
	Through-Right		0							0				0				0	
	Right	227	1	119	26	253	145	106	343	1	169	26	369	1	195	-1	368	1	194
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	0	88	88	0	92	1	92	0	92	1	92	0	92	1	92
	Left-Through		0							0				0				0	
	Through	396	1	**250**	0	396	**250**	24	438	1	**273**	0	438	1	**273**	0	438	1	**273**
	Through-Right		1							1				1				1	
	Right	103	0	103	0	103	103	0	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	150	1	150	0	150	150	0	157	1	157	0	157	1	157	0	157	1	157
	Left-Through		0							0				0				0	
	Through	355	2	**178**	0	355	**178**	16	387	2	**194**	0	387	2	**194**	0	387	2	**194**
	Through-Right		0							0				0				0	
	Right	40	1	8	0	40	8	0	42	1	9	0	42	1	9	0	42	1	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	216	1	**216**	0	216	**216**	123	349	1	**349**	0	349	1	**349**	0	349	1	**349**
	Left-Through		0							0				0				0	
	Through	375	1	235	0	375	235	13	405	1	252	0	405	1	252	0	405	1	252
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	0	98	0	98	0	98	0	98	0	98	0	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		314	*North-South:*		314	*North-South:*			340	*North-South:*			340	*North-South:*			340
		East-West:		394	*East-West:*		394	*East-West:*			543	*East-West:*			543	*East-West:*			543
		SUM:		708	*SUM:*		708	*SUM:*			883	*SUM:*			883	*SUM:*			883
VOLUME/CAPACITY (V/C) RATIO:				0.515			0.515				0.642				0.642				0.642
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.415**			**0.415**				**0.542**				**0.542**				**0.542**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
29	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	85	85	0	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1026	2	**513**	0	1026	**513**	35	1108	2	**554**	0	1108	2	554	0	1108	2	554
	Through-Right		0							0				0				0	
	Right	608	1	474	26	634	500	106	742	1	541	26	768	1	**567**	-1	767	1	**566**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	1	**138**	0	138	**138**	0	144	1	**144**	0	144	1	**144**	0	144	1	**144**
	Left-Through		0							0				0				0	
	Through	480	1	311	0	480	311	29	531	1	342	0	531	1	342	0	531	1	342
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	5	152	0	152	0	152	0	152	0	152	0	152
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	227	1	227	0	227	227	4	241	1	241	0	241	1	241	0	241	1	241
	Left-Through		0							0				0				0	
	Through	686	2	**343**	0	686	**343**	25	742	2	**371**	0	742	2	**371**	0	742	2	**371**
	Through-Right		0							0				0				0	
	Right	50	1	8	0	50	8	0	52	1	8	0	52	1	8	0	52	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	268	1	**268**	0	268	**268**	123	403	1	**403**	0	403	1	**403**	0	403	1	**403**
	Left-Through		0							0				0				0	
	Through	453	1	284	0	453	284	19	493	1	307	0	493	1	307	0	493	1	307
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	651		*North-South:*	651		*North-South:*	698			*North-South:*	711			*North-South:*	710		
		East-West:	611		*East-West:*	611		*East-West:*	774			*East-West:*	774			*East-West:*	774		
		SUM:	1262		*SUM:*	1262		*SUM:*	1472			*SUM:*	1485			*SUM:*	1484		
VOLUME/CAPACITY (V/C) RATIO:			0.918			0.918			1.071				1.080				1.079		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.818**			**0.818**			**0.971**				**0.980**				**0.979**		
LEVEL OF SERVICE (LOS):			**D**			**D**			**E**				**E**				**E**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	**13**	0	13	**13**	0	14	0	**14**	0	14	0	**14**	0	14	0	**14**
	Left-Through		1							1				1				1	
	Through	9	0	22	0	9	22	0	9	0	23	0	9	0	23	0	9	0	23
	Through-Right		0							0				0				0	
	Right	10	1	0	0	10	0	0	10	1	0	0	10	1	0	0	10	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	12	0	**308**	0	12	**308**	0	13	0	**322**	0	13	0	**322**	0	13	0	**322**
	Through-Right		0							0				0				0	
	Right	267	0	0	0	267	0	0	279	0	0	0	279	0	0	0	279	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	155	1	**155**	0	155	**155**	0	162	1	**162**	0	162	1	**162**	0	162	1	**162**
	Left-Through		0							0				0				0	
	Through	600	2	300	26	626	313	134	761	2	381	26	787	2	394	-8	779	2	390
	Through-Right		0							0				0				0	
	Right	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	900	1	**465**	0	900	**465**	175	1116	1	**573**	0	1116	1	**573**	0	1116	1	**573**
	Through-Right		1							1				1				1	
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		321	*North-South:*		321	*North-South:*			336	*North-South:*			336	*North-South:*			336
		East-West:		620	*East-West:*		620	*East-West:*			735	*East-West:*			735	*East-West:*			735
		SUM:		941	*SUM:*		941	*SUM:*			1071	*SUM:*			1071	*SUM:*			1071
VOLUME/CAPACITY *(V/C)* RATIO:				0.627			0.627				0.714				0.714				0.714
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.527**			**0.527**				**0.614**				**0.614**				**0.614**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	0	**31**	0	31	**31**	0	32	0	**32**	0	32	0	**32**	0	32	0	**32**
	Left-Through		1							1				1				1	
	Through	10	0	41	0	10	41	0	10	0	42	0	10	0	42	0	10	0	42
	Through-Right		0							0				0				0	
	Right	43	1	17	0	43	17	0	45	1	18	0	45	1	18	0	45	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		0							0				0				0	
	Through	29	0	**153**	0	29	**153**	0	30	0	**159**	0	30	0	**159**	0	30	0	**159**
	Through-Right		0							0				0				0	
	Right	117	0	0	0	117	0	0	122	0	0	0	122	0	0	0	122	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	103	1	**103**	0	103	**103**	0	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	451	2	226	26	477	239	123	595	2	298	26	621	2	311	-1	620	2	310
	Through-Right		0							0				0				0	
	Right	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	415	1	**213**	0	415	**213**	135	569	1	**291**	0	569	1	**291**	0	569	1	**291**
	Through-Right		1							1				1				1	
	Right	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		184	*North-South:*		184	*North-South:*			191	*North-South:*			191	*North-South:*			191
		East-West:		316	*East-West:*		316	*East-West:*			399	*East-West:*			399	*East-West:*			399
		SUM:		500	*SUM:*		500	*SUM:*			590	*SUM:*			590	*SUM:*			590
VOLUME/CAPACITY (V/C) RATIO:				0.333			0.333				0.393				0.393				0.393
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.233**			**0.233**				**0.293**				**0.293**				**0.293**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Dronfield Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
30	East-West Street:	Osborne Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	0	**47**	0	47	**47**	0	49	0	**49**	0	49	0	**49**	0	49	0	**49**
	Left-Through		1							1				1				1	
	Through	17	0	64	0	17	64	0	18	0	67	0	18	0	67	0	18	0	67
	Through-Right		0							0				0				0	
	Right	45	1	24	0	45	24	0	47	1	25	0	47	1	25	0	47	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through		0							0				0				0	
	Through	22	0	**173**	0	22	**173**	0	23	0	**181**	0	23	0	**181**	0	23	0	**181**
	Through-Right		0							0				0				0	
	Right	130	0	0	0	130	0	0	136	0	0	0	136	0	0	0	136	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	253	1	253	0	253	253	0	265	1	265	0	265	1	265	0	265	1	265
	Left-Through		0							0				0				0	
	Through	1118	2	**559**	26	1144	**572**	132	1301	2	**651**	26	1327	2	**664**	-1	1326	2	**663**
	Through-Right		0							0				0				0	
	Right	53	1	53	0	53	53	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	42	1	**42**	0	42	**42**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	560	1	289	0	560	289	141	727	1	373	0	727	1	373	0	727	1	373
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	220		*North-South:*	220		*North-South:*	230			*North-South:*	230			*North-South:*	230		
		East-West:	601		*East-West:*	614		*East-West:*	695			*East-West:*	708			*East-West:*	707		
		SUM:	821		*SUM:*	834		*SUM:*	925			*SUM:*	938			*SUM:*	937		
VOLUME/CAPACITY (V/C) RATIO:			0.547			0.556			0.617				0.625				0.625	
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.447**			**0.456**			**0.517**				**0.525**				**0.525**	
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**	

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	*Δv/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2					2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		3	NB-- 0 SB--		3	NB-- 0 SB--		3		NB-- 0 SB--		3		NB-- 0 SB--			3
		EB-- 3 WB--		0	EB-- 3 WB--		0	EB-- 3 WB--		0		EB-- 3 WB--		0		EB-- 3 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	422	1	**422**	0	422	**422**	148	589	1	**589**	0	589	1	**589**	0	589	1	**589**
	Left-Through		0							0				0				0	
	Through	299	1	151	0	299	151	0	313	1	158	0	313	1	158	0	313	1	158
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	469	2	235	0	469	235	0	490	2	245	0	490	2	245	0	490	2	245
	Through-Right		0							0				0				0	
	Right	653	1	**519**	0	653	**519**	27	710	1	**562**	0	710	1	**562**	0	710	1	**562**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	265	1	**134**	0	265	**134**	17	294	1	**148**	0	294	1	**148**	0	294	1	**148**
	Left-Through		1							1				1				1	
	Through	2	0	134	0	2	134	0	2	0	148	0	2	0	148	0	2	0	148
	Through-Right		0							0				0				0	
	Right	326	1	0	26	352	0	116	457	1	0	26	483	1	0	-8	475	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		0							0				0				0	
	Through	10	0	**40**	0	10	**40**	0	10	0	**41**	0	10	0	**41**	0	10	0	**41**
	Through-Right		0							0				0				0	
	Right	21	0	0	0	21	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		941	*North-South:*		941	*North-South:*			1151	*North-South:*			1151	*North-South:*			1151
		East-West:		174	*East-West:*		174	*East-West:*			189	*East-West:*			189	*East-West:*			189
		SUM:		1115	*SUM:*		1115	*SUM:*			1340	*SUM:*			1340	*SUM:*			1340
	VOLUME/CAPACITY *(V/C)* RATIO:			0.811			0.811				0.975				0.975				0.975
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.711			0.711				0.875				0.875				0.875
	LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 3 WB--		3	NB-- 0 SB-- EB-- 3 WB--		3	NB-- 0 SB-- EB-- 3 WB--		3		NB-- 0 SB-- EB-- 3 WB--		3		NB-- 0 SB-- EB-- 3 WB--		3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	
NORTHBOUND																		
Left	211	1	**211**	0	211	**211**	129	350	1	**350**	0	350	1	**350**	0	350	1	**350**
Left-Through		0							0				0				0	
Through	247	1	128	0	247	128	0	258	1	133	0	258	1	133	0	258	1	133
Through-Right		1							1				1				1	
Right	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
Left-Through		0							0				0				0	
Through	247	2	124	0	247	124	0	258	2	129	0	258	2	129	0	258	2	129
Through-Right		0							0				0				0	
Right	293	1	**160**	0	293	**160**	6	312	1	**169**	0	312	1	**169**	0	312	1	**169**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	264	1	**133**	0	264	**133**	8	284	1	**143**	0	284	1	**143**	0	284	1	**143**
Left-Through		1							1				1				1	
Through	2	0	133	0	2	133	0	2	0	143	0	2	0	143	0	2	0	143
Through-Right		0							0				0				0	
Right	236	1	25	26	262	51	116	363	1	13	26	389	1	39	-1	388	1	38
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
Left-Through		0							0				0				0	
Through	6	0	**16**	0	6	**16**	0	6	0	**16**	0	6	0	**16**	0	6	0	**16**
Through-Right		0							0				0				0	
Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		371	*North-South:*		371	*North-South:*			519	*North-South:*			519	*North-South:*			519
	East-West:		149	*East-West:*		149	*East-West:*			159	*East-West:*			159	*East-West:*			159
	SUM:		520	*SUM:*		520	*SUM:*			678	*SUM:*			678	*SUM:*			678
VOLUME/CAPACITY (V/C) RATIO:			0.378			0.378				0.493				0.493				0.493
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.278			0.278				0.393				0.393				0.393
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
31	East-West Street:	Osborne Street-Driveway	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	297	1	**297**	0	297	**297**	132	443	1	**443**	0	443	1	**443**	0	443	1	**443**
	Left-Through		0							0				0				0	
	Through	434	1	220	0	434	220	0	454	1	230	0	454	1	230	0	454	1	230
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	345	2	**173**	0	345	**173**	0	361	2	**181**	0	361	2	**181**	0	361	2	**181**
	Through-Right		0							0				0				0	
	Right	352	1	11	0	352	11	9	377	1	15	0	377	1	15	0	377	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	677	1	**341**	0	677	**341**	12	720	1	**362**	0	720	1	**362**	0	720	1	**362**
	Left-Through		1							1				1				1	
	Through	4	0	341	0	4	341	0	4	0	362	0	4	0	362	0	4	0	362
	Through-Right		0							0				0				0	
	Right	448	1	151	26	474	177	121	589	1	146	26	615	1	172	-1	614	1	171
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	2	0	**23**	0	2	**23**	0	2	0	**24**	0	2	0	**24**	0	2	0	**24**
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		470	*North-South:*		470	*North-South:*			624	*North-South:*			624	*North-South:*			624
		East-West:		364	*East-West:*		364	*East-West:*			386	*East-West:*			386	*East-West:*			386
		SUM:		834	*SUM:*		834	*SUM:*			1010	*SUM:*			1010	*SUM:*			1010
VOLUME/CAPACITY (V/C) RATIO:				0.607			0.607				0.735				0.735				0.735
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.507**			**0.507**				**0.635**				**0.635**				**0.635**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	671	1	**505**	26	697	**518**	5	707	1	**586**	26	733	1	**599**	-8	725	1	**595**
	Through-Right		1							1				1				1	
	Right	338	0	338	0	338	338	111	464	0	464	0	464	0	464	0	464	0	464
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	131	1	**131**	0	131	**131**	32	169	1	**169**	0	169	1	**169**	0	169	1	**169**
	Left-Through		0							0				0				0	
	Through	569	2	285	0	569	285	148	743	2	372	0	743	2	372	0	743	2	372
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	531	1	392	0	531	392	22	577	1	421	0	577	1	421	0	577	1	421
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	253	0	**392**	0	253	**392**	0	265	0	**421**	0	265	0	**421**	0	265	0	**421**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		636	*North-South:*		649	*North-South:*			755	*North-South:*			768	*North-South:*			764
		East-West:		392	*East-West:*		392	*East-West:*			421	*East-West:*			421	*East-West:*			421
		SUM:		1028	*SUM:*		1041	*SUM:*			1176	*SUM:*			1189	*SUM:*			1185
	VOLUME/CAPACITY *(V/C)* RATIO:			0.685			0.694				0.784				0.793				0.790
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.585**			**0.594**				**0.684**				**0.693**				**0.690**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	∆*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	318	1	**277**	26	344	**290**	8	341	1	341	26	367	1	**361**	-1	366	1	**360**
	Through-Right		1							1				1				1	
	Right	236	0	236	0	236	236	107	354	0	**354**	0	354	0	354	0	354	0	354
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	125	1	**125**	0	125	**125**	24	155	1	**155**	0	155	1	**155**	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	425	2	213	0	425	213	130	574	2	287	0	574	2	287	0	574	2	287
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	280	1	202	0	280	202	30	323	1	226	0	323	1	226	0	323	1	226
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	123	0	**202**	0	123	**202**	0	129	0	**226**	0	129	0	**226**	0	129	0	**226**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		402	*North-South:*		415	*North-South:*			509	*North-South:*			516	*North-South:*			515
		East-West:		202	*East-West:*		202	*East-West:*			226	*East-West:*			226	*East-West:*			226
		SUM:		604	*SUM:*		617	*SUM:*			735	*SUM:*			742	*SUM:*			741
VOLUME/CAPACITY (V/C) RATIO:				0.403			0.411				0.490				0.495				0.494
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.303**			**0.311**				**0.390**				**0.395**				**0.394**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
32	East-West Street:	I-210 Freeway EB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	509	1	**412**	26	535	**425**	8	540	1	**490**	26	566	1	**503**	-1	565	1	**503**
	Through-Right		1							1				1				1	
	Right	314	0	314	0	314	314	112	440	0	440	0	440	0	440	0	440	0	440
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	1	**92**	0	92	**92**	24	120	1	**120**	0	120	1	**120**	0	120	1	**120**
	Left-Through		0							0				0				0	
	Through	613	2	307	0	613	307	133	774	2	387	0	774	2	387	0	774	2	387
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	387	1	302	0	387	302	30	435	1	331	0	435	1	331	0	435	1	331
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	217	0	**302**	0	217	**302**	0	227	0	**331**	0	227	0	**331**	0	227	0	**331**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		504	*North-South:*		517	*North-South:*			610	*North-South:*			623	*North-South:*			623
		East-West:		302	*East-West:*		302	*East-West:*			331	*East-West:*			331	*East-West:*			331
		SUM:		806	*SUM:*		819	*SUM:*			941	*SUM:*			954	*SUM:*			954
VOLUME/CAPACITY (V/C) RATIO:				0.537			0.546				0.627				0.636				0.636
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.437**			**0.446**				**0.527**				**0.536**				**0.536**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	*Δv/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	208	1	**208**	26	234	**234**	0	218	1	**218**	26	244	1	**244**	-8	236	1	**236**
	Left-Through		0							0				0				0	
	Through	888	2	444	0	888	444	27	956	2	478	0	956	2	478	0	956	2	478
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	408	1	408	0	408	408	40	467	1	467	0	467	1	467	0	467	1	467
	Through-Right		1							1				1				1	
	Right	504	0	**504**	0	504	**504**	32	559	0	**559**	0	559	0	**559**	0	559	0	**559**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	255	1	**177**	0	255	**177**	134	401	1	**267**	0	401	1	**267**	0	401	1	**267**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	99	0	177	0	99	177	28	132	0	267	0	132	0	267	0	132	0	267
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
	CRITICAL VOLUMES	North-South:		712	North-South:		738	North-South:			777	North-South:			803	North-South:			795
		East-West:		177	East-West:		177	East-West:			267	East-West:			267	East-West:			267
		SUM:		889	SUM:		915	SUM:			1044	SUM:			1070	SUM:			1062
	VOLUME/CAPACITY (V/C) RATIO:			0.593			0.610				0.696				0.713				0.708
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.493			0.510				0.596				0.613				0.608
	LEVEL OF SERVICE (LOS):			A			A				A				B				B

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	90	1	**90**	26	116	**116**	0	94	1	**94**	26	120	1	**120**	-1	119	1	**119**
	Left-Through		0							0				0				0	
	Through	482	2	241	0	482	241	38	542	2	271	0	542	2	271	0	542	2	271
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	322	1	**298**	0	322	**298**	31	368	1	**339**	0	368	1	**339**	0	368	1	**339**
	Through-Right		1							1				1				1	
	Right	273	0	273	0	273	273	24	309	0	309	0	309	0	309	0	309	0	309
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	186	1	**132**	0	186	**132**	123	317	1	**215**	0	317	1	**215**	0	317	1	**215**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	77	0	132	0	77	132	31	112	0	215	0	112	0	215	0	112	0	215
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		*North-South:*		388	*North-South:*		414	*North-South:*			433	*North-South:*			459	*North-South:*			458
		East-West:		132	*East-West:*		132	*East-West:*			215	*East-West:*			215	*East-West:*			215
		SUM:		520	*SUM:*		546	*SUM:*			648	*SUM:*			674	*SUM:*			673
VOLUME/CAPACITY (V/C) RATIO:				0.347			0.364				0.432				0.449				0.449
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.247			0.264				0.332				0.349				0.349
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	$\Delta v/c$ after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Foothill Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
33	East-West Street:	I-210 Freeway WB Ramps	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	167	1	**167**	26	193	**193**	0	175	1	**175**	26	201	1	**201**	-1	200	1	**200**
	Left-Through		0							0				0				0	
	Through	693	2	347	0	693	347	38	763	2	382	0	763	2	382	0	763	2	382
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	375	1	**351**	0	375	**351**	31	423	1	**394**	0	423	1	**394**	0	423	1	**394**
	Through-Right		1							1				1				1	
	Right	326	0	326	0	326	326	24	365	0	365	0	365	0	365	0	365	0	365
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	285	1	**213**	0	285	**213**	126	424	1	**301**	0	424	1	**301**	0	424	1	**301**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	141	0	213	0	141	213	31	178	0	301	0	178	0	301	0	178	0	301
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		*North-South:*		518	*North-South:*		544	*North-South:*			569	*North-South:*			595	*North-South:*			594
		East-West:		213	*East-West:*		213	*East-West:*			301	*East-West:*			301	*East-West:*			301
		SUM:		731	*SUM:*		757	*SUM:*			870	*SUM:*			896	*SUM:*			895
VOLUME/CAPACITY (V/C) RATIO:				0.487			0.505				0.580				0.597				0.597
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.387**			**0.405**				**0.480**				**0.497**				**0.497**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	*Δv/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	1	**74**	0	74	**74**	0	77	1	**77**	0	77	1	**77**	0	77	1	**77**
	Left-Through		0							0				0				0	
	Through	653	2	327	26	679	340	128	811	2	406	26	837	2	419	-8	829	2	415
	Through-Right		0							0				0				0	
	Right	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	1746	2	**873**	0	1746	**873**	161	1987	2	**994**	0	1987	2	**994**	0	1987	2	**994**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		0							0				0				0	
	Through	2	0	**78**	0	2	**78**	0	2	0	**82**	0	2	0	**82**	0	2	0	**82**
	Through-Right		0							0				0				0	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0	0	11
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		947	*North-South:*		947	*North-South:*			1071	*North-South:*			1071	*North-South:*			1071
		East-West:		83	*East-West:*		83	*East-West:*			87	*East-West:*			87	*East-West:*			87
		SUM:		1030	*SUM:*		1030	*SUM:*			1158	*SUM:*			1158	*SUM:*			1158
VOLUME/CAPACITY *(V/C)* RATIO:				0.687			0.687				0.772				0.772				0.772
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.587**			**0.587**				**0.672**				**0.672**				**0.672**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	NB--	0	0	SB--	0
	EB--	0	0	WB--	EB--	0	0	WB--	EB--	0	0	WB--	EB--	0	0	WB--	EB--	0	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	57	**57**	0	60	1	**60**	0	60	1	**60**	0	60	1	**60**
	Left-Through		0							0				0				0	
	Through	692	2	346	26	718	359	136	860	2	430	26	886	2	443	-1	885	2	443
	Through-Right		0							0				0				0	
	Right	12	1	12	0	12	12	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	664	2	**332**	0	664	**332**	146	840	2	**420**	0	840	2	**420**	0	840	2	**420**
	Through-Right		0							0				0				0	
	Right	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	0	55	0	55	55	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		0							0				0				0	
	Through	2	0	**106**	0	2	**106**	0	2	0	**111**	0	2	0	**111**	0	2	0	**111**
	Through-Right		0							0				0				0	
	Right	49	0	0	0	49	0	0	51	0	0	0	51	0	0	0	51	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		0							0				0				0	
	Through	2	0	31	0	2	31	0	2	0	32	0	2	0	32	0	2	0	32
	Through-Right		0							0				0				0	
	Right	22	0	0	0	22	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		389	*North-South:*		389	*North-South:*			480	*North-South:*			480	*North-South:*			480
		East-West:		113	*East-West:*		113	*East-West:*			118	*East-West:*			118	*East-West:*			118
		SUM:		502	*SUM:*		502	*SUM:*			598	*SUM:*			598	*SUM:*			598
VOLUME/CAPACITY (V/C) RATIO:				0.335			0.335				0.399				0.399				0.399
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.235			0.235				0.299				0.299				0.299
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
34	East-West Street:	Montague Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	0	86	86	0	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1678	2	**839**	26	1704	**852**	140	1895	2	**948**	26	1921	2	**961**	-1	1920	2	**960**
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	15	1	**15**	0	15	**15**	0	16	1	**16**	0	16	1	**16**	0	16	1	**16**
	Left-Through		0							0				0				0	
	Through	738	2	369	0	738	369	151	923	2	462	0	923	2	462	0	923	2	462
	Through-Right		0							0				0				0	
	Right	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	64	0	64	0	64	64	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through		0							0				0				0	
	Through	1	0	**144**	0	1	**144**	0	1	0	**151**	0	1	0	**151**	0	1	0	**151**
	Through-Right		0							0				0				0	
	Right	79	0	0	0	79	0	0	83	0	0	0	83	0	0	0	83	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	0	**6**	0	6	**6**	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		0							0				0				0	
	Through	1	0	20	0	1	20	0	1	0	21	0	1	0	21	0	1	0	21
	Through-Right		0							0				0				0	
	Right	13	0	0	0	13	0	0	14	0	0	0	14	0	0	0	14	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		854	*North-South:*		867	*North-South:*			964	*North-South:*			977	*North-South:*			976
		East-West:		150	*East-West:*		150	*East-West:*			157	*East-West:*			157	*East-West:*			157
		SUM:		1004	*SUM:*		1017	*SUM:*			1121	*SUM:*			1134	*SUM:*			1133
VOLUME/CAPACITY (V/C) RATIO:				0.669			0.678				0.747				0.756				0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.569**			**0.578**				**0.647**				**0.656**				**0.655**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	**83**	17	100	**100**	16	103	1	**103**	17	120	1	**120**	-7	113	1	**113**
	Left-Through		0							0				0				0	
	Through	620	2	310	26	646	323	128	776	2	388	26	802	2	401	-8	794	2	397
	Through-Right		0							0				0				0	
	Right	35	1	27	0	35	27	0	37	1	29	0	37	1	29	0	37	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	1485	2	**743**	0	1485	**743**	161	1714	2	**857**	0	1714	2	**857**	0	1714	2	**857**
	Through-Right		0							0				0				0	
	Right	148	1	84	0	148	84	0	155	1	88	0	155	1	88	0	155	1	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	129	1	**129**	0	129	**129**	0	135	1	**135**	0	135	1	**135**	0	135	1	**135**
	Left-Through		0							0				0				0	
	Through	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Through-Right		0							0				0				0	
	Right	81	1	40	17	98	48	30	115	1	64	17	132	1	72	-7	125	1	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	16	1	16	0	16	16	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	18	0	**59**	0	18	**59**	0	19	0	**62**	0	19	0	**62**	0	19	0	**62**
	Through-Right		1							1				1				1	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	826		*North-South:*	843		*North-South:*	960			*North-South:*	977			*North-South:*	970		
		East-West:	188		*East-West:*	188		*East-West:*	197			*East-West:*	197			*East-West:*	197		
		SUM:	1014		*SUM:*	1031		*SUM:*	1157			*SUM:*	1174			*SUM:*	1167		
VOLUME/CAPACITY *(V/C)* RATIO:			0.676			0.687			0.771				0.783				0.778		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.576**			**0.587**			**0.671**				**0.683**				**0.678**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**B**				**B**				**B**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	89	1	**89**	17	106	**106**	24	117	1	**117**	17	134	1	**134**	1	135	1	**135**
	Left-Through		0							0				0				0	
	Through	593	2	297	26	619	310	136	756	2	378	26	782	2	391	-1	781	2	391
	Through-Right		0							0				0				0	
	Right	37	1	24	0	37	24	0	39	1	26	0	39	1	26	0	39	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	48	0	48	48	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	545	2	**273**	0	545	**273**	146	716	2	**358**	0	716	2	**358**	0	716	2	**358**
	Through-Right		0							0				0				0	
	Right	94	1	27	0	94	27	0	98	1	28	0	98	1	28	0	98	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	**134**	0	134	**134**	0	140	1	**140**	0	140	1	**140**	0	140	1	**140**
	Left-Through		0							0				0				0	
	Through	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Through-Right		0							0				0				0	
	Right	124	1	80	17	141	88	19	149	1	91	17	166	1	99	1	167	1	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	26	1	26	0	26	26	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	7	0	**72**	0	7	**72**	0	7	0	**75**	0	7	0	**75**	0	7	0	**75**
	Through-Right		1							1				1				1	
	Right	65	0	0	0	65	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		362	*North-South:*		379	*North-South:*			475	*North-South:*			492	*North-South:*			493
		East-West:		206	*East-West:*		206	*East-West:*			215	*East-West:*			215	*East-West:*			215
		SUM:		568	*SUM:*		585	*SUM:*			690	*SUM:*			707	*SUM:*			708
VOLUME/CAPACITY (V/C) RATIO:				0.379			0.390				0.460				0.471				0.472
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.279			0.290				0.360				0.371				0.372
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	$\Delta v/c$ after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
35	East-West Street:	Branford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	95	17	112	112	24	123	1	123	17	140	1	140	8	148	1	148
	Left-Through		0							0				0				0	
	Through	1496	2	**748**	26	1522	**761**	140	1704	2	**852**	26	1730	2	**865**	-1	1729	2	**865**
	Through-Right		0							0				0				0	
	Right	47	1	31	0	47	31	0	49	1	33	0	49	1	33	0	49	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	**60**	0	60	**60**	0	63	1	**63**	0	63	1	**63**	0	63	1	**63**
	Left-Through		0							0				0				0	
	Through	730	2	365	0	730	365	151	914	2	457	0	914	2	457	0	914	2	457
	Through-Right		0							0				0				0	
	Right	119	1	0	0	119	0	0	124	1	0	0	124	1	0	0	124	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	289	1	**289**	0	289	**289**	0	302	1	**302**	0	302	1	**302**	0	302	1	**302**
	Left-Through		0							0				0				0	
	Through	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0							0				0				0	
	Right	202	1	155	17	219	163	19	230	1	169	17	247	1	177	8	255	1	181
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	5	0	**46**	0	5	**46**	0	5	0	**48**	0	5	0	**48**	0	5	0	**48**
	Through-Right		1							1				1				1	
	Right	41	0	0	0	41	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		808	North-South:		821	North-South:			915	North-South:			928	North-South:			928
		East-West:		335	East-West:		335	East-West:			350	East-West:			350	East-West:			350
		SUM:		1143	SUM:		1156	SUM:			1265	SUM:			1278	SUM:			1278
VOLUME/CAPACITY (V/C) RATIO:				0.762			0.771				0.843				0.852				0.852
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.662**			**0.671**				**0.743**				**0.752**				**0.752**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	41	1	**41**	0	41	**41**	0	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Left-Through		0							0				0				0	
	Through	723	2	362	43	766	383	144	900	2	450	43	943	2	472	-15	928	2	464
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	1486	2	**743**	17	1503	**752**	190	1744	2	**872**	17	1761	2	**881**	-7	1754	2	**877**
	Through-Right		0							0				0				0	
	Right	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	0	0	**79**	0	0	**79**	0	0	0	**83**	0	0	0	**83**	0	0	0	**83**
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	0	0	17	0	0	17	0	0	0	18	0	0	0	18	0	0	0	18
	Through-Right		0							0				0				0	
	Right	12	0	0	0	12	0	0	13	0	0	0	13	0	0	0	13	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		784	*North-South:*		793	*North-South:*			915	*North-South:*			924	*North-South:*			920
		East-West:		84	*East-West:*		84	*East-West:*			88	*East-West:*			88	*East-West:*			88
		SUM:		868	*SUM:*		877	*SUM:*			1003	*SUM:*			1012	*SUM:*			1008
	VOLUME/CAPACITY *(V/C)* RATIO:			0.579			0.585				0.669				0.675				0.672
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.479**			**0.485**				**0.569**				**0.575**				**0.572**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	**23**	0	23	23	0	24	1	**24**	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	706	2	353	43	749	**375**	160	898	2	449	43	941	2	**471**	0	941	2	**471**
	Through-Right		0							0				0				0	
	Right	11	1	11	0	11	11	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	11	1	11	0	11	**11**	0	12	1	12	0	12	1	**12**	0	12	1	**12**
	Left-Through		0							0				0				0	
	Through	682	2	**341**	17	699	350	166	879	2	**440**	17	896	2	448	1	897	2	449
	Through-Right		0							0				0				0	
	Right	43	1	43	0	43	43	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	0	0	**62**	0	0	**62**	0	0	0	**65**	0	0	0	**65**	0	0	0	**65**
	Through-Right		0							0				0				0	
	Right	46	0	0	0	46	0	0	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		364	*North-South:*		386	*North-South:*			464	*North-South:*			483	*North-South:*			483
		East-West:		62	*East-West:*		62	*East-West:*			65	*East-West:*			65	*East-West:*			65
		SUM:		426	*SUM:*		448	*SUM:*			529	*SUM:*			548	*SUM:*			548
VOLUME/CAPACITY (V/C) RATIO:				0.284			0.299				0.353				0.365				0.365
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.184**			**0.199**				**0.253**				**0.265**				**0.265**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
36	East-West Street:	Truesdale Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	1516	2	**758**	43	1559	**780**	164	1749	2	**875**	43	1792	2	**896**	7	1799	2	**900**
	Through-Right		0							0				0				0	
	Right	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Left-Through		0							0				0				0	
	Through	866	2	433	17	883	442	171	1077	2	539	17	1094	2	547	8	1102	2	551
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	44	0	44	0	44	44	0	46	0	46	0	46	0	46	0	46	0	46
	Left-Through		0							0				0				0	
	Through	4	0	**88**	0	4	**88**	0	4	0	**92**	0	4	0	**92**	0	4	0	**92**
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	0	42	0	0	0	42	0	0	0	42	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		0							0				0				0	
	Through	0	0	27	0	0	27	0	0	0	28	0	0	0	28	0	0	0	28
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		762	*North-South:*		784	*North-South:*			879	*North-South:*			900	*North-South:*			904
		East-West:		98	*East-West:*		98	*East-West:*			102	*East-West:*			102	*East-West:*			102
		SUM:		860	*SUM:*		882	*SUM:*			981	*SUM:*			1002	*SUM:*			1006
VOLUME/CAPACITY (V/C) RATIO:				0.573			0.588				0.654				0.668				0.671
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.473**			**0.488**				**0.554**				**0.568**				**0.571**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	*Δv/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	16	1	**16**	0	16	**16**	0	17	1	**17**	0	17	1	**17**	0	17	1	**17**
	Left-Through		0							0				0				0	
	Through	683	2	342	26	709	355	119	833	2	417	26	859	2	430	-8	851	2	426
	Through-Right		0							0				0				0	
	Right	59	1	59	0	59	59	38	100	1	100	0	100	1	100	0	100	1	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	1	57	0	57	57	50	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	1298	2	**649**	0	1298	**649**	135	1492	2	**746**	0	1492	2	**746**	0	1492	2	**746**
	Through-Right		0							0				0				0	
	Right	49	1	49	0	49	49	38	89	1	89	0	89	1	89	0	89	1	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	0	**8**	0	8	**8**	31	39	0	**39**	0	39	0	**39**	0	39	0	**39**
	Left-Through		0							0				0				0	
	Through	15	0	46	0	15	46	0	16	0	79	0	16	0	79	0	16	0	79
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	0	54	0	54	54	6	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		0							0				0				0	
	Through	26	0	**118**	0	26	**118**	0	27	0	**137**	0	27	0	**137**	0	27	0	**137**
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	8	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		665	*North-South:*		665	*North-South:*			763	*North-South:*			763	*North-South:*			763
		East-West:		126	*East-West:*		126	*East-West:*			176	*East-West:*			176	*East-West:*			176
		SUM:		791	*SUM:*		791	*SUM:*			939	*SUM:*			939	*SUM:*			939
	VOLUME/CAPACITY *(V/C)* RATIO:			0.527			0.527				0.626				0.626				0.626
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.427			0.427				0.526				0.526				0.526
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	22	1	**22**	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0							0				0				0	
	Through	665	2	333	26	691	**346**	135	830	2	**415**	26	856	2	**428**	-1	855	2	**428**
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	5	78	1	78	0	78	1	78	0	78	1	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	1	37	0	37	**37**	6	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	701	2	**351**	0	701	351	139	872	2	436	0	872	2	436	0	872	2	436
	Through-Right		0							0				0				0	
	Right	38	1	38	0	38	38	38	78	1	78	0	78	1	78	0	78	1	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	0	**24**	0	24	**24**	31	56	0	**56**	0	56	0	**56**	0	56	0	**56**
	Left-Through		0							0				0				0	
	Through	18	0	74	0	18	74	0	19	0	108	0	19	0	108	0	19	0	108
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	0	59	0	59	59	18	80	0	80	0	80	0	80	0	80	0	80
	Left-Through		0							0				0				0	
	Through	28	0	**125**	0	28	**125**	0	29	0	**173**	0	29	0	**173**	0	29	0	**173**
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	24	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		373	*North-South:*		383	*North-South:*			460	*North-South:*			473	*North-South:*			473
		East-West:		149	*East-West:*		149	*East-West:*			229	*East-West:*			229	*East-West:*			229
		SUM:		522	*SUM:*		532	*SUM:*			689	*SUM:*			702	*SUM:*			702
	VOLUME/CAPACITY (V/C) RATIO:			0.348			0.355				0.459				0.468				0.468
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.248**			**0.255**				**0.359**				**0.368**				**0.368**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
37	East-West Street:	Peoria Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	1367	2	**684**	26	1393	**697**	139	1568	2	**784**	26	1594	2	**797**	-1	1593	2	**797**
	Through-Right		0							0				0				0	
	Right	55	1	55	0	55	55	5	63	1	63	0	63	1	63	0	63	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	**28**	0	28	**28**	6	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through		0							0				0				0	
	Through	873	2	437	0	873	437	144	1057	2	529	0	1057	2	529	0	1057	2	529
	Through-Right		0							0				0				0	
	Right	18	1	18	0	18	18	38	57	1	57	0	57	1	57	0	57	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	38	0	38	0	38	38	31	71	0	**71**	0	71	0	**71**	0	71	0	**71**
	Left-Through		0							0				0				0	
	Through	22	0	**93**	0	22	**93**	0	23	0	129	0	23	0	129	0	23	0	129
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	0	**23**	0	23	**23**	18	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		0							0				0				0	
	Through	18	0	73	0	18	73	0	19	0	**118**	0	19	0	**118**	0	19	0	**118**
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	24	57	0	0	0	57	0	0	0	57	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		712	*North-South:*		725	*North-South:*			819	*North-South:*			832	*North-South:*			832
		East-West:		116	*East-West:*		116	*East-West:*			189	*East-West:*			189	*East-West:*			189
		SUM:		828	*SUM:*		841	*SUM:*			1008	*SUM:*			1021	*SUM:*			1021
VOLUME/CAPACITY (V/C) RATIO:				0.552			0.561				0.672				0.681				0.681
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.452			0.461				0.572				0.581				0.581
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	**32**	0	32	**32**	41	74	1	**74**	0	74	1	**74**	0	74	1	**74**
	Left-Through		0							0				0				0	
	Through	599	2	300	26	625	313	80	706	2	353	26	732	2	366	-8	724	2	362
	Through-Right		0							0				0				0	
	Right	41	1	41	0	41	41	8	51	1	51	0	51	1	51	0	51	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	48	0	48	48	11	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1238	2	**619**	0	1238	**619**	56	1351	2	**676**	0	1351	2	**676**	0	1351	2	**676**
	Through-Right		0							0				0				0	
	Right	67	1	67	0	67	67	74	144	1	144	0	144	1	144	0	144	1	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	0	24	0	24	24	72	97	0	97	0	97	0	97	0	97	0	97
	Left-Through		0							0				0				0	
	Through	26	0	**90**	0	26	**90**	0	27	0	**205**	0	27	0	**205**	0	27	0	**205**
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	39	81	0	0	0	81	0	0	0	81	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	62	0	**62**	0	62	**62**	4	69	0	**69**	0	69	0	**69**	0	69	0	**69**
	Left-Through		0							0				0				0	
	Through	25	0	123	0	25	123	0	26	0	138	0	26	0	138	0	26	0	138
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	5	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		651	*North-South:*		651	*North-South:*			750	*North-South:*			750	*North-South:*			750
		East-West:		152	*East-West:*		152	*East-West:*			274	*East-West:*			274	*East-West:*			274
		SUM:		803	*SUM:*		803	*SUM:*			1024	*SUM:*			1024	*SUM:*			1024
VOLUME/CAPACITY *(V/C)* RATIO:				0.535			0.535				0.683				0.683				0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.435			0.435				0.583				0.583				0.583
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

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(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	56	0	56	56	49	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	618	2	**309**	26	644	**322**	47	693	2	347	26	719	2	360	-1	718	2	359
	Through-Right		0							0				0				0	
	Right	110	1	110	0	110	110	4	119	1	119	0	119	1	119	0	119	1	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	86	1	**86**	0	86	**86**	6	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	609	2	305	0	609	305	62	699	2	**350**	0	699	2	**350**	0	699	2	**350**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	89	155	1	155	0	155	1	155	0	155	1	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	57	0	57	0	57	57	81	141	0	141	0	141	0	141	0	141	0	141
	Left-Through		0							0				0				0	
	Through	36	0	**164**	0	36	**164**	0	38	0	**297**	0	38	0	**297**	0	38	0	**297**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	44	118	0	0	0	118	0	0	0	118	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	86	0	**86**	0	86	**86**	9	99	0	**99**	0	99	0	**99**	0	99	0	**99**
	Left-Through		0							0				0				0	
	Through	31	0	166	0	31	166	0	32	0	194	0	32	0	194	0	32	0	194
	Through-Right		0							0				0				0	
	Right	49	0	0	0	49	0	12	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		395	*North-South:*		408	*North-South:*			458	*North-South:*			458	*North-South:*			458
		East-West:		250	*East-West:*		250	*East-West:*			396	*East-West:*			396	*East-West:*			396
		SUM:		645	*SUM:*		658	*SUM:*			854	*SUM:*			854	*SUM:*			854
VOLUME/CAPACITY (V/C) RATIO:				0.430			0.439				0.569				0.569				0.569
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.330**			**0.339**				**0.469**				**0.469**				**0.469**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
38	East-West Street:	Pendleton Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	37	1	37	0	37	37	49	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	1165	2	**583**	26	1191	**596**	51	1269	2	**635**	26	1295	2	**648**	-1	1294	2	**647**
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	4	77	1	77	0	77	1	77	0	77	1	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	1	**33**	0	33	**33**	6	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	780	2	390	0	780	390	67	883	2	442	0	883	2	442	0	883	2	442
	Through-Right		0							0				0				0	
	Right	69	1	69	0	69	69	89	161	1	161	0	161	1	161	0	161	1	161
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	109	0	**109**	0	109	**109**	81	195	0	195	0	195	0	195	0	195	0	195
	Left-Through		0							0				0				0	
	Through	28	0	227	0	28	227	0	29	0	**362**	0	29	0	**362**	0	29	0	**362**
	Through-Right		0							0				0				0	
	Right	90	0	0	0	90	0	44	138	0	0	0	138	0	0	0	138	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	0	48	0	48	48	9	59	0	**59**	0	59	0	**59**	0	59	0	**59**
	Left-Through		0							0				0				0	
	Through	12	0	**170**	0	12	**170**	0	13	0	199	0	13	0	199	0	13	0	199
	Through-Right		0							0				0				0	
	Right	110	0	0	0	110	0	12	127	0	0	0	127	0	0	0	127	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		616	*North-South:*		629	*North-South:*			676	*North-South:*			689	*North-South:*			688
		East-West:		279	*East-West:*		279	*East-West:*			421	*East-West:*			421	*East-West:*			421
		SUM:		895	*SUM:*		908	*SUM:*			1097	*SUM:*			1110	*SUM:*			1109
	VOLUME/CAPACITY (V/C) RATIO:			0.597			0.605				0.731				0.740				0.739
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.497**			**0.505**				**0.631**				**0.640**				**0.639**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	58	0	**75**	26	84	**101**	0	61	0	**79**	26	87	0	**105**	-8	79	0	**97**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1230	2	615	0	1230	615	97	1383	2	692	0	1383	2	692	0	1383	2	692
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	55	0	55	55	0	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	1472	2	**736**	0	1472	**736**	84	1623	2	**812**	0	1623	2	**812**	0	1623	2	**812**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		75	*North-South:*		101	*North-South:*			79	*North-South:*			105	*North-South:*			97
		East-West:		736	*East-West:*		736	*East-West:*			812	*East-West:*			812	*East-West:*			812
		SUM:		811	*SUM:*		837	*SUM:*			891	*SUM:*			917	*SUM:*			909
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.698				0.743				0.764				0.758
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.676			0.698				0.743				0.764				0.758
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	$\Delta v/c$ after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	32	0	**63**	26	58	**89**	0	33	0	**65**	26	59	0	**91**	-1	58	0	**90**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	937	2	469	0	937	469	87	1067	2	534	0	1067	2	534	0	1067	2	534
	Through-Right		0							0				0				0	
	Right	33	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	47	0	47	47	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	1186	2	**593**	0	1186	**593**	99	1339	2	**670**	0	1339	2	**670**	0	1339	2	**670**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		63	North-South:		89	North-South:			65	North-South:			91	North-South:			90
		East-West:		593	East-West:		593	East-West:			670	East-West:			670	East-West:			670
		SUM:		656	SUM:		682	SUM:			735	SUM:			761	SUM:			760
	VOLUME/CAPACITY (V/C) RATIO:			0.547			0.568				0.613				0.634				0.633
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.547			0.568				0.613				0.634				0.633
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	$\Delta v/c$ after mitigation:	0.020
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
39	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	0	14	0	14	14	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	45	0	**59**	26	71	**85**	0	47	0	**62**	26	73	0	**88**	-1	72	0	**87**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1324	2	662	0	1324	662	87	1471	2	736	0	1471	2	736	0	1471	2	736
	Through-Right		0							0				0				0	
	Right	29	1	29	0	29	29	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	1379	2	**690**	0	1379	**690**	99	1541	2	**771**	0	1541	2	**771**	0	1541	2	**771**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		59	*North-South:*		85	*North-South:*			62	*North-South:*			88	*North-South:*			87
		East-West:		690	*East-West:*		690	*East-West:*			771	*East-West:*			771	*East-West:*			771
		SUM:		749	*SUM:*		775	*SUM:*			833	*SUM:*			859	*SUM:*			858
VOLUME/CAPACITY (V/C) RATIO:				0.624			0.646				0.694				0.716				0.715
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.624			0.646				0.694				0.716				0.715
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**C**				**C**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.022	$\Delta v/c$ after mitigation:	0.021
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	104	0	104	0	104	104	0	109	0	109	0	109	0	109	0	109	0	109
	Left-Through		0							0				0				0	
	Through	113	0	**339**	0	113	**339**	0	118	0	**355**	0	118	0	**355**	0	118	0	**355**
	Through-Right		0							0				0				0	
	Right	122	0	0	0	122	0	0	128	0	0	0	128	0	0	0	128	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	19	0	**19**	0	19	**19**	0	20	0	**20**	0	20	0	**20**	0	20	0	**20**
	Left-Through		0							0				0				0	
	Through	56	0	238	0	56	238	0	59	0	249	0	59	0	249	0	59	0	249
	Through-Right		0							0				0				0	
	Right	163	0	0	0	163	0	0	170	0	0	0	170	0	0	0	170	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	112	1	**112**	0	112	**112**	0	117	1	**117**	0	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	1021	2	511	26	1047	524	97	1165	2	583	26	1191	2	596	-8	1183	2	592
	Through-Right		0							0				0				0	
	Right	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	0	45	45	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	1191	2	**596**	0	1191	**596**	84	1329	2	**665**	0	1329	2	**665**	0	1329	2	**665**
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		358	*North-South:*		358	*North-South:*			375	*North-South:*			375	*North-South:*			375
		East-West:		708	*East-West:*		708	*East-West:*			782	*East-West:*			782	*East-West:*			782
		SUM:		1066	*SUM:*		1066	*SUM:*			1157	*SUM:*			1157	*SUM:*			1157
VOLUME/CAPACITY *(V/C)* RATIO:				0.711			0.711				0.771				0.771				0.771
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.611**			**0.611**				**0.671**				**0.671**				**0.671**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	0	116	0	116	116	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through		0							0				0				0	
	Through	193	0	**447**	0	193	**447**	0	202	0	**467**	0	202	0	**467**	0	202	0	**467**
	Through-Right		0							0				0				0	
	Right	138	0	0	0	138	0	0	144	0	0	0	144	0	0	0	144	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	**30**	0	30	**30**	0	31	0	**31**	0	31	0	**31**	0	31	0	**31**
	Left-Through		0							0				0				0	
	Through	61	0	244	0	61	244	0	64	0	255	0	64	0	255	0	64	0	255
	Through-Right		0							0				0				0	
	Right	153	0	0	0	153	0	0	160	0	0	0	160	0	0	0	160	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	111	1	**111**	0	111	**111**	0	116	1	**116**	0	116	1	**116**	0	116	1	**116**
	Left-Through		0							0				0				0	
	Through	780	2	390	26	806	403	87	903	2	452	26	929	2	465	-1	928	2	464
	Through-Right		0							0				0				0	
	Right	83	1	83	0	83	83	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	842	2	**421**	0	842	**421**	99	979	2	**490**	0	979	2	**490**	0	979	2	**490**
	Through-Right		0							0				0				0	
	Right	22	1	22	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		477	*North-South:*		477	*North-South:*			498	*North-South:*			498	*North-South:*			498
		East-West:		532	*East-West:*		532	*East-West:*			606	*East-West:*			606	*East-West:*			606
		SUM:		1009	*SUM:*		1009	*SUM:*			1104	*SUM:*			1104	*SUM:*			1104
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.673				0.736				0.736				0.736
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.573**				**0.636**				**0.636**				**0.636**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bradley Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
40	East-West Street:	Tuxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	119	0	119	0	119	119	0	124	0	124	0	124	0	124	0	124	0	124
	Left-Through		0							0				0				0	
	Through	89	0	**337**	0	89	**337**	0	93	0	**352**	0	93	0	**352**	0	93	0	**352**
	Through-Right		0							0				0				0	
	Right	129	0	0	0	129	0	0	135	0	0	0	135	0	0	0	135	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	25	0	**25**	0	25	**25**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	51	0	204	0	51	204	0	53	0	213	0	53	0	213	0	53	0	213
	Through-Right		0							0				0				0	
	Right	128	0	0	0	128	0	0	134	0	0	0	134	0	0	0	134	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	114	1	114	0	114	114	0	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	1230	2	**615**	26	1256	**628**	87	1373	2	**687**	26	1399	2	**700**	-1	1398	2	**699**
	Through-Right		0							0				0				0	
	Right	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	1007	2	504	0	1007	504	99	1152	2	576	0	1152	2	576	0	1152	2	576
	Through-Right		0							0				0				0	
	Right	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		362	*North-South:*		362	*North-South:*			378	*North-South:*			378	*North-South:*			378
		East-West:		668	*East-West:*		681	*East-West:*			742	*East-West:*			755	*East-West:*			754
		SUM:		1030	*SUM:*		1043	*SUM:*			1120	*SUM:*			1133	*SUM:*			1132
VOLUME/CAPACITY (V/C) RATIO:				0.687			0.695				0.747				0.755				0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.587**			**0.595**				**0.647**				**0.655**				**0.655**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	105	1	**105**	0	105	**105**	0	110	1	**110**	0	110	1	**110**	0	110	1	**110**
	Left-Through		0							0				0				0	
	Through	569	2	285	0	569	285	54	649	2	325	0	649	2	325	0	649	2	325
	Through-Right		0							0				0				0	
	Right	45	1	16	0	45	16	0	47	1	16	0	47	1	16	0	47	1	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	113	0	113	113	0	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	904	2	**452**	0	904	**452**	37	982	2	**491**	0	982	2	**491**	0	982	2	**491**
	Through-Right		0							0				0				0	
	Right	185	1	92	0	185	79	63	256	1	121	0	256	1	108	0	256	1	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	187	1	**187**	26	213	**213**	74	270	1	**270**	26	296	1	**296**	-8	288	1	**288**
	Left-Through		0							0				0				0	
	Through	547	1	336	0	547	336	2	574	1	352	0	574	1	352	0	574	1	352
	Through-Right		1							1				1				1	
	Right	124	0	124	0	124	124	0	130	0	130	0	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	1	59	0	59	59	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	758	1	**451**	0	758	**451**	2	795	1	**473**	0	795	1	**473**	0	795	1	**473**
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		557	*North-South:*		557	*North-South:*			601	*North-South:*			601	*North-South:*			601
		East-West:		638	*East-West:*		664	*East-West:*			743	*East-West:*			769	*East-West:*			761
		SUM:		1195	*SUM:*		1221	*SUM:*			1344	*SUM:*			1370	*SUM:*			1362
	VOLUME/CAPACITY *(V/C)* RATIO:			0.869			0.888				0.977				0.996				0.991
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.769**			**0.788**				**0.877**				**0.896**				**0.891**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	∆*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	105	0	105	105	0	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	627	2	**314**	0	627	**314**	39	695	2	**348**	0	695	2	**348**	0	695	2	**348**
	Through-Right		0							0				0				0	
	Right	47	1	34	0	47	34	0	49	1	35	0	49	1	35	0	49	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	**82**	0	82	**82**	0	86	1	**86**	0	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	526	2	263	0	526	263	42	592	2	296	0	592	2	296	0	592	2	296
	Through-Right		0							0				0				0	
	Right	211	1	131	0	211	118	74	295	1	182	0	295	1	169	0	295	1	169
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	161	1	**161**	26	187	**187**	59	227	1	**227**	26	253	1	**253**	-1	252	1	**252**
	Left-Through		0							0				0				0	
	Through	387	1	257	0	387	257	3	408	1	271	0	408	1	271	0	408	1	271
	Through-Right		1							1				1				1	
	Right	127	0	127	0	127	127	0	133	0	133	0	133	0	133	0	133	0	133
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	398	1	**241**	0	398	**241**	3	419	1	**254**	0	419	1	**254**	0	419	1	**254**
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	396		*North-South:*	396		*North-South:*	434			*North-South:*	434			*North-South:*	434		
		East-West:	402		*East-West:*	428		*East-West:*	481			*East-West:*	507			*East-West:*	506		
		SUM:	798		*SUM:*	824		*SUM:*	915			*SUM:*	941			*SUM:*	940		
VOLUME/CAPACITY (V/C) RATIO:			0.580			0.599			0.665				0.684				0.684	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.480			0.499			0.565				0.584				0.584	
LEVEL OF SERVICE (LOS):			A			A			A				A				A	

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	∆*v/c* after mitigation:	0.019
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
41	East-West Street:	Tuxford Street-La Tuna Canyon Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	1	127	0	127	127	0	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	976	2	488	0	976	488	43	1064	2	532	0	1064	2	532	0	1064	2	532
	Through-Right		0							0				0				0	
	Right	54	1	34	0	54	34	0	56	1	35	0	56	1	35	0	56	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	135	1	135	0	135	135	0	141	1	141	0	141	1	141	0	141	1	141
	Left-Through		0							0				0				0	
	Through	682	2	341	0	682	341	47	760	2	380	0	760	2	380	0	760	2	380
	Through-Right		0							0				0				0	
	Right	197	1	89	0	197	76	74	280	1	137	0	280	1	124	0	280	1	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	217	1	217	26	243	243	59	286	1	286	26	312	1	312	-1	311	1	311
	Left-Through		0							0				0				0	
	Through	914	1	516	0	914	516	3	959	1	541	0	959	1	541	0	959	1	541
	Through-Right		1							1				1				1	
	Right	118	0	118	0	118	118	0	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	41	0	41	41	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	512	1	321	0	512	321	3	538	1	337	0	538	1	337	0	538	1	337
	Through-Right		1							1				1				1	
	Right	130	0	130	0	130	130	0	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		623	North-South:		623	North-South:			673	North-South:			673	North-South:			673
		East-West:		557	East-West:		564	East-West:			623	East-West:			649	East-West:			648
		SUM:		1180	SUM:		1187	SUM:			1296	SUM:			1322	SUM:			1321
VOLUME/CAPACITY (V/C) RATIO:				0.858			0.863				0.943				0.961				0.961
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.758			0.763				0.843				0.861				0.861
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	Δ*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0					0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0					0
	Override Capacity			1200			#####			1200				1200					1200
NORTHBOUND	Left	68	0	**68**	0	68	**68**	0	71	0	**71**	0	71	0	**71**	0	71	0	**71**
	Left-Through		1							1				1				1	
	Through	18	0	86	0	18	86	0	19	0	90	0	19	0	90	0	19	0	90
	Through-Right		0							0				0				0	
	Right	281	1	84	0	281	84	0	294	1	88	0	294	1	88	0	294	1	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	11	0	**35**	0	11	**35**	0	12	0	**37**	0	12	0	**37**	0	12	0	**37**
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	106	0	**200**	0	106	**200**	0	111	0	**209**	0	111	0	**209**	0	111	0	**209**
	Through-Right		0							0				0				0	
	Right	65	0	0	0	65	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	394	1	**394**	0	394	**394**	0	412	1	**412**	0	412	1	**412**	0	412	1	**412**
	Left-Through		0							0				0				0	
	Through	105	1	105	0	105	105	0	110	1	110	0	110	1	110	0	110	1	110
	Through-Right		0							0				0				0	
	Right	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		103	*North-South:*		103	*North-South:*			108	*North-South:*			108	*North-South:*			108
		East-West:		594	*East-West:*		594	*East-West:*			621	*East-West:*			621	*East-West:*			621
		SUM:		697	*SUM:*		697	*SUM:*			729	*SUM:*			729	*SUM:*			729
	VOLUME/CAPACITY *(V/C)* RATIO:			0.581			0.581				0.608				0.608				0.608
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.581			0.581				0.608				0.608				0.608
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		1							1				1				1	
	Through	11	0	50	0	11	50	0	12	0	53	0	12	0	53	0	12	0	53
	Through-Right		0							0				0				0	
	Right	307	1	**177**	0	307	**177**	0	321	1	**185**	0	321	1	**185**	0	321	1	**185**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	0	**37**	0	37	**37**	0	39	0	**39**	0	39	0	**39**	0	39	0	**39**
	Left-Through		0							0				0				0	
	Through	15	0	75	0	15	75	0	16	0	79	0	16	0	79	0	16	0	79
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	90	0	**168**	0	90	**168**	0	94	0	**176**	0	94	0	**176**	0	94	0	**176**
	Through-Right		0							0				0				0	
	Right	62	0	0	0	62	0	0	65	0	0	0	65	0	0	0	65	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	260	1	**260**	0	260	**260**	0	272	1	**272**	0	272	1	**272**	0	272	1	**272**
	Left-Through		0							0				0				0	
	Through	108	1	108	0	108	108	0	113	1	113	0	113	1	113	0	113	1	113
	Through-Right		0							0				0				0	
	Right	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		214	*North-South:*		214	*North-South:*			224	*North-South:*			224	*North-South:*			224
		East-West:		428	*East-West:*		428	*East-West:*			448	*East-West:*			448	*East-West:*			448
		SUM:		642	*SUM:*		642	*SUM:*			672	*SUM:*			672	*SUM:*			672
VOLUME/CAPACITY (V/C) RATIO:				0.535			0.535				0.560				0.560				0.560
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.535			0.535				0.560				0.560				0.560
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Tujunga Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
42	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0	
Override Capacity			1200			#####			1200			1200			1200			1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	0	55	0	55	55	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		1							1				1				1	
	Through	19	0	74	0	19	74	0	20	0	78	0	20	0	78	0	20	0	78
	Through-Right		0							0				0				0	
	Right	450	1	283	0	450	283	0	471	1	296	0	471	1	296	0	471	1	296
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	0	40	40	0	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		0							0				0				0	
	Through	15	0	66	0	15	66	0	16	0	70	0	16	0	70	0	16	0	70
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	0	11	0	11	11	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	51	0	132	0	51	132	0	53	0	138	0	53	0	138	0	53	0	138
	Through-Right		0							0				0				0	
	Right	70	0	0	0	70	0	0	73	0	0	0	73	0	0	0	73	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	335	1	335	0	335	335	0	350	1	350	0	350	1	350	0	350	1	350
	Left-Through		0							0				0				0	
	Through	78	1	78	0	78	78	0	82	1	82	0	82	1	82	0	82	1	82
	Through-Right		0							0				0				0	
	Right	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		323	North-South:		323	North-South:			338	North-South:			338	North-South:			338
		East-West:		467	East-West:		467	East-West:			488	East-West:			488	East-West:			488
		SUM:		790	SUM:		790	SUM:			826	SUM:			826	SUM:			826
VOLUME/CAPACITY (V/C) RATIO:				0.658			0.658				0.688				0.688				0.688
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.658			0.658				0.688				0.688				0.688
LEVEL OF SERVICE (LOS):				B			B				B				B				B

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through		0							0				0				0	
	Through	277	1	165	0	277	165	110	400	1	227	0	400	1	227	0	400	1	227
	Through-Right		1							1				1				1	
	Right	52	0	52	0	52	52	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	91	0	91	91	2	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	654	1	**424**	0	654	**424**	66	750	1	**477**	0	750	1	**477**	0	750	1	**477**
	Through-Right		1							1				1				1	
	Right	194	0	194	0	194	194	0	203	0	203	0	203	0	203	0	203	0	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	**134**	0	134	**134**	0	140	1	**140**	0	140	1	**140**	0	140	1	**140**
	Left-Through		0							0				0				0	
	Through	243	1	243	0	243	243	0	254	1	254	0	254	1	254	0	254	1	254
	Through-Right		0							0				0				0	
	Right	13	1	9	0	13	9	0	14	1	10	0	14	1	10	0	14	1	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	123	1	123	0	123	123	0	129	1	129	0	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	309	1	**309**	0	309	**309**	0	323	1	**323**	0	323	1	**323**	0	323	1	**323**
	Through-Right		0							0				0				0	
	Right	139	1	94	0	139	94	1	146	1	98	0	146	1	98	0	146	1	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		432	North-South:		432	North-South:			485	North-South:			485	North-South:			485
		East-West:		443	East-West:		443	East-West:			463	East-West:			463	East-West:			463
		SUM:		875	SUM:		875	SUM:			948	SUM:			948	SUM:			948
VOLUME/CAPACITY (V/C) RATIO:				0.636			0.636				0.689				0.689				0.689
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.536**			**0.536**				**0.589**				**0.589**				**0.589**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	340	1	**200**	0	340	**200**	36	392	1	**228**	0	392	1	**228**	0	392	1	**228**
	Through-Right		1							1				1				1	
	Right	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	110	1	**110**	0	110	**110**	2	117	1	**117**	0	117	1	**117**	0	117	1	**117**
	Left-Through		0							0				0				0	
	Through	258	1	177	0	258	177	48	318	1	209	0	318	1	209	0	318	1	209
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	138	1	**138**	0	138	**138**	0	144	1	**144**	0	144	1	**144**	0	144	1	**144**
	Left-Through		0							0				0				0	
	Through	287	1	287	0	287	287	0	300	1	300	0	300	1	300	0	300	1	300
	Through-Right		0							0				0				0	
	Right	42	1	34	0	42	34	0	44	1	35	0	44	1	35	0	44	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	80	1	80	0	80	80	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	298	1	**298**	0	298	**298**	0	312	1	**312**	0	312	1	**312**	0	312	1	**312**
	Through-Right		0							0				0				0	
	Right	150	1	95	0	150	95	4	161	1	103	0	161	1	103	0	161	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		310	*North-South:*		310	*North-South:*			345	*North-South:*			345	*North-South:*			345
		East-West:		436	*East-West:*		436	*East-West:*			456	*East-West:*			456	*East-West:*			456
		SUM:		746	*SUM:*		746	*SUM:*			801	*SUM:*			801	*SUM:*			801
VOLUME/CAPACITY (V/C) RATIO:				0.543			0.543				0.583				0.583				0.583
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.443**			**0.443**				**0.483**				**0.483**				**0.483**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (West)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
43	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	602	1	**332**	0	602	**332**	49	678	1	**371**	0	678	1	**371**	0	678	1	**371**
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	64	0	64	0	64	0	64	0	64	0	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	76	1	**76**	0	76	**76**	2	81	1	**81**	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	362	1	239	0	362	239	66	445	1	283	0	445	1	283	0	445	1	283
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	216	1	**216**	0	216	**216**	0	226	1	**226**	0	226	1	**226**	0	226	1	**226**
	Left-Through		0							0				0				0	
	Through	318	1	318	0	318	318	0	333	1	333	0	333	1	333	0	333	1	333
	Through-Right		0							0				0				0	
	Right	22	1	18	0	22	18	0	23	1	19	0	23	1	19	0	23	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	74	1	74	0	74	74	0	77	1	77	0	77	1	77	0	77	1	77
	Left-Through		0							0				0				0	
	Through	332	1	**332**	0	332	**332**	0	347	1	**347**	0	347	1	**347**	0	347	1	**347**
	Through-Right		0							0				0				0	
	Right	202	1	164	0	202	164	4	215	1	175	0	215	1	175	0	215	1	175
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		408	*North-South:*		408	*North-South:*			452	*North-South:*			452	*North-South:*			452
		East-West:		548	*East-West:*		548	*East-West:*			573	*East-West:*			573	*East-West:*			573
		SUM:		956	*SUM:*		956	*SUM:*			1025	*SUM:*			1025	*SUM:*			1025
VOLUME/CAPACITY (V/C) RATIO:				0.695			0.695				0.745				0.745				0.745
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.595**			**0.595**				**0.645**				**0.645**				**0.645**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	0	**71**	0	71	**71**	0	74	0	**74**	0	74	0	**74**	0	74	0	**74**
	Left-Through		0							0				0				0	
	Through	18	0	113	0	18	113	0	19	0	118	0	19	0	118	0	19	0	118
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	0	60	0	60	60	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through		0							0				0				0	
	Through	38	0	**107**	0	38	**107**	0	40	0	**112**	0	40	0	**112**	0	40	0	**112**
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	271	0	**359**	0	271	**359**	2	285	0	**377**	0	285	0	**377**	0	285	0	**377**
	Through-Right		0							0				0				0	
	Right	75	0	0	0	75	0	0	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	0	100	**100**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	505	2	185	0	505	194	1	529	2	194	0	529	2	203	0	529	2	200
	Through-Right		1							1				1				1	
	Right	51	0	51	26	77	77	0	53	0	53	26	79	0	79	-8	71	0	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		178	*North-South:*		178	*North-South:*			186	*North-South:*			186	*North-South:*			186
		East-West:		459	*East-West:*		459	*East-West:*			482	*East-West:*			482	*East-West:*			482
		SUM:		637	*SUM:*		637	*SUM:*			668	*SUM:*			668	*SUM:*			668
VOLUME/CAPACITY *(V/C)* RATIO:				0.447			0.447				0.469				0.469				0.469
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.347**			**0.347**				**0.369**				**0.369**				**0.369**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	0	63	63	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through		0							0				0				0	
	Through	22	0	113	0	22	113	0	23	0	118	0	23	0	118	0	23	0	118
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through		0							0				0				0	
	Through	24	0	74	0	24	74	0	25	0	77	0	25	0	77	0	25	0	77
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	407	0	467	0	407	467	2	428	0	491	0	428	0	491	0	428	0	491
	Through-Right		0							0				0				0	
	Right	55	0	0	0	55	0	0	58	0	0	0	58	0	0	0	58	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	64	1	64	0	64	64	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	474	2	177	0	474	185	4	500	2	186	0	500	2	195	0	500	2	195
	Through-Right		1							1				1				1	
	Right	56	0	56	26	82	82	0	59	0	59	26	85	0	85	-1	84	0	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		154	North-South:		154	North-South:			161	North-South:			161	North-South:			161
		East-West:		531	East-West:		531	East-West:			558	East-West:			558	East-West:			558
		SUM:		685	SUM:		685	SUM:			719	SUM:			719	SUM:			719
VOLUME/CAPACITY (V/C) RATIO:				0.481			0.481				0.505				0.505				0.505
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.381			0.381				0.405				0.405				0.405
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road (East)	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
44	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	92	0	92	0	92	92	0	96	0	96	0	96	0	96	0	96	0	96
	Left-Through		0							0				0				0	
	Through	21	0	**163**	0	21	**163**	0	22	0	**170**	0	22	0	**170**	0	22	0	**170**
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		0							0				0				0	
	Through	25	0	43	0	25	43	0	26	0	44	0	26	0	44	0	26	0	44
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	416	0	**464**	0	416	**464**	2	437	0	**487**	0	437	0	**487**	0	437	0	**487**
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	**41**	0	41	**41**	0	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Left-Through		0							0				0				0	
	Through	562	2	201	0	562	210	4	592	2	212	0	592	2	220	0	592	2	220
	Through-Right		1							1				1				1	
	Right	41	0	41	26	67	67	0	43	0	43	26	69	0	69	-1	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		173	*North-South:*		173	*North-South:*			180	*North-South:*			180	*North-South:*			180
		East-West:		505	*East-West:*		505	*East-West:*			530	*East-West:*			530	*East-West:*			530
		SUM:		678	*SUM:*		678	*SUM:*			710	*SUM:*			710	*SUM:*			710
VOLUME/CAPACITY (V/C) RATIO:				0.476			0.476				0.498				0.498				0.498
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.376**			**0.376**				**0.398**				**0.398**				**0.398**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases				0			0			0			0						0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0						0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0				0				0				0				0
Override Capacity				1200				#####				1200				1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	234	1	234	26	260	260	0	245	1	245	26	271	1	271	-8	263	1	263
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	394	1	**338**	0	394	**338**	0	412	1	**353**	0	412	1	**353**	0	412	1	**353**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	210	0	**336**	0	210	**336**	2	222	0	**354**	0	222	0	**354**	0	222	0	**354**
	Through-Right		1							1				1				1	
	Right	126	0	0	0	126	0	0	132	0	0	0	132	0	0	0	132	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	113	1	**113**	0	113	**113**	0	118	1	**118**	0	118	1	**118**	0	118	1	**118**
	Left-Through		0							0				0				0	
	Through	429	2	215	0	429	215	1	450	2	225	0	450	2	225	0	450	2	225
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	338		*North-South:*	338		*North-South:*		353		*North-South:*		353		*North-South:*		353
			East-West:	449		*East-West:*	449		*East-West:*		472		*East-West:*		472		*East-West:*		472
			SUM:	787		*SUM:*	787		*SUM:*		825		*SUM:*		825		*SUM:*		825
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.656				0.688				0.688				0.688
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.656			0.656				0.688				0.688				0.688
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0			0				0				0	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
	Override Capacity			1200			#####			1200				1200				1200	
NORTHBOUND	Left	150	1	150	26	176	176	0	157	1	157	26	183	1	183	-1	182	1	182
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	342	1	**256**	0	342	**256**	0	358	1	**268**	0	358	1	**268**	0	358	1	**268**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	248	0	**466**	0	248	**466**	2	261	0	**489**	0	261	0	**489**	0	261	0	**489**
	Through-Right		1							1				1				1	
	Right	218	0	0	0	218	0	0	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	172	1	**172**	0	172	**172**	0	180	1	**180**	0	180	1	**180**	0	180	1	**180**
	Left-Through		0							0				0				0	
	Through	417	2	209	0	417	209	4	440	2	220	0	440	2	220	0	440	2	220
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		256	*North-South:*		256	*North-South:*			268	*North-South:*			268	*North-South:*			268
		East-West:		638	*East-West:*		638	*East-West:*			669	*East-West:*			669	*East-West:*			669
		SUM:		894	*SUM:*		894	*SUM:*			937	*SUM:*			937	*SUM:*			937
	VOLUME/CAPACITY (V/C) RATIO:			0.745			0.745				0.781				0.781				0.781
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.745			0.745				0.781				0.781				0.781
	LEVEL OF SERVICE (LOS):			C			C				C				C				C

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
45	East-West Street:	Penrose Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0			0				0				0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0				0				0	
Override Capacity			1200			#####			1200				1200				1200	

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	164	1	164	26	190	190	0	171	1	171	26	197	1	197	-1	196	1	196
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	311	1	**246**	0	311	**246**	0	325	1	**257**	0	325	1	**257**	0	325	1	**257**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	297	0	**476**	0	297	**476**	2	313	0	**500**	0	313	0	**500**	0	313	0	**500**
	Through-Right		1							1				1				1	
	Right	179	0	0	0	179	0	0	187	0	0	0	187	0	0	0	187	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	130	1	**130**	0	130	**130**	0	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	427	2	214	0	427	214	4	451	2	226	0	451	2	226	0	451	2	226
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	246		*North-South:*	246			*North-South:*	257			*North-South:*	257			*North-South:*	257
			East-West:	606		*East-West:*	606			*East-West:*	636			*East-West:*	636			*East-West:*	636
			SUM:	852		*SUM:*	852			*SUM:*	893			*SUM:*	893			*SUM:*	893
VOLUME/CAPACITY (V/C) RATIO:				0.710			0.710				0.744				0.744				0.744
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.710			0.710				0.744				0.744				0.744
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	173	1	**173**	33	206	**206**	0	181	1	**181**	33	214	1	**214**	-20	194	1	**194**
Left-Through		0							0				0				0	
Through	375	2	188	0	375	188	0	392	2	196	0	392	2	196	0	392	2	196
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	2145	1	**1085**	0	2145	**1085**	0	2243	1	**1134**	0	2243	1	**1134**	0	2243	1	**1134**
Through-Right		1							1				1				1	
Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	3	1	**3**	0	3	**3**	0	3	1	**3**	0	3	1	**3**	0	3	1	**3**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	139	1	0	33	172	0	0	145	1	0	33	178	1	0	-20	158	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		1258	*North-South:*		1291	*North-South:*			1315	*North-South:*			1348	*North-South:*			1328
	East-West:		3	*East-West:*		3	*East-West:*			3	*East-West:*			3	*East-West:*			3
	SUM:		1261	*SUM:*		1294	*SUM:*			1318	*SUM:*			1351	*SUM:*			1331
VOLUME/CAPACITY *(V/C)* RATIO:			0.885			0.908				0.925				0.948				0.934
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.785**			**0.808**				**0.825**				**0.848**				**0.834**
LEVEL OF SERVICE (LOS):			**C**			**D**				**D**				**D**				**D**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	EB--	3	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	209	1	**209**	33	242	**242**	0	219	1	**219**	33	252	1	**252**	10	262	1	**262**
	Left-Through		0							0				0				0	
	Through	435	2	218	0	435	218	0	455	2	228	0	455	2	228	0	455	2	228
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	535	1	**276**	0	535	**276**	0	559	1	**289**	0	559	1	**289**	0	559	1	**289**
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	**15**	0	15	**15**	0	16	1	**16**	0	16	1	**16**	0	16	1	**16**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	206	1	0	33	239	0	0	215	1	0	33	248	1	0	10	258	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		485	*North-South:*		518	*North-South:*			508	*North-South:*			541	*North-South:*			551
		East-West:		15	*East-West:*		15	*East-West:*			16	*East-West:*			16	*East-West:*			16
		SUM:		500	*SUM:*		533	*SUM:*			524	*SUM:*			557	*SUM:*			567
VOLUME/CAPACITY (V/C) RATIO:				0.351			0.374				0.368				0.391				0.398
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.251			0.274				0.268				0.291				0.298
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	$\Delta v/c$ after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
46	East-West Street:	Sunshine Canyon Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	70	1	70	33	103	103	0	73	1	73	33	106	1	106	-10	96	1	96
	Left-Through		0							0				0				0	
	Through	1802	2	**901**	0	1802	**901**	0	1884	2	**942**	0	1884	2	**942**	0	1884	2	**942**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	962	1	483	0	962	483	0	1006	1	505	0	1006	1	505	0	1006	1	505
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	128	1	**58**	33	161	**58**	0	134	1	**61**	33	167	1	**61**	-10	157	1	**61**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		901	*North-South:*		901	*North-South:*			942	*North-South:*			942	*North-South:*			942
		East-West:		58	*East-West:*		58	*East-West:*			61	*East-West:*			61	*East-West:*			61
		SUM:		959	*SUM:*		959	*SUM:*			1003	*SUM:*			1003	*SUM:*			1003
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.673				0.704				0.704				0.704
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.573**				**0.604**				**0.604**				**0.604**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	**242**	0	242	**242**	0	253	1	**253**	0	253	1	**253**	0	253	1	**253**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	275	0	177	0	275	177	42	330	0	223	0	330	0	223	0	330	0	223
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	974	1	974	33	1007	1007	0	1018	1	1018	33	1051	1	1051	-20	1031	1	1031
	Through-Right		0							0				0				0	
	Right	1355	1	**1113**	0	1355	**1113**	0	1417	1	**1164**	0	1417	1	**1164**	0	1417	1	**1164**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	196	1	**196**	0	196	**196**	9	214	1	**214**	0	214	1	**214**	0	214	1	**214**
	Left-Through		0							0				0				0	
	Through	294	2	147	33	327	164	0	307	2	154	33	340	2	170	-20	320	2	160
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		242	North-South:		242	North-South:			253	North-South:			253	North-South:			253
		East-West:		1309	East-West:		1309	East-West:			1378	East-West:			1378	East-West:			1378
		SUM:		1551	SUM:		1551	SUM:			1631	SUM:			1631	SUM:			1631
VOLUME/CAPACITY *(V/C)* RATIO:				1.088			1.088				1.145				1.145				1.145
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.988**			**0.988**				**1.045**				**1.045**				**1.045**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	242	1	**183**	0	242	**183**	0	253	1	**198**	0	253	1	**198**	0	253	1	**198**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	124	0	183	0	124	183	13	143	0	198	0	143	0	198	0	143	0	198
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	352	1	**352**	33	385	**385**	0	368	1	**368**	33	401	1	**401**	10	411	1	**411**
	Through-Right		0							0				0				0	
	Right	368	1	185	0	368	185	0	385	1	187	0	385	1	187	0	385	1	187
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	151	1	**151**	0	151	**151**	44	202	1	**202**	0	202	1	**202**	0	202	1	**202**
	Left-Through		0							0				0				0	
	Through	397	2	199	33	430	215	0	415	2	208	33	448	2	224	10	458	2	229
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		183	*North-South:*		183	*North-South:*			198	*North-South:*			198	*North-South:*			198
		East-West:		503	*East-West:*		536	*East-West:*			570	*East-West:*			603	*East-West:*			613
		SUM:		686	*SUM:*		719	*SUM:*			768	*SUM:*			801	*SUM:*			811
VOLUME/CAPACITY (V/C) RATIO:				0.481			0.505				0.539				0.562				0.569
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.381**			**0.405**				**0.439**				**0.462**				**0.469**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	*Δv/c* after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Balboa Road	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
47	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1356	1	**735**	0	1356	**735**	0	1418	1	**775**	0	1418	1	**775**	0	1418	1	**775**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	114	0	735	0	114	735	13	132	0	775	0	132	0	775	0	132	0	775
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	315	1	**315**	33	348	**348**	0	329	1	**329**	33	362	1	**362**	-10	352	1	**352**
	Through-Right		0							0				0				0	
	Right	773	1	38	0	773	38	0	808	1	33	0	808	1	33	0	808	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	79	1	**79**	0	79	**79**	44	127	1	**127**	0	127	1	**127**	0	127	1	**127**
	Left-Through		0							0				0				0	
	Through	514	2	257	33	547	274	0	537	2	269	33	570	2	285	-10	560	2	280
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		735	*North-South:*		735	*North-South:*			775	*North-South:*			775	*North-South:*			775
		East-West:		394	*East-West:*		427	*East-West:*			456	*East-West:*			489	*East-West:*			479
		SUM:		1129	*SUM:*		1162	*SUM:*			1231	*SUM:*			1264	*SUM:*			1254
VOLUME/CAPACITY (V/C) RATIO:				0.792			0.815				0.864				0.887				0.880
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.692**			**0.715**				**0.764**				**0.787**				**0.780**
LEVEL OF SERVICE (LOS):				**B**			**C**				**C**				**C**				**C**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	∆*v/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	231	1	**123**	33	264	**139**	0	242	1	**129**	33	275	1	**145**	-20	255	1	**135**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	14	0	123	0	14	139	0	15	0	129	0	15	0	145	0	15	0	135
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	537	2	**269**	0	537	**269**	42	604	2	**302**	0	604	2	**302**	0	604	2	**302**
	Through-Right		0							0				0				0	
	Right	675	1	0	33	708	0	0	706	1	0	33	739	1	0	-20	719	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	**20**	0	20	**20**	0	21	1	**21**	0	21	1	**21**	0	21	1	**21**
	Left-Through		0							0				0				0	
	Through	273	2	137	0	273	137	9	294	2	147	0	294	2	147	0	294	2	147
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		123	*North-South:*		139	*North-South:*			129	*North-South:*			145	*North-South:*			135
		East-West:		289	*East-West:*		289	*East-West:*			323	*East-West:*			323	*East-West:*			323
		SUM:		412	*SUM:*		428	*SUM:*			452	*SUM:*			468	*SUM:*			458
VOLUME/CAPACITY *(V/C)* RATIO:				0.343			0.357				0.377				0.390				0.382
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.343			0.357				0.377				0.390				0.382
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	∆*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	348	1	**182**	33	381	**198**	0	364	1	**190**	33	397	1	**207**	10	407	1	**212**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	15	0	182	0	15	198	0	16	0	190	0	16	0	207	0	16	0	212
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	173	2	**87**	0	173	**87**	13	194	2	**97**	0	194	2	**97**	0	194	2	**97**
	Through-Right		0							0				0				0	
	Right	348	1	0	33	381	0	0	364	1	0	33	397	1	0	10	407	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	35	1	**35**	0	35	**35**	0	37	1	**37**	0	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	208	2	104	0	208	104	44	262	2	131	0	262	2	131	0	262	2	131
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		182	*North-South:*		198	*North-South:*			190	*North-South:*			207	*North-South:*			212
		East-West:		122	*East-West:*		122	*East-West:*			134	*East-West:*			134	*East-West:*			134
		SUM:		304	*SUM:*		320	*SUM:*			324	*SUM:*			341	*SUM:*			346
VOLUME/CAPACITY (V/C) RATIO:				0.253			0.267				0.270				0.284				0.288
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.253			0.267				0.270				0.284				0.288
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	$\Delta v/c$ after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
48	East-West Street:	San Fernando Road	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB--	1	WB--	0	EB--	1	WB--	0	EB--	1	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0	
Override Capacity			1200			#####			1200			1200			1200			1200	

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	177	1	**96**	33	210	**113**	0	185	1	**101**	33	218	1	**117**	-10	208	1	**112**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	15	0	96	0	15	113	0	16	0	101	0	16	0	117	0	16	0	112
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	203	2	102	0	203	102	13	225	2	113	0	225	2	113	0	225	2	113
Through-Right		0							0				0				0	
Right	248	1	0	33	281	0	0	259	1	0	33	292	1	0	-10	282	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
Left-Through		0							0				0				0	
Through	412	2	**206**	0	412	**206**	44	475	2	**238**	0	475	2	**238**	0	475	2	**238**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		96	*North-South:*		113	*North-South:*			101	*North-South:*			117	*North-South:*			112
	East-West:		206	*East-West:*		206	*East-West:*			238	*East-West:*			238	*East-West:*			238
	SUM:		302	*SUM:*		319	*SUM:*			339	*SUM:*			355	*SUM:*			350
VOLUME/CAPACITY (V/C) RATIO:			0.252			0.266				0.283				0.296				0.292
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.252			0.266				0.283				0.296				0.292
LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	268	0	**268**	0	268	**268**	63	343	0	**343**	0	343	0	**343**	0	343	0	**343**
	Left-Through		1							1				1				1	
	Through	4	0	12	0	4	12	0	4	0	12	0	4	0	12	0	4	0	12
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	54	1	54	0	54	54	0	56	1	56	0	56	1	56	0	56	1	56
	Through-Right		0							0				0				0	
	Right	694	1	**694**	33	727	**727**	0	726	1	**726**	33	759	1	**759**	-20	739	1	**739**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1140	2	**627**	0	1140	**627**	20	1212	2	**667**	0	1212	2	**667**	0	1212	2	**667**
	Left-Through		0							0				0				0	
	Through	306	1	306	33	339	339	0	320	1	320	33	353	1	353	-20	333	1	333
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		268	North-South:		268	North-South:			343	North-South:			343	North-South:			343
		East-West:		1321	East-West:		1354	East-West:			1393	East-West:			1426	East-West:			1406
		SUM:		1589	SUM:		1622	SUM:			1736	SUM:			1769	SUM:			1749
VOLUME/CAPACITY (V/C) RATIO:				1.115			1.138				1.218				1.241				1.227
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.015			1.038				1.118				1.141				1.127
LEVEL OF SERVICE (LOS):				F			F				F				F				F

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	Δ*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	244	0	**244**	0	244	**244**	20	275	0	**275**	0	275	0	**275**	0	275	0	**275**
	Left-Through		1							1				1				1	
	Through	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7
	Through-Right		1							1				1				1	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	50	1	50	0	50	50	0	52	1	52	0	52	1	52	0	52	1	52
	Through-Right		0							0				0				0	
	Right	352	1	**352**	33	385	**385**	0	368	1	**368**	33	401	1	**401**	10	411	1	**411**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	733	2	403	0	733	403	90	856	2	**471**	0	856	2	**471**	0	856	2	**471**
	Left-Through		0							0				0				0	
	Through	406	1	**406**	33	439	**439**	0	425	1	425	33	458	1	458	10	468	1	468
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		244	*North-South:*		244	*North-South:*			275	*North-South:*			275	*North-South:*			275
		East-West:		758	*East-West:*		824	*East-West:*			839	*East-West:*			872	*East-West:*			882
		SUM:		1002	*SUM:*		1068	*SUM:*			1114	*SUM:*			1147	*SUM:*			1157
VOLUME/CAPACITY (V/C) RATIO:				0.703			0.749				0.782				0.805				0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.603**			**0.649**				**0.682**				**0.705**				**0.712**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**C**				**C**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	∆*v/c* after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway SB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
49	East-West Street:	Roxford Street-Sepulveda Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	305	0	**305**	0	305	**305**	20	339	0	**339**	0	339	0	**339**	0	339	0	**339**
	Left-Through		1							1				1				1	
	Through	4	0	9	0	4	9	0	4	0	9	0	4	0	9	0	4	0	9
	Through-Right		1							1				1				1	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	38	1	38	0	38	38	0	40	1	40	0	40	1	40	0	40	1	40
	Through-Right		0							0				0				0	
	Right	233	1	**233**	33	266	**266**	0	244	1	**244**	33	277	1	**277**	-10	267	1	**267**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1187	2	**653**	0	1187	**653**	90	1331	2	**732**	0	1331	2	**732**	0	1331	2	**732**
	Left-Through		0							0				0				0	
	Through	220	1	220	33	253	253	0	230	1	230	33	263	1	263	-10	253	1	253
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		305	*North-South:*		305	*North-South:*			339	*North-South:*			339	*North-South:*			339
		East-West:		886	*East-West:*		919	*East-West:*			976	*East-West:*			1009	*East-West:*			999
		SUM:		1191	*SUM:*		1224	*SUM:*			1315	*SUM:*			1348	*SUM:*			1338
VOLUME/CAPACITY (V/C) RATIO:				0.836			0.859				0.923				0.946				0.939
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.736**			**0.759**				**0.823**				**0.846**				**0.839**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	∆*v/c* after mitigation:	0.016
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			#####			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	853	1	444	0	853	444	85	977	1	507	0	977	1	507	0	977	1	507
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	325	1	325	0	325	325	63	403	1	403	0	403	1	403	0	403	1	403
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1427	2	714	33	1460	730	20	1512	2	756	33	1545	2	773	-20	1525	2	763
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		444	North-South:		444	North-South:			507	North-South:			507	North-South:			507
		East-West:		714	East-West:		730	East-West:			756	East-West:			773	East-West:			763
		SUM:		1158	SUM:		1174	SUM:			1263	SUM:			1280	SUM:			1270
VOLUME/CAPACITY (V/C) RATIO:				0.965			0.978				1.053				1.067				1.058
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			0.978				1.053				1.067				1.058
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0				0
Override Capacity			1200			#####			1200			1200			1200				1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	0	73	0	73	73	0	76	0	76	0	76	0	76	0	76	0	76
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	754	1	**414**	0	754	**414**	43	831	1	**454**	0	831	1	**454**	0	831	1	**454**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	296	1	296	0	296	296	20	330	1	330	0	330	1	330	0	330	1	330
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1033	2	**517**	33	1066	**533**	90	1170	2	**585**	33	1203	2	**602**	10	1213	2	**607**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		414	*North-South:*		414	*North-South:*			454	*North-South:*			454	*North-South:*			454
		East-West:		517	*East-West:*		533	*East-West:*			585	*East-West:*			602	*East-West:*			607
		SUM:		931	*SUM:*		947	*SUM:*			1039	*SUM:*			1056	*SUM:*			1061
VOLUME/CAPACITY (V/C) RATIO:				0.776			0.789				0.866				0.880				0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.776			0.789				0.866				0.880				0.884
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Off-Ramp	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
50	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			0			0			0			0			0			0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0	
Override Capacity			1200			#####				1200				1200				1200	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	0	96	0	96	96	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	789	1	**443**	0	789	**443**	43	868	1	**484**	0	868	1	**484**	0	868	1	**484**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	325	1	325	0	325	325	20	360	1	360	0	360	1	360	0	360	1	360
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1309	2	**655**	33	1342	**671**	90	1459	2	**730**	33	1492	2	**746**	-10	1482	2	**741**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		443	*North-South:*		443	*North-South:*			484	*North-South:*			484	*North-South:*			484
		East-West:		655	*East-West:*		671	*East-West:*			730	*East-West:*			746	*East-West:*			741
		SUM:		1098	*SUM:*		1114	*SUM:*			1214	*SUM:*			1230	*SUM:*			1225
VOLUME/CAPACITY (V/C) RATIO:				0.915			0.928				1.012				1.025				1.021
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.915			0.928				1.012				1.025				1.021
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	Δ*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0	NB--	0	0	SB--	0	0
	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0	EB--	0	0	WB--	0	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	407	1	**224**	0	407	**224**	0	426	1	**234**	0	426	1	**234**	0	426	1	**234**
	Left-Through		1							1				1				1	
	Through	187	0	210	0	187	210	0	196	0	220	0	196	0	220	0	196	0	220
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	497	1	**497**	0	497	**497**	0	520	1	**520**	0	520	1	**520**	0	520	1	**520**
	Left-Through		0							0				0				0	
	Through	140	0	365	0	140	398	0	146	0	381	0	146	0	414	0	146	0	394
	Through-Right		1							1				1				1	
	Right	225	0	0	33	258	0	0	235	0	0	33	268	0	0	-20	248	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	747	1	**507**	0	747	**507**	148	929	1	**604**	0	929	1	**604**	0	929	1	**604**
	Through-Right		1							1				1				1	
	Right	266	0	266	0	266	266	0	278	0	278	0	278	0	278	0	278	0	278
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	**47**	0	47	**47**	0	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	676	1	406	0	676	406	20	727	1	441	0	727	1	441	0	727	1	441
	Through-Right		1							1				1				1	
	Right	135	0	135	0	135	135	14	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		721	*North-South:*		721	*North-South:*			754	*North-South:*			754	*North-South:*			754
		East-West:		554	*East-West:*		554	*East-West:*			653	*East-West:*			653	*East-West:*			653
		SUM:		1275	*SUM:*		1275	*SUM:*			1407	*SUM:*			1407	*SUM:*			1407
VOLUME/CAPACITY *(V/C)* RATIO:				0.895			0.895				0.987				0.987				0.987
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.795**			**0.795**				**0.887**				**0.887**				**0.887**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	218	1	120	0	218	120	0	228	1	125	0	228	1	125	0	228	1	125
	Left-Through		1							1				1				1	
	Through	146	0	**177**	0	146	**177**	0	153	0	**185**	0	153	0	**185**	0	153	0	**185**
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	147	1	147	0	147	147	0	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	27	0	**383**	0	27	**416**	0	28	0	**400**	0	28	0	**433**	0	28	0	**443**
	Through-Right		1							1				1				1	
	Right	356	0	0	33	389	0	0	372	0	0	33	405	0	0	10	415	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	635	1	**473**	0	635	**473**	62	726	1	**525**	0	726	1	**525**	0	726	1	**525**
	Through-Right		1							1				1				1	
	Right	310	0	310	0	310	310	0	324	0	324	0	324	0	324	0	324	0	324
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	462	1	297	0	462	297	90	573	1	388	0	573	1	388	0	573	1	388
	Through-Right		1							1				1				1	
	Right	131	0	131	0	131	131	66	203	0	203	0	203	0	203	0	203	0	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		560	*North-South:*		593	*North-South:*			585	*North-South:*			618	*North-South:*			628
		East-West:		526	*East-West:*		526	*East-West:*			580	*East-West:*			580	*East-West:*			580
		SUM:		1086	*SUM:*		1119	*SUM:*			1165	*SUM:*			1198	*SUM:*			1208
VOLUME/CAPACITY (V/C) RATIO:				0.762			0.785				0.818				0.841				0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.662**			**0.685**				**0.718**				**0.741**				**0.748**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	$\Delta v/c$ after mitigation:	0.030
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 Freeway NB Ramps-Encinitas Ave	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
51	East-West Street:	Roxford Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	0
	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--			0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--			0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	283	1	156	0	283	156	0	296	1	163	0	296	1	163	0	296	1	163
	Left-Through		1							1				1				1	
	Through	198	0	**225**	0	198	**225**	0	207	0	**235**	0	207	0	**235**	0	207	0	**235**
	Through-Right		1							1				1				1	
	Right	27	0	27	0	27	27	0	28	0	28	0	28	0	28	0	28	0	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	148	1	**148**	0	148	148	0	155	1	**155**	0	155	1	155	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	16	0	124	0	16	**157**	0	17	0	130	0	17	0	**163**	0	17	0	153
	Through-Right		1							1				1				1	
	Right	108	0	0	33	141	0	0	113	0	0	33	146	0	0	-10	136	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	20	1	**20**	0	20	**20**	0	21	1	**21**	0	21	1	**21**	0	21	1	**21**
	Left-Through		0							0				0				0	
	Through	669	1	494	0	669	494	62	762	1	548	0	762	1	548	0	762	1	548
	Through-Right		1							1				1				1	
	Right	318	0	318	0	318	318	0	333	0	333	0	333	0	333	0	333	0	333
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	41	0	41	41	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	935	1	**592**	0	935	**592**	90	1068	1	**697**	0	1068	1	**697**	0	1068	1	**697**
	Through-Right		1							1				1				1	
	Right	248	0	248	0	248	248	66	325	0	325	0	325	0	325	0	325	0	325
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*			373	*North-South:*		382	*North-South:*			390	*North-South:*			398	*North-South:*			390
	East-West:			612	*East-West:*		612	*East-West:*			718	*East-West:*			718	*East-West:*			718
	SUM:			985	*SUM:*		994	*SUM:*			1108	*SUM:*			1116	*SUM:*			1108
VOLUME/CAPACITY (V/C) RATIO:				0.691			0.698				0.778				0.783				0.778
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.591**			**0.598**				**0.678**				**0.683**				**0.678**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	3	1	**3**	0	3	**3**	0	3	1	**3**	0	3	1	**3**	0	3	1	**3**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	397	0	397	33	430	430	9	424	0	424	33	457	0	457	-20	437	0	437
	Left-Through		1							1				1				1	
	Through	7	0	404	0	7	437	0	7	0	431	0	7	0	464	0	7	0	444
	Through-Right		0							0				0				0	
	Right	707	1	**707**	0	707	**707**	0	739	1	**739**	0	739	1	**739**	0	739	1	**739**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1532	2	512	1	1533	512	41	1643	2	549	1	1644	2	549	0	1644	2	549
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1463	2	**732**	1	1464	**732**	31	1561	2	**781**	1	1562	2	**781**	0	1562	2	**781**
	Through-Right		0							0				0				0	
	Right	72	1	0	0	72	0	8	83	1	0	0	83	1	0	0	83	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		710	*North-South:*		710	*North-South:*			742	*North-South:*			742	*North-South:*			742
		East-West:		732	*East-West:*		732	*East-West:*			781	*East-West:*			781	*East-West:*			781
		SUM:		1442	*SUM:*		1442	*SUM:*			1523	*SUM:*			1523	*SUM:*			1523
VOLUME/CAPACITY *(V/C)* RATIO:				1.012			1.012				1.069				1.069				1.069
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.912**			**0.912**				**0.969**				**0.969**				**0.969**
LEVEL OF SERVICE (LOS):				**E**			**E**				**E**				**E**				**E**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1				1	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1		EB-- 0	WB--	1		EB-- 0	WB--	1	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	9	1	**9**	0	9	**9**	0	9	1	**9**	0	9	1	**9**	0	9	1	**9**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	89	0	89	33	122	122	13	106	0	106	33	139	0	139	10	149	0	149
	Left-Through		1							1				1				1	
	Through	0	0	89	0	0	122	0	0	0	106	0	0	0	139	0	0	0	149
	Through-Right		0							0				0				0	
	Right	200	1	**200**	0	200	**200**	0	209	1	**209**	0	209	1	**209**	0	209	1	**209**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	986	2	330	1	987	330	18	1049	2	351	1	1050	2	351	0	1050	2	351
	Through-Right		1							1				1				1	
	Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	902	2	**451**	1	903	**452**	15	958	2	**479**	1	959	2	**480**	0	959	2	**480**
	Through-Right		0							0				0				0	
	Right	204	1	0	0	204	0	11	224	1	0	0	224	1	0	0	224	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	209		*North-South:*	209		*North-South:*	218			*North-South:*	218			*North-South:*	218		
		East-West:	451		*East-West:*	452		*East-West:*	479			*East-West:*	480			*East-West:*	480		
		SUM:	660		*SUM:*	661		*SUM:*	697			*SUM:*	698			*SUM:*	698		
VOLUME/CAPACITY (V/C) RATIO:			0.463			0.464			0.489				0.490				0.490		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.363**			**0.364**			**0.389**				**0.390**				**0.390**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway SB Ramps-Blucher Av	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
52	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1	EB-- 0	WB--	1
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	33	1	**33**	0	33	**33**	0	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	245	0	245	33	278	278	13	269	0	269	33	302	0	302	-10	292	0	292
	Left-Through		1							1				1				1	
	Through	2	0	247	0	2	280	0	2	0	271	0	2	0	304	0	2	0	294
	Through-Right		0							0				0				0	
	Right	347	1	**347**	0	347	**347**	0	363	1	**363**	0	363	1	**363**	0	363	1	**363**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1665	2	564	1	1666	564	24	1765	2	597	1	1766	2	598	0	1766	2	598
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1167	2	**584**	1	1168	**584**	24	1244	2	**622**	1	1245	2	**623**	0	1245	2	**623**
	Through-Right		0							0				0				0	
	Right	150	1	0	0	150	0	11	168	1	0	0	168	1	0	0	168	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		380	*North-South:*		380	*North-South:*			398	*North-South:*			398	*North-South:*			398
		East-West:		584	*East-West:*		584	*East-West:*			622	*East-West:*			623	*East-West:*			623
		SUM:		964	*SUM:*		964	*SUM:*			1020	*SUM:*			1021	*SUM:*			1021
VOLUME/CAPACITY (V/C) RATIO:				0.676			0.676				0.716				0.716				0.716
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**			**0.576**				**0.616**				**0.616**				**0.616**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	SB--	0	NB-- 0	SB--	0	
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB--	WB--	0	EB-- 1	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	339	1	170	0	339	170	0	354	1	177	0	354	1	177	0	354	1	177
	Left-Through		1							1				1				1	
	Through	0	0	170	0	0	170	0	0	0	177	0	0	0	177	0	0	0	177
	Through-Right		0							0				0				0	
	Right	240	1	**240**	0	240	**240**	9	260	1	**260**	0	260	1	**260**	0	260	1	**260**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1440	2	**720**	34	1474	**737**	50	1556	2	**778**	34	1590	2	**795**	-20	1570	2	**785**
	Through-Right		0							0				0				0	
	Right	371	1	0	0	371	0	0	388	1	0	0	388	1	0	0	388	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1197	2	599	1	1198	599	39	1291	2	646	1	1292	2	646	0	1292	2	646
	Through-Right		0							0				0				0	
	Right	155	1	155	33	188	188	8	170	1	170	33	203	1	203	-20	183	1	183
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		240	*North-South:*		240	*North-South:*			260	*North-South:*			260	*North-South:*			260
		East-West:		720	*East-West:*		737	*East-West:*			778	*East-West:*			795	*East-West:*			785
		SUM:		960	*SUM:*		977	*SUM:*			1038	*SUM:*			1055	*SUM:*			1045
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.651				0.692				0.703				0.697
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.540**			**0.551**				**0.592**				**0.603**				**0.597**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**B**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	*Δv/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	EB-- 1	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	255	1	128	0	255	128	0	267	1	134	0	267	1	134	0	267	1	134
	Left-Through		1							1				1				1	
	Through	1	0	128	0	1	128	0	1	0	134	0	1	0	134	0	1	0	134
	Through-Right		0							0				0				0	
	Right	233	1	**233**	0	233	**233**	13	257	1	**257**	0	257	1	**257**	0	257	1	**257**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	703	2	352	34	737	369	31	766	2	383	34	800	2	400	10	810	2	405
	Through-Right		0							0				0				0	
	Right	174	1	0	0	174	0	0	182	1	0	0	182	1	0	0	182	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	861	2	**431**	1	862	**431**	25	925	2	**463**	1	926	2	**463**	0	926	2	**463**
	Through-Right		0							0				0				0	
	Right	95	1	95	33	128	128	11	110	1	110	33	143	1	143	10	153	1	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		233	*North-South:*		233	*North-South:*			257	*North-South:*			257	*North-South:*			257
		East-West:		431	*East-West:*		431	*East-West:*			463	*East-West:*			463	*East-West:*			463
		SUM:		664	*SUM:*		664	*SUM:*			720	*SUM:*			720	*SUM:*			720
VOLUME/CAPACITY (V/C) RATIO:				0.443			0.443				0.480				0.480				0.480
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.343**			**0.343**				**0.380**				**0.380**				**0.380**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	I-405 Freeway NB Ramps	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
53	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	0
	EB--	1	0	EB--	1	0	EB--	1	0	EB--	1	0	EB--	1	0	EB--	1	0	0
ATSAC-1 or ATSAC+ATCS-2?	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	SB--		0	0
	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	WB--		0	0
			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	211	1	106	0	211	106	0	221	1	111	0	221	1	111	0	221	1	111
	Left-Through		1							1				1				1	
	Through	0	0	106	0	0	106	0	0	0	111	0	0	0	111	0	0	0	111
	Through-Right		0							0				0				0	
	Right	242	1	**242**	0	242	**242**	13	266	1	**266**	0	266	1	**266**	0	266	1	**266**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1315	2	**658**	34	1349	**675**	37	1412	2	**706**	34	1446	2	**723**	-10	1436	2	**718**
	Through-Right		0							0				0				0	
	Right	232	1	0	0	232	0	0	243	1	0	0	243	1	0	0	243	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1118	2	559	1	1119	560	34	1203	2	602	1	1204	2	602	0	1204	2	602
	Through-Right		0							0				0				0	
	Right	83	1	83	33	116	116	11	98	1	98	33	131	1	131	-10	121	1	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		242	*North-South:*		242	*North-South:*			266	*North-South:*			266	*North-South:*			266
		East-West:		658	*East-West:*		675	*East-West:*			706	*East-West:*			723	*East-West:*			718
		SUM:		900	*SUM:*		917	*SUM:*			972	*SUM:*			989	*SUM:*			984
VOLUME/CAPACITY (V/C) RATIO:				0.600			0.611				0.648				0.659				0.656
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.500			0.511				0.548				0.559				0.556
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	$\Delta v/c$ after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	223	1	**223**	0	223	**223**	0	233	1	**233**	0	233	1	**233**	0	233	1	**233**
	Left-Through		0							0				0				0	
	Through	837	3	279	0	837	279	22	897	3	299	0	897	3	299	0	897	3	299
	Through-Right		0							0				0				0	
	Right	83	1	35	0	83	35	0	87	1	37	0	87	1	37	0	87	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	241	1	241	0	241	241	0	252	1	252	0	252	1	252	0	252	1	252
	Left-Through		0							0				0				0	
	Through	1246	3	**415**	0	1246	**415**	21	1324	3	**441**	0	1324	3	**441**	0	1324	3	**441**
	Through-Right		0							0				0				0	
	Right	209	1	88	0	209	88	16	235	1	101	0	235	1	101	0	235	1	101
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	242	1	**242**	0	242	**242**	15	268	1	**268**	0	268	1	**268**	0	268	1	**268**
	Left-Through		0							0				0				0	
	Through	1235	2	618	34	1269	635	43	1334	2	667	34	1368	2	684	-20	1348	2	674
	Through-Right		0							0				0				0	
	Right	386	1	275	0	386	275	0	404	1	288	0	404	1	288	0	404	1	288
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	96	1	96	0	96	96	0	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	955	2	**478**	34	989	**495**	31	1030	2	**515**	34	1064	2	**532**	-20	1044	2	**522**
	Through-Right		0							0				0				0	
	Right	216	1	96	0	216	96	0	226	1	100	0	226	1	100	0	226	1	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		638	*North-South:*		638	*North-South:*			674	*North-South:*			674	*North-South:*			674
		East-West:		720	*East-West:*		737	*East-West:*			783	*East-West:*			800	*East-West:*			790
		SUM:		1358	*SUM:*		1375	*SUM:*			1457	*SUM:*			1474	*SUM:*			1464
VOLUME/CAPACITY *(V/C)* RATIO:				0.988			1.000				1.060				1.072				1.065
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.888**			**0.900**				**0.960**				**0.972**				**0.965**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	∆*v/c* after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	212	1	**212**	0	212	**212**	0	222	1	**222**	0	222	1	**222**	0	222	1	**222**
	Left-Through		0							0				0				0	
	Through	753	3	251	0	753	251	32	819	3	273	0	819	3	273	0	819	3	273
	Through-Right		0							0				0				0	
	Right	115	1	82	0	115	82	0	120	1	86	0	120	1	86	0	120	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	117	1	117	0	117	117	0	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	718	3	**239**	0	718	**239**	27	778	3	**259**	0	778	3	**259**	0	778	3	**259**
	Through-Right		0							0				0				0	
	Right	295	1	123	0	295	123	20	328	1	136	0	328	1	136	0	328	1	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**344**	0	344	**344**	25	385	1	**385**	0	385	1	**385**	0	385	1	**385**
	Left-Through		0							0				0				0	
	Through	489	2	245	34	523	262	20	531	2	266	34	565	2	283	10	575	2	288
	Through-Right		0							0				0				0	
	Right	211	1	105	0	211	105	0	221	1	110	0	221	1	110	0	221	1	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	466	2	**233**	34	500	**250**	16	503	2	**252**	34	537	2	**269**	10	547	2	**274**
	Through-Right		0							0				0				0	
	Right	117	1	59	0	117	59	0	122	1	61	0	122	1	61	0	122	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	451		*North-South:*	451		*North-South:*	481			*North-South:*	481			*North-South:*	481		
		East-West:	577		*East-West:*	594		*East-West:*	637			*East-West:*	654			*East-West:*	659		
		SUM:	1028		*SUM:*	1045		*SUM:*	1118			*SUM:*	1135			*SUM:*	1140		
VOLUME/CAPACITY (V/C) RATIO:			0.748			0.760			0.813				0.825				0.829		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.648**			**0.660**			**0.713**				**0.725**				**0.729**		
LEVEL OF SERVICE (LOS):			**B**			**B**			**C**				**C**				**C**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	*Δv/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
54	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	266	1	**266**	0	266	**266**	0	278	1	**278**	0	278	1	**278**	0	278	1	**278**
	Left-Through		0							0				0				0	
	Through	1254	3	418	0	1254	418	32	1343	3	448	0	1343	3	448	0	1343	3	448
	Through-Right		0							0				0				0	
	Right	192	1	161	0	192	161	0	201	1	168	0	201	1	168	0	201	1	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	184	1	184	0	184	184	0	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	1148	3	**383**	0	1148	**383**	27	1227	3	**409**	0	1227	3	**409**	0	1227	3	**409**
	Through-Right		0							0				0				0	
	Right	342	1	137	0	342	137	20	378	1	151	0	378	1	151	0	378	1	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	411	1	**411**	0	411	**411**	25	455	1	**455**	0	455	1	**455**	0	455	1	**455**
	Left-Through		0							0				0				0	
	Through	1110	2	555	34	1144	572	26	1187	2	594	34	1221	2	611	-10	1211	2	606
	Through-Right		0							0				0				0	
	Right	232	1	99	0	232	99	0	243	1	104	0	243	1	104	0	243	1	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	63	1	63	0	63	63	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	752	2	**376**	34	786	**393**	25	811	2	**406**	34	845	2	**423**	-10	835	2	**418**
	Through-Right		0							0				0				0	
	Right	120	1	28	0	120	28	0	125	1	29	0	125	1	29	0	125	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		649	*North-South:*		649	*North-South:*			687	*North-South:*			687	*North-South:*			687
		East-West:		787	*East-West:*		804	*East-West:*			861	*East-West:*			878	*East-West:*			873
		SUM:		1436	*SUM:*		1453	*SUM:*			1548	*SUM:*			1565	*SUM:*			1560
VOLUME/CAPACITY (V/C) RATIO:				1.044			1.057				1.126				1.138				1.135
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.944			0.957				1.026				1.038				1.035
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	0	**46**	0	46	**46**	0	48	0	**48**	0	48	0	**48**	0	48	0	**48**
	Left-Through		0							0				0				0	
	Through	35	0	114	0	35	114	0	37	0	120	0	37	0	120	0	37	0	120
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	0	57	0	57	57	0	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		0							0				0				0	
	Through	24	0	**137**	0	24	**137**	0	25	0	**144**	0	25	0	**144**	0	25	0	**144**
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	73	0	73	73	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1286	2	**643**	34	1320	**660**	42	1387	2	**694**	34	1421	2	**711**	-20	1401	2	**701**
	Through-Right		0							0				0				0	
	Right	31	1	31	0	31	31	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	**39**	0	39	**39**	0	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	1199	2	600	34	1233	617	32	1286	2	643	34	1320	2	660	-20	1300	2	650
	Through-Right		0							0				0				0	
	Right	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		183	*North-South:*		183	*North-South:*			192	*North-South:*			192	*North-South:*			192
		East-West:		682	*East-West:*		699	*East-West:*			735	*East-West:*			752	*East-West:*			742
		SUM:		865	*SUM:*		882	*SUM:*			927	*SUM:*			944	*SUM:*			934
VOLUME/CAPACITY *(V/C)* RATIO:				0.577			0.588				0.618				0.629				0.623
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.477**			**0.488**				**0.518**				**0.529**				**0.523**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	$\Delta v/c$ after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			2			2			2				2			2
No. of Phases			0			0			0				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--			0	NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--			0	EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	**25**	0	25	**25**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	16	0	58	0	16	58	0	17	0	61	0	17	0	61	0	17	0	61
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through		0							0				0				0	
	Through	11	0	**101**	0	11	**101**	0	12	0	**106**	0	12	0	**106**	0	12	0	**106**
	Through-Right		0							0				0				0	
	Right	68	0	0	0	68	0	0	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	47	1	**47**	0	47	**47**	0	49	1	**49**	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	532	2	266	34	566	283	16	572	2	286	34	606	2	303	10	616	2	308
	Through-Right		0							0				0				0	
	Right	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	498	2	**249**	34	532	**266**	20	541	2	**271**	34	575	2	**288**	10	585	2	**293**
	Through-Right		0							0				0				0	
	Right	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		126	*North-South:*		126	*North-South:*			132	*North-South:*			132	*North-South:*			132
		East-West:		296	*East-West:*		313	*East-West:*			320	*East-West:*			337	*East-West:*			342
		SUM:		422	*SUM:*		439	*SUM:*			452	*SUM:*			469	*SUM:*			474
VOLUME/CAPACITY (V/C) RATIO:				0.281			0.293				0.301				0.313				0.316
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.181**			**0.193**				**0.201**				**0.213**				**0.216**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	$\Delta v/c$ after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Lemona Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
55	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through		0							0				0				0	
	Through	16	0	98	0	16	98	0	17	0	103	0	17	0	103	0	17	0	103
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through		0							0				0				0	
	Through	13	0	77	0	13	77	0	14	0	81	0	14	0	81	0	14	0	81
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	58	1	58	0	58	58	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1255	2	628	34	1289	645	22	1334	2	667	34	1368	2	684	-10	1358	2	679
	Through-Right		0							0				0				0	
	Right	40	1	40	0	40	40	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	31	0	31	31	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	919	2	460	34	953	477	29	990	2	495	34	1024	2	512	-10	1014	2	507
	Through-Right		0							0				0				0	
	Right	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		119	North-South:		119	North-South:			125	North-South:			125	North-South:			125
		East-West:		659	East-West:		676	East-West:			699	East-West:			716	East-West:			711
		SUM:		778	SUM:		795	SUM:			824	SUM:			841	SUM:			836
VOLUME/CAPACITY (V/C) RATIO:				0.519			0.530				0.549				0.561				0.557
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.419			0.430				0.449				0.461				0.457
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	∆*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	310	1	**310**	0	310	**310**	2	326	1	**326**	0	326	1	**326**	0	326	1	**326**
	Left-Through		0							0				0				0	
	Through	410	2	205	0	410	205	3	432	2	216	0	432	2	216	0	432	2	216
	Through-Right		0							0				0				0	
	Right	215	1	54	0	215	54	0	225	1	57	0	225	1	57	0	225	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	89	1	89	0	89	89	3	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	595	2	**298**	0	595	**298**	4	626	2	**313**	0	626	2	**313**	0	626	2	**313**
	Through-Right		0							0				0				0	
	Right	84	1	55	0	84	55	4	92	1	59	0	92	1	59	0	92	1	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	59	1	59	0	59	59	4	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	1125	2	**563**	34	1159	**580**	37	1213	2	**607**	34	1247	2	**624**	-20	1227	2	**614**
	Through-Right		0							0				0				0	
	Right	353	1	198	0	353	198	2	371	1	208	0	371	1	208	0	371	1	208
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	322	1	**322**	0	322	**322**	0	337	1	**337**	0	337	1	**337**	0	337	1	**337**
	Left-Through		0							0				0				0	
	Through	848	1	442	34	882	459	26	913	1	477	34	947	1	494	-20	927	1	484
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	4	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	608		*North-South:*	608		*North-South:*	639			*North-South:*	639			*North-South:*	639		
		East-West:	885		*East-West:*	902		*East-West:*	944			*East-West:*	961			*East-West:*	951		
		SUM:	1493		*SUM:*	1510		*SUM:*	1583			*SUM:*	1600			*SUM:*	1590		
VOLUME/CAPACITY *(V/C)* RATIO:			1.086			1.098			1.151				1.164				1.156		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.986			0.998			1.051				1.064				1.056		
LEVEL OF SERVICE (LOS):			E			E			F				F				F		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	Δ*v/c* after mitigation:	0.005
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	MID	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			0			0			0				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	177	1	**177**	0	177	**177**	3	188	1	**188**	0	188	1	**188**	0	188	1	**188**
	Left-Through		0							0				0				0	
	Through	264	2	132	0	264	132	6	282	2	141	0	282	2	141	0	282	2	141
	Through-Right		0							0				0				0	
	Right	121	1	48	0	121	48	0	127	1	50	0	127	1	50	0	127	1	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	1	22	0	22	22	3	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	212	2	**106**	0	212	**106**	5	227	2	**114**	0	227	2	**114**	0	227	2	**114**
	Through-Right		0							0				0				0	
	Right	74	1	43	0	74	43	7	84	1	49	0	84	1	49	0	84	1	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	62	1	62	0	62	62	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	387	2	**194**	34	421	**211**	9	414	2	**207**	34	448	2	**224**	10	458	2	**229**
	Through-Right		0							0				0				0	
	Right	177	1	89	0	177	89	2	187	1	93	0	187	1	93	0	187	1	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	147	1	**147**	0	147	**147**	0	154	1	**154**	0	154	1	**154**	0	154	1	**154**
	Left-Through		0							0				0				0	
	Through	344	1	186	34	378	203	10	370	1	201	34	404	1	218	10	414	1	223
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	3	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	283		*North-South:*	283		*North-South:*	302			*North-South:*	302			*North-South:*	302		
		East-West:	341		*East-West:*	358		*East-West:*	361			*East-West:*	378			*East-West:*	383		
		SUM:	624		*SUM:*	641		*SUM:*	663			*SUM:*	680			*SUM:*	685		
VOLUME/CAPACITY (V/C) RATIO:			0.454			0.466			0.482				0.495				0.498		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.354**			**0.366**			**0.382**				**0.395**				**0.398**		
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	*Δv/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2017	Ambient Growth (%):	1.5	Conducted by:	LLG Engineers	Date:	6/1/2017
56	East-West Street:	Devonshire Street	Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	Pacoima Spreading Grounds Proj

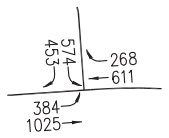
		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	242	1	**242**	0	242	**242**	3	256	1	**256**	0	256	1	**256**	0	256	1	**256**
	Left-Through		0							0				0				0	
	Through	539	2	270	0	539	270	6	570	2	285	0	570	2	285	0	570	2	285
	Through-Right		0							0				0				0	
	Right	215	1	91	0	215	91	0	225	1	95	0	225	1	95	0	225	1	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	59	1	59	0	59	59	3	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	397	2	**199**	0	397	**199**	5	420	2	**210**	0	420	2	**210**	0	420	2	**210**
	Through-Right		0							0				0				0	
	Right	96	1	31	0	96	31	7	107	1	36	0	107	1	36	0	107	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	131	1	131	0	131	131	5	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	1022	2	**511**	34	1056	**528**	15	1084	2	**542**	34	1118	2	**559**	-10	1108	2	**554**
	Through-Right		0							0				0				0	
	Right	246	1	125	0	246	125	2	259	1	131	0	259	1	131	0	259	1	131
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	249	1	**249**	0	249	**249**	0	260	1	**260**	0	260	1	**260**	0	260	1	**260**
	Left-Through		0							0				0				0	
	Through	675	1	359	34	709	376	19	725	1	386	34	759	1	403	-10	749	1	398
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	3	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	441		*North-South:*	441		*North-South:*	466			*North-South:*	466			*North-South:*	466		
		East-West:	760		*East-West:*	777		*East-West:*	802			*East-West:*	819			*East-West:*	814		
		SUM:	1201		*SUM:*	1218		*SUM:*	1268			*SUM:*	1285			*SUM:*	1280		
	VOLUME/CAPACITY (V/C) RATIO:		0.873			0.886			0.922				0.935				0.931		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.773**			**0.786**			**0.822**				**0.835**				**0.831**		
	LEVEL OF SERVICE (LOS):		**C**			**C**			**D**				**D**				**D**		

REMARKS: Alternate Route 4: Use of the Cal-Mat Pit Only and Sunshine Canyon Landfill

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A



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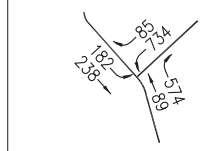
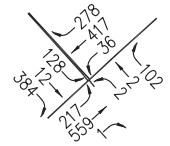
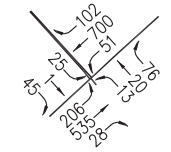
Arleta Ave/
Devonshire St



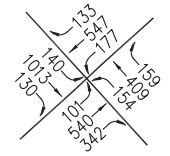
No. 2
Arleta Ave/
Paxton St



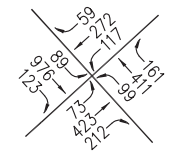
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



No. 5
Laurel Canyon Blvd/
Branford St



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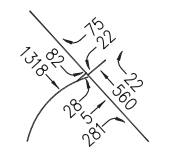
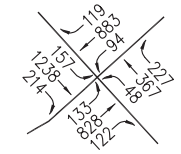
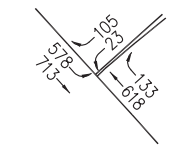
San Fernando Rd/
Branford St



No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



No. 8
Laurel Canyon Blvd/
Sheldon St



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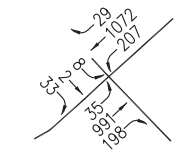
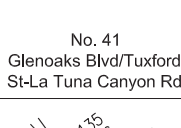
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



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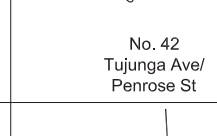
Haddon Ave/
Sheldon St



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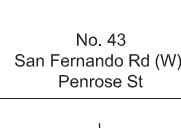
Telfair Ave/
Sheldon St



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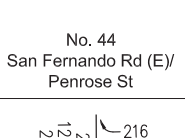
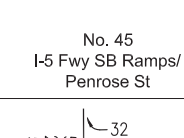
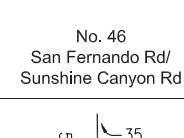
San Fernando Rd/
Sheldon St



No. 14
Glenoaks Blvd/
Sheldon St



No. 15
Laurel Canyon Blvd/
Paxton St



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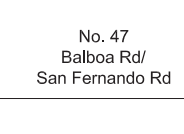
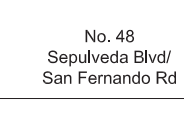
Haddon Ave/
Paxton St



No. 17
Kewen Ave/
Paxton St



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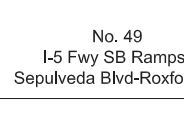
Telfair Ave/
Paxton St



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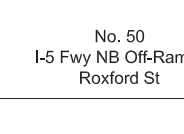
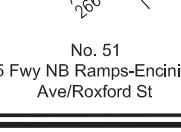
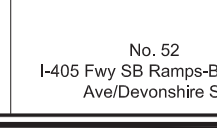
San Fernando Rd/
Paxton St



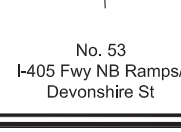
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



No. 21
San Fernando Rd/
Van Nuys Blvd



No. 22
San Fernando Rd/
Pierce St



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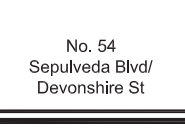
San Fernando Rd/
Terra Bella St



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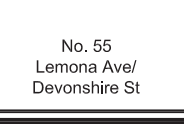
San Fernando Rd/
Osborne St



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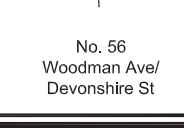
San Fernando Rd/
SR-118 Fwy WB Ramps



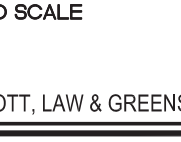
No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St



No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

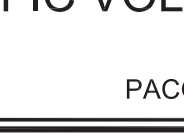
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St



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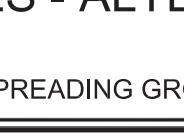
Glenoaks Blvd/
Pendleton St



No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

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N

NOT TO SCALE

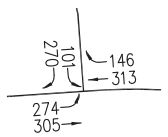
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C1-1A

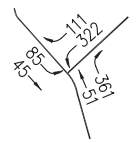
EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 1

WEEKDAY AM PEAK HOUR

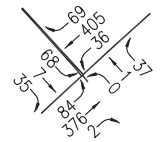
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



No. 1
Arleta Ave/
Devonshire St

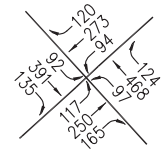


No. 2
Arleta Ave/
Paxton St



No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St

No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



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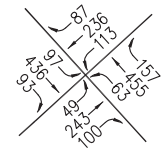
Laurel Canyon Blvd/
Branford St



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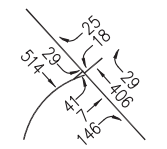
Branford St



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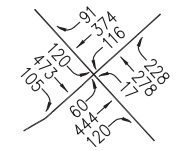
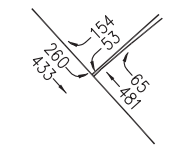
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



No. 8
Laurel Canyon Blvd/
Sheldon St



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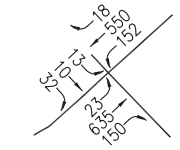
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



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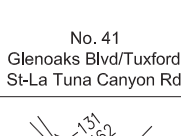
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



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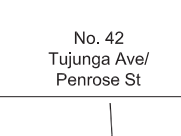
Sheldon St



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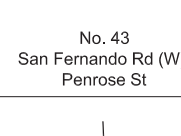
Sheldon St



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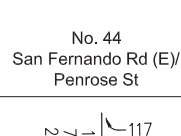
San Fernando Rd/
Sheldon St



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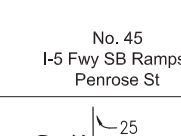
Glenoaks Blvd/
Sheldon St



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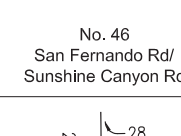
Laurel Canyon Blvd/
Paxton St



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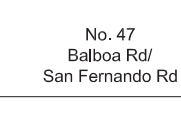
Paxton St



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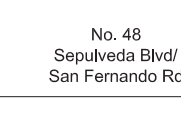
Paxton St



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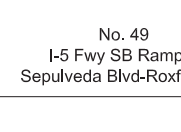
Paxton St



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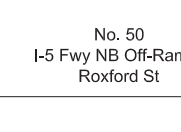

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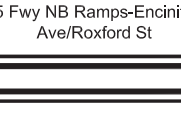
San Fernando Rd/
SR-118 Fwy EB Ramps



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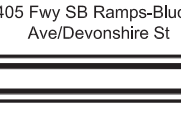
Van Nuys Blvd



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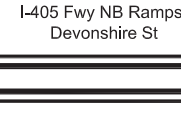
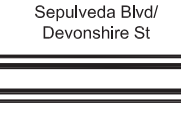
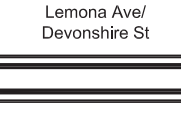
Pierce St



No. 23
San Fernando Rd/
Terra Bella St



No. 24
San Fernando Rd/
Osborne St



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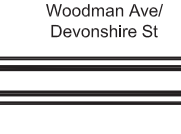
SR-118 Fwy WB Ramps



No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St

No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

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NOT TO SCALE

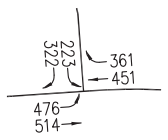
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C1-1B

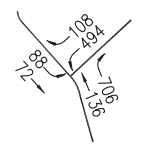
EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 1

WEEKDAY MID-DAY PEAK HOUR

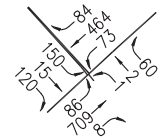
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



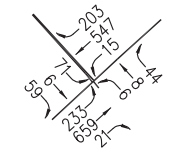
No. 1
Arleta Ave/
Devonshire St



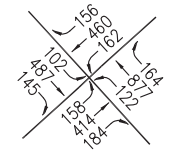
No. 2
Arleta Ave/
Paxton St



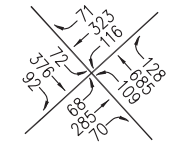
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



No. 5
Laurel Canyon Blvd/
Branford St



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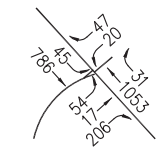
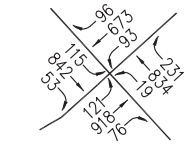
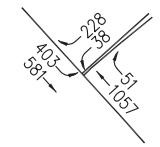
San Fernando Rd/
Branford St



No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



No. 8
Laurel Canyon Blvd/
Sheldon St



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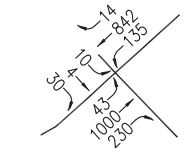
I-5 Fwy SB Ramps



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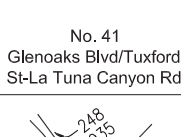
Sheldon St



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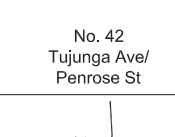
Sheldon St



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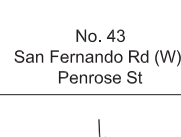
Sheldon St



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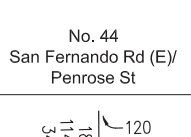
Sheldon St



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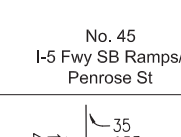
Sheldon St



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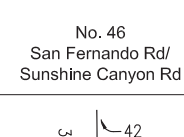
Paxton St



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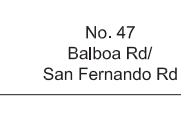
Paxton St



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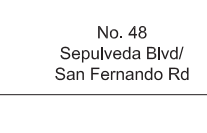
Paxton St



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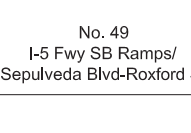

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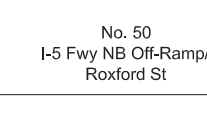

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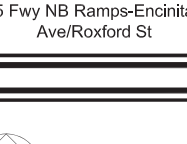
SR-118 Fwy EB Ramps



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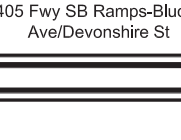
Van Nuys Blvd



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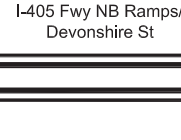
Pierce St



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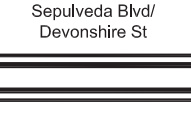
Terra Bella St



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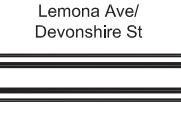
Osborne St



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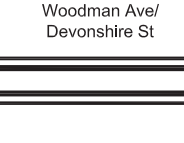
SR-118 Fwy WB Ramps



No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St

No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

NOT TO SCALE

APPENDIX FIGURE C1-1C

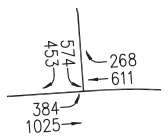
EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 1

WEEKDAY PM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

c:\job_file\4056-4\dwg\apdx-c1-1c.dwg LDP 14:27:00 06/29/2017 rodriquez



No. 1
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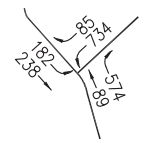
Devonshire St



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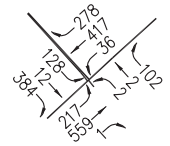
Arleta Ave/
Paxton St



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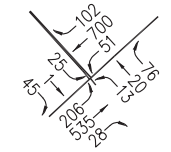
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



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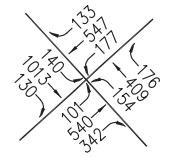
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



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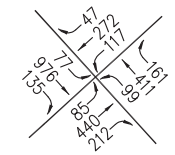
Branford St



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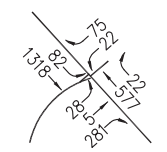
Branford St



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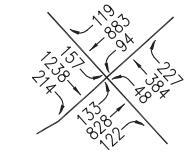
NB Off-Ramp-Jerome St



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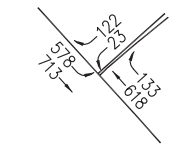
Sheldon St



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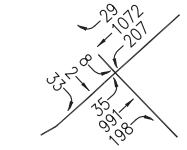
I-5 Fwy SB Ramps



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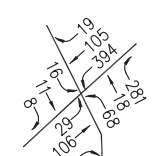
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St

No. 11
Haddon Ave/
Sheldon St



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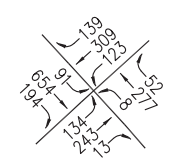
Sheldon St



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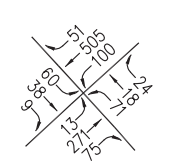
Sheldon St



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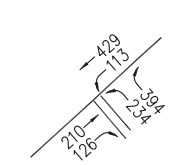
Sheldon St



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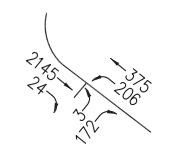
Laurel Canyon Blvd/
Paxton St



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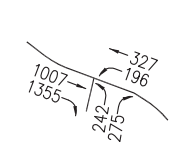
Paxton St



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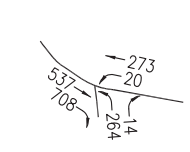
Paxton St



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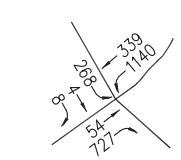
Paxton St



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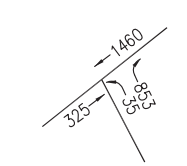

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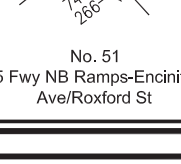
SR-118 Fwy EB Ramps



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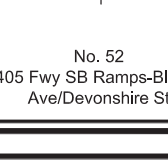
Van Nuys Blvd



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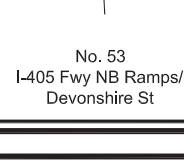
Pierce St



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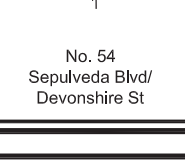
Terra Bella St



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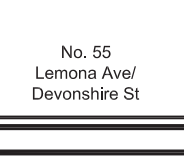
Osborne St



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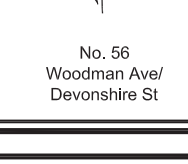
SR-118 Fwy WB Ramps



No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St

No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

o:\job_file\4056-4\dwg\apdx-c1-2a.dwg LDP 14:32:29 06/29/2017 rodriquez

N

NOT TO SCALE

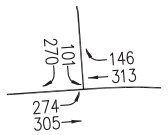
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C1-2A

EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 2

WEEKDAY AM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



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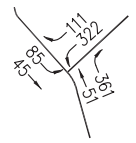
Arleta Ave/
Devonshire St



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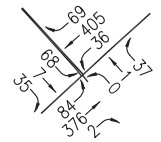
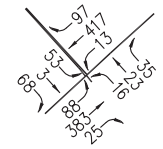
Arleta Ave/
Paxton St



No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



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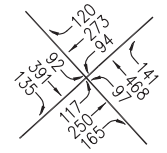
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



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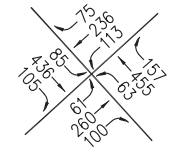
Laurel Canyon Blvd/
Branford St



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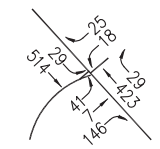
San Fernando Rd/
Branford St



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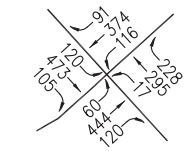
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



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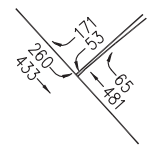
Sheldon St



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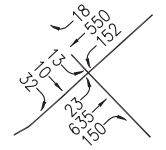
I-5 Fwy SB Ramps



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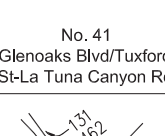
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



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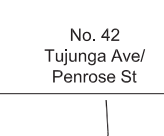
Sheldon St



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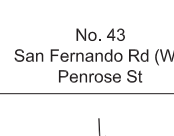
Sheldon St



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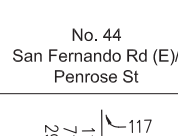
Sheldon St



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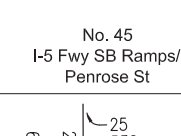
Glenoaks Blvd/
Sheldon St



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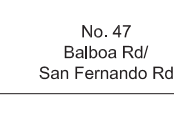
Laurel Canyon Blvd/
Paxton St

No. 16
Haddon Ave/
Paxton St



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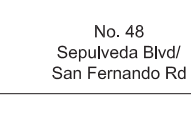
Kewen Ave/
Paxton St



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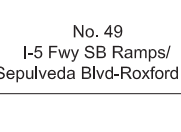
Paxton St



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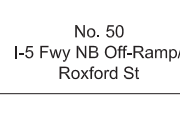
Paxton St



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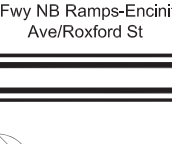
SR-118 Fwy EB Ramps



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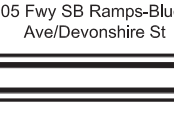
Van Nuys Blvd



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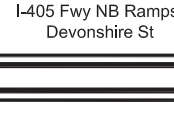

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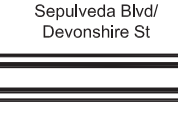
Terra Bella St



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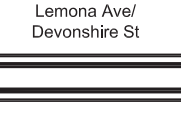

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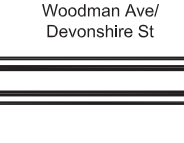
SR-118 Fwy WB Ramps



No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St

No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

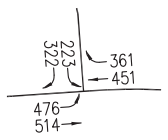
APPENDIX FIGURE C1-2B

EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 2

WEEKDAY MID-DAY PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

o:\job_file\4056-4\dwg\apdx-c1-2b.dwg LDP 14:33:23 06/29/2017 rodriquez



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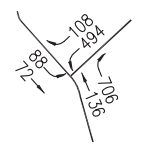
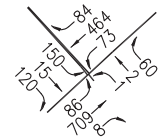
Arleta Ave/
Devonshire St



No. 2
Arleta Ave/
Paxton St



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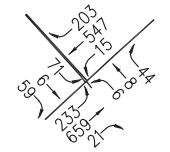
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



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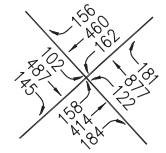
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



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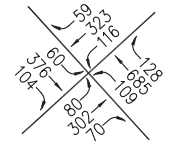
Laurel Canyon Blvd/
Branford St



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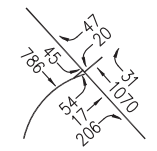
Branford St



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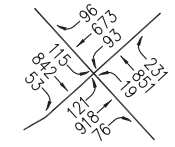
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



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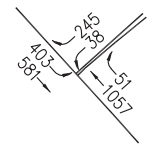
Sheldon St



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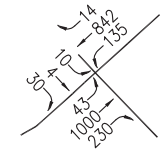
I-5 Fwy SB Ramps



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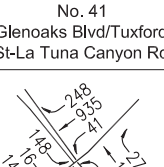
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



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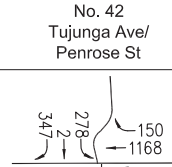
Sheldon St



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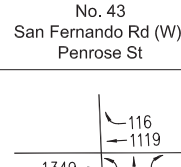
Telfair Ave/
Sheldon St



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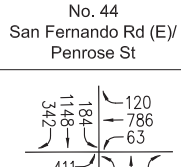
Sheldon St



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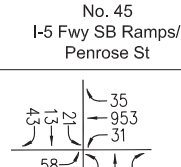
Glenoaks Blvd/
Sheldon St



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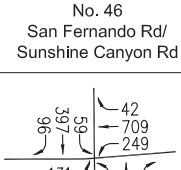
Paxton St



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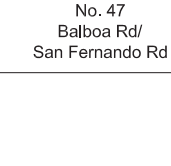
Paxton St



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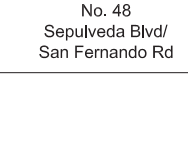
Paxton St



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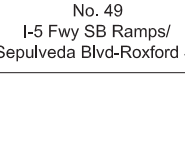
Paxton St



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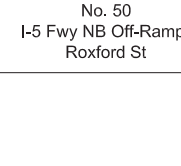
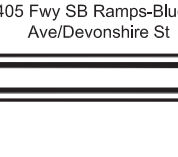
Paxton St



No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps

No. 21
San Fernando Rd/
Van Nuys Blvd



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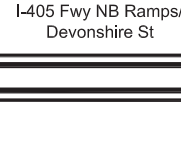
Pierce St



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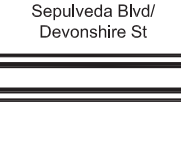
San Fernando Rd/
Terra Bella St



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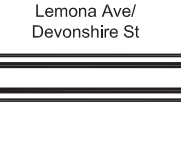
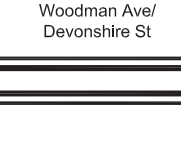
San Fernando Rd/
Osborne St



No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St

No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

o:\job_file\4056-4\dwg\apdx-c1-2c.dwg LDP 14:34:07 06/29/2017 rodriquez

NOT TO SCALE

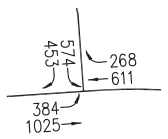
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C1-2C

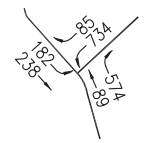
EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 2

WEEKDAY PM PEAK HOUR

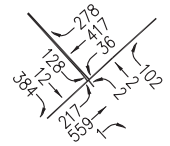
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



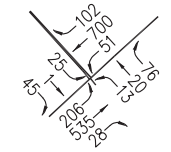
No. 1
Arleta Ave/
Devonshire St



No. 2
Arleta Ave/
Paxton St



No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



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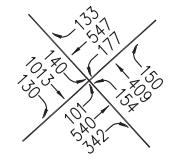
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



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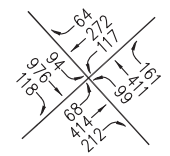
Laurel Canyon Blvd/
Branford St



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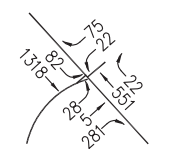
Branford St



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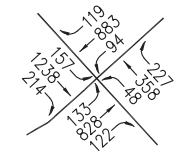
NB Off-Ramp-Jerome St



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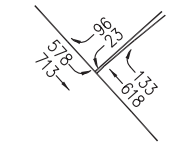
Sheldon St



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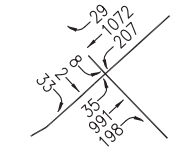
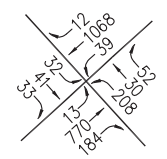
I-5 Fwy SB Ramps



No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



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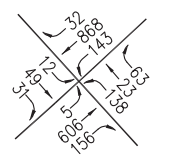
Haddon Ave/
Sheldon St



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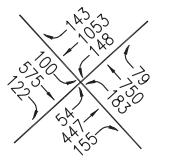
Telfair Ave/
Sheldon St



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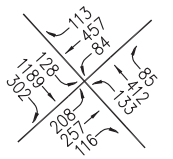
San Fernando Rd/
Sheldon St



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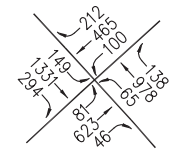
Sheldon St



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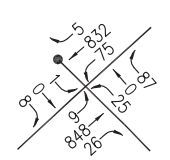
Laurel Canyon Blvd/
Paxton St



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Haddon Ave/
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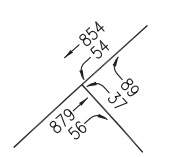

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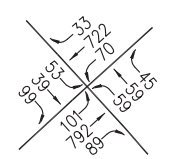
Paxton St



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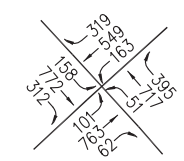
Paxton St



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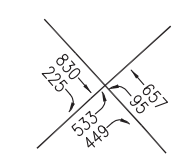
San Fernando Rd/
Paxton St



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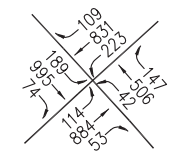
SR-118 Fwy EB Ramps



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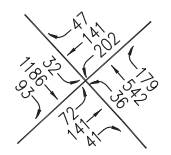
Van Nuys Blvd



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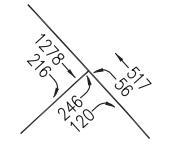
Pierce St



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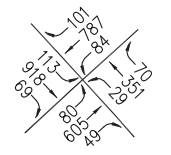
Terra Bella St



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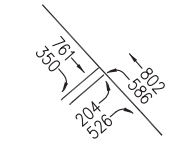
San Fernando Rd/
Osborne St



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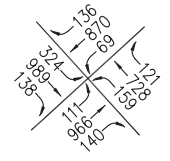
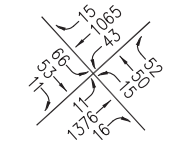
San Fernando Rd/
SR-118 Fwy WB Ramps



No. 26
Arleta Ave/
Van Nuys Blvd



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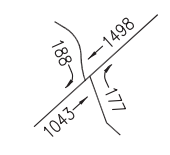
Bartee Ave/
Van Nuys Blvd



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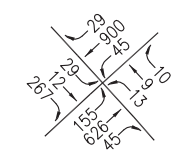
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St



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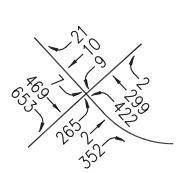
Dronfield Ave/
Osborne St



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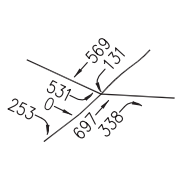
Osborne St-Dwy



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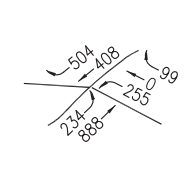
I-210 Fwy EB Ramps



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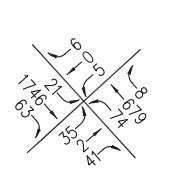
I-210 Fwy WB Ramps



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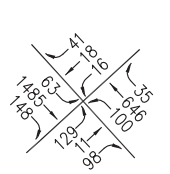
Glenoaks Blvd/
Montague St



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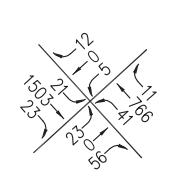
Glenoaks Blvd/
Branford St



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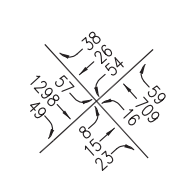
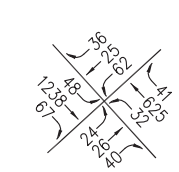
Truesdale St



No. 37
Glenoaks Blvd/
Peoria St



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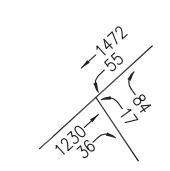
Pendleton St



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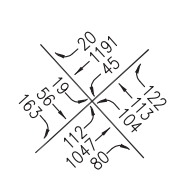
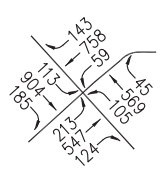
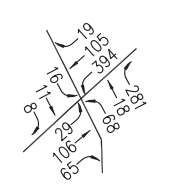
San Fernando Rd (E)/
Tuxford St



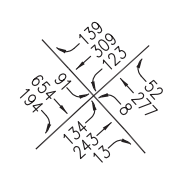
No. 40
Bradley Ave/
Tuxford St



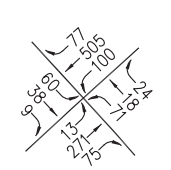
No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd



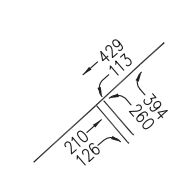
No. 42
Tujunga Ave/
Penrose St



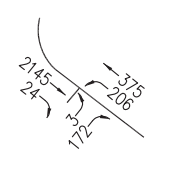
No. 43
San Fernando Rd (W)/
Penrose St



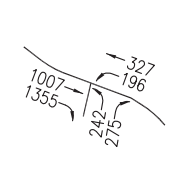
No. 44
San Fernando Rd (E)/
Penrose St



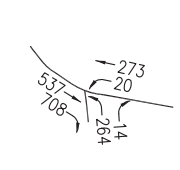
No. 45
I-5 Fwy SB Ramps/
Penrose St



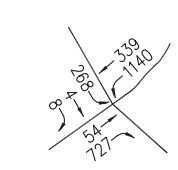
No. 46
San Fernando Rd/
Sunshine Canyon Rd



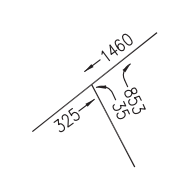
No. 47
Balboa Rd/
San Fernando Rd



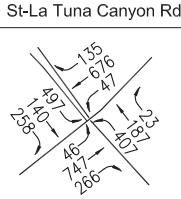
No. 48
Sepulveda Blvd/
San Fernando Rd



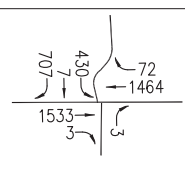
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



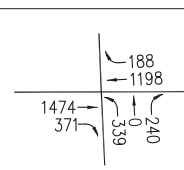
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



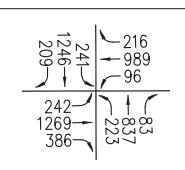
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



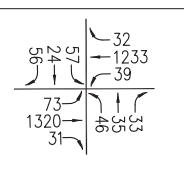
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



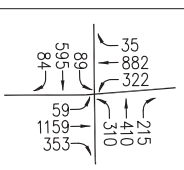
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

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NOT TO SCALE

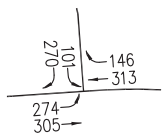
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C1-3A

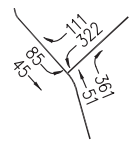
EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 3

WEEKDAY AM PEAK HOUR

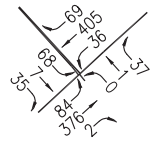
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



No. 1
Arleta Ave/
Devonshire St

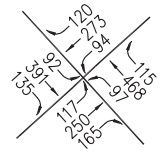


No. 2
Arleta Ave/
Paxton St

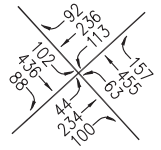


No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St

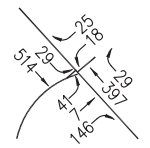
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



No. 5
Laurel Canyon Blvd/
Branford St

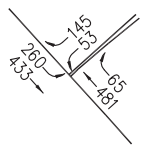


No. 6
San Fernando Rd/
Branford St

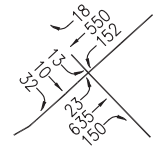


No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St

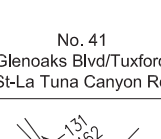
No. 8
Laurel Canyon Blvd/
Sheldon St



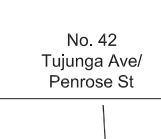
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



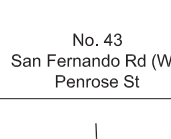
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



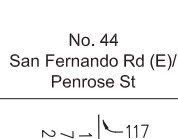
No. 11
Haddon Ave/
Sheldon St



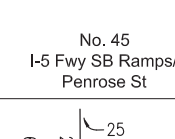
No. 12
Telfair Ave/
Sheldon St



No. 13
San Fernando Rd/
Sheldon St

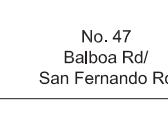


No. 14
Glenoaks Blvd/
Sheldon St

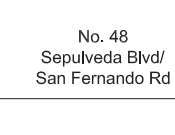


No. 15
Laurel Canyon Blvd/
Paxton St

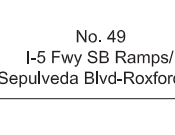
No. 16
Haddon Ave/
Paxton St



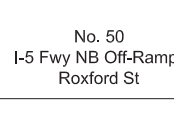
No. 17
Kewen Ave/
Paxton St



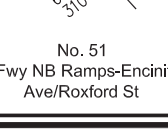
No. 18
Telfair Ave/
Paxton St



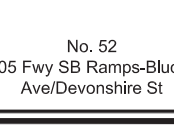
No. 19
San Fernando Rd/
Paxton St



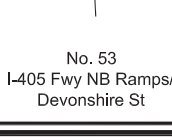
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



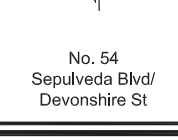
No. 21
San Fernando Rd/
Van Nuys Blvd



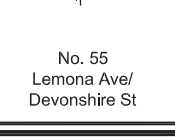
No. 22
San Fernando Rd/
Pierce St



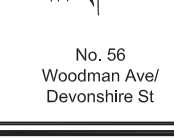
No. 23
San Fernando Rd/
Terra Bella St



No. 24
San Fernando Rd/
Osborne St



No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St

No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

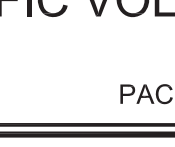
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St



No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

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NOT TO SCALE

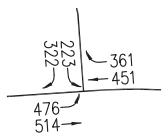
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C1-3B

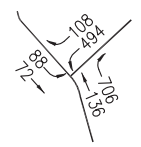
EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 3

WEEKDAY MID-DAY PEAK HOUR

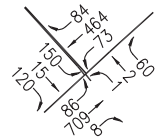
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



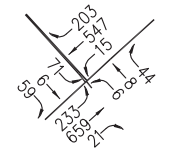
No. 1
Arleta Ave/
Devonshire St



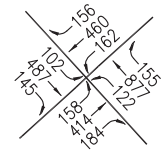
No. 2
Arleta Ave/
Paxton St



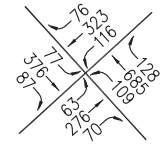
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



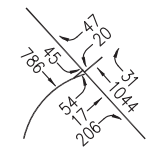
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



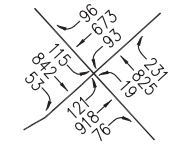
No. 5
Laurel Canyon Blvd/
Branford St



No. 6
San Fernando Rd/
Branford St



No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



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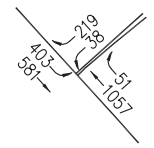
Laurel Canyon Blvd/
Sheldon St



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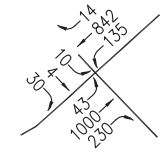
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



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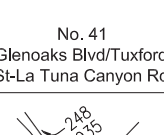
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



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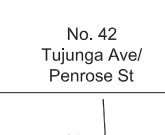
Sheldon St



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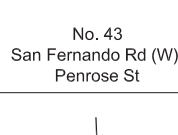
Sheldon St



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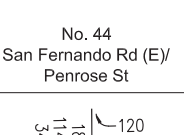
Sheldon St



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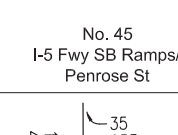
Sheldon St



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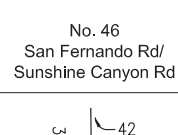
Paxton St



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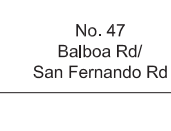
Paxton St



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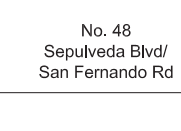
Kewen Ave/
Paxton St



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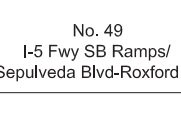
Paxton St



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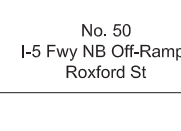
San Fernando Rd/
Paxton St



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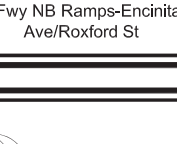
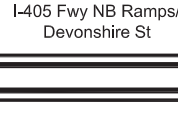
SR-118 Fwy EB Ramps



No. 21
San Fernando Rd/
Van Nuys Blvd

No. 22
San Fernando Rd/
Pierce St



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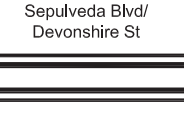
San Fernando Rd/
Terra Bella St



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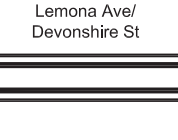
San Fernando Rd/
Osborne St



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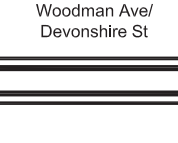
SR-118 Fwy WB Ramps



No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St

No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

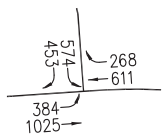
APPENDIX FIGURE C1-3C

EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 3

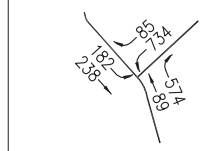
WEEKDAY PM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

c:\job_file\4056-4\dwg\apdx-c1-3c.dwg LDP 14:36:10 06/29/2017 rodriquez



No. 1
Arleta Ave/
Devonshire St



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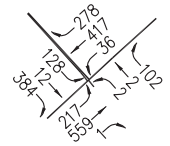
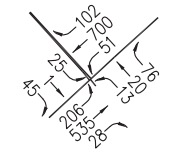
Arleta Ave/
Paxton St



No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



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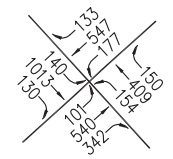
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



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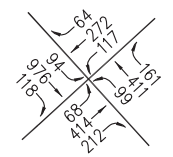
Laurel Canyon Blvd/
Branford St



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San Fernando Rd/
Branford St

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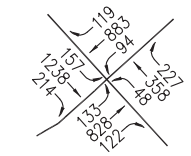
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



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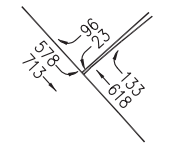
Laurel Canyon Blvd/
Sheldon St



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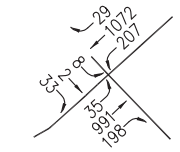
I-5 Fwy SB Ramps



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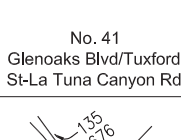
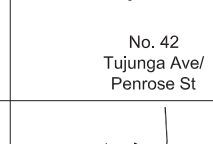
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



No. 11
Haddon Ave/
Sheldon St



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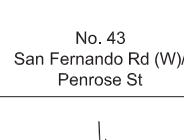
Telfair Ave/
Sheldon St



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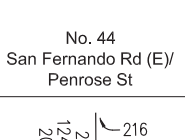
San Fernando Rd/
Sheldon St



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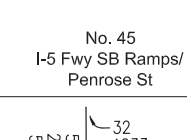
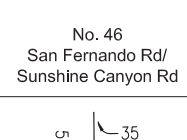
Glenoaks Blvd/
Sheldon St



No. 15
Laurel Canyon Blvd/
Paxton St



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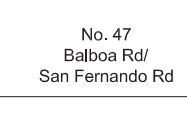
Paxton St



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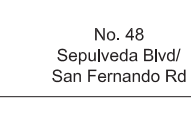
Kewen Ave/
Paxton St



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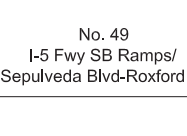
Telfair Ave/
Paxton St



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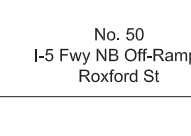
Paxton St



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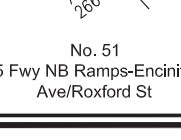
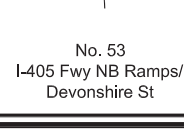
SR-118 Fwy EB Ramps

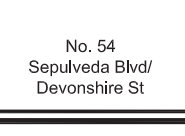


No. 21
San Fernando Rd/
Van Nuys Blvd

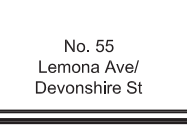
No. 22
San Fernando Rd/
Pierce St



No. 23
San Fernando Rd/
Terra Bella St



No. 24
San Fernando Rd/
Osborne St



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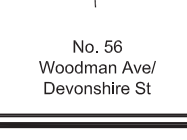
San Fernando Rd/
SR-118 Fwy WB Ramps



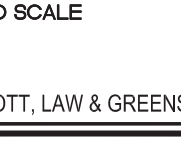
No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St



No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

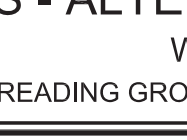
No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St



No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

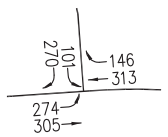
APPENDIX FIGURE C1-4A

EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 4

WEEKDAY AM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

o:\job_file\4056-4\dwg\apdx-c1-4a.dwg LDP 14:37:00 06/29/2017 rodriquez



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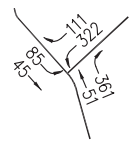
Arleta Ave/
Devonshire St



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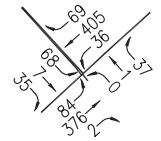
Arleta Ave/
Paxton St



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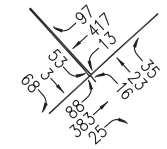
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



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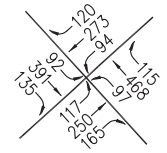
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



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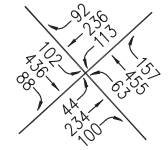
Branford St



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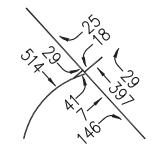
Branford St



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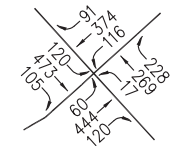
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



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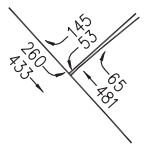
Sheldon St



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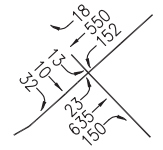
I-5 Fwy SB Ramps



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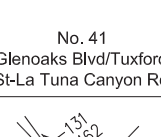
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



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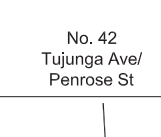
Haddon Ave/
Sheldon St



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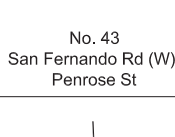
Telfair Ave/
Sheldon St



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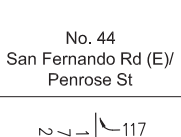
San Fernando Rd/
Sheldon St



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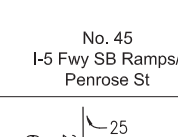
Glenoaks Blvd/
Sheldon St



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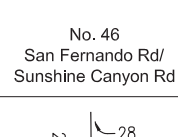
Paxton St



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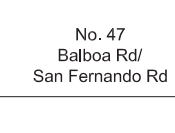
Paxton St



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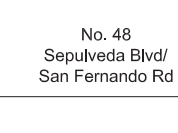
Kewen Ave/
Paxton St



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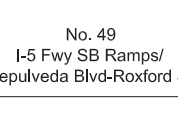
Telfair Ave/
Paxton St



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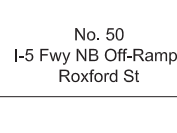
San Fernando Rd/
Paxton St



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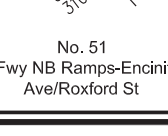
San Fernando Rd/
SR-118 Fwy EB Ramps



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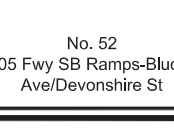
San Fernando Rd/
Van Nuys Blvd



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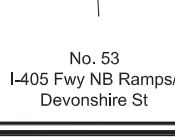
San Fernando Rd/
Pierce St



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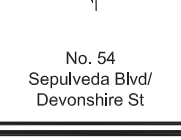
San Fernando Rd/
Terra Bella St



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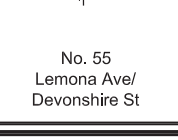
San Fernando Rd/
Osborne St



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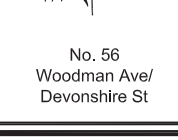
San Fernando Rd/
SR-118 Fwy WB Ramps



No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St

No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

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NOT TO SCALE

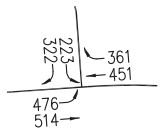
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C1-4B

EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 4

WEEKDAY MID-DAY PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



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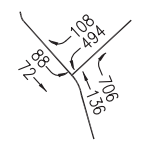
Arleta Ave/
Devonshire St



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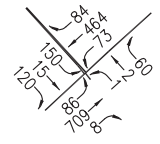
Arleta Ave/
Paxton St



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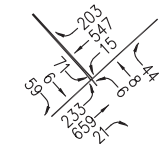
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



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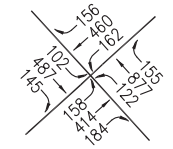
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



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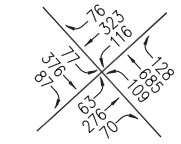
Laurel Canyon Blvd/
Branford St



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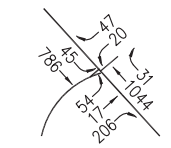
San Fernando Rd/
Branford St



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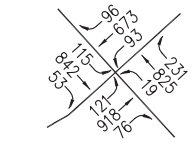
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



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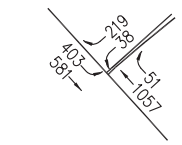
Sheldon St



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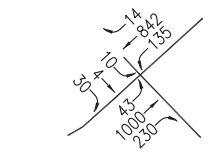
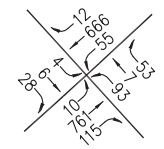
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St

No. 11
Haddon Ave/
Sheldon St



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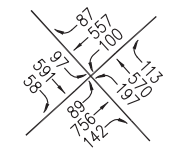
Telfair Ave/
Sheldon St



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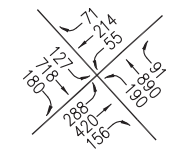
San Fernando Rd/
Sheldon St



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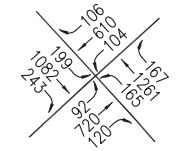
Glenoaks Blvd/
Sheldon St



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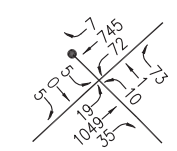
Laurel Canyon Blvd/
Paxton St



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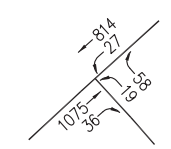
Haddon Ave/
Paxton St



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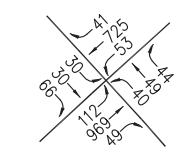
Kewen Ave/
Paxton St



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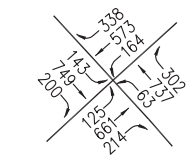
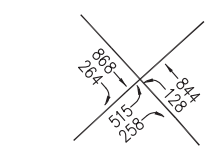
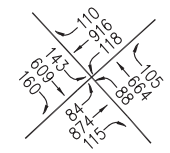
Telfair Ave/
Paxton St



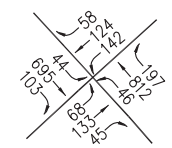
No. 19
San Fernando Rd/
Paxton St



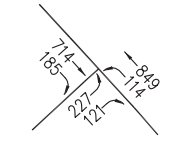
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



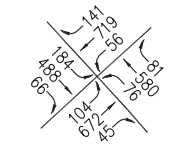
No. 21
San Fernando Rd/
Van Nuys Blvd



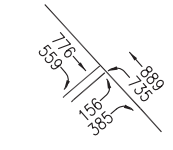
No. 22
San Fernando Rd/
Pierce St



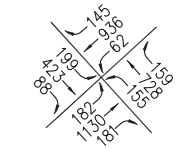
No. 23
San Fernando Rd/
Terra Bella St



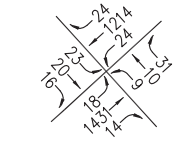
No. 24
San Fernando Rd/
Osborne St



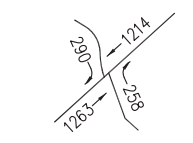
No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



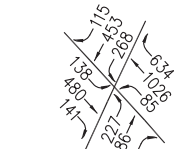
No. 26
Arleta Ave/
Van Nuys Blvd



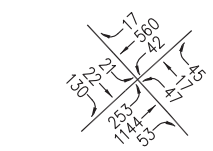
No. 27
Bartee Ave/
Van Nuys Blvd



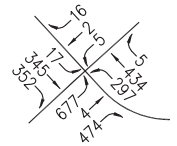
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



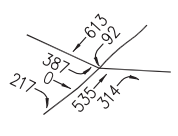
No. 29
Glenoaks Blvd/
Osborne St



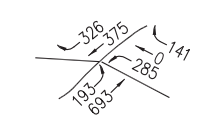
No. 30
Dronfield Ave/
Osborne St



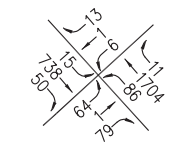
No. 31
Foothill Blvd/
Osborne St-Dwy



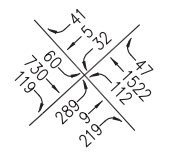
No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



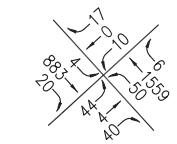
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



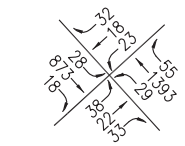
No. 34
Glenoaks Blvd/
Montague St



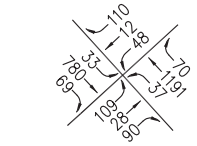
No. 35
Glenoaks Blvd/
Branford St



No. 36
Glenoaks Blvd/
Truesdale St



No. 37
Glenoaks Blvd/
Peoria St



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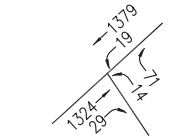
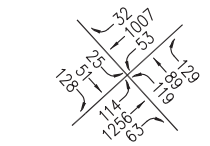
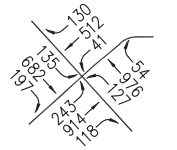
Glenoaks Blvd/
Pendleton St



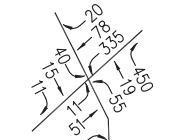
No. 39
San Fernando Rd (E)/
Tuxford St



No. 40
Bradley Ave/
Tuxford St

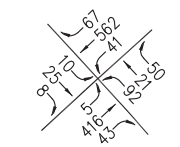


No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

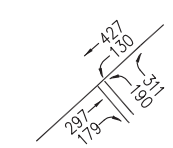


No. 42
Tujunga Ave/
Penrose St

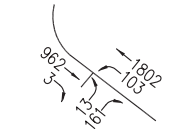
No. 43
San Fernando Rd (W)/
Penrose St



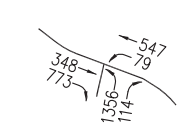
No. 44
San Fernando Rd (E)/
Penrose St



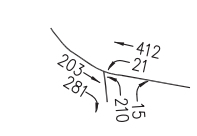
No. 45
I-5 Fwy SB Ramps/
Penrose St



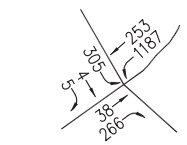
No. 46
San Fernando Rd/
Sunshine Canyon Rd



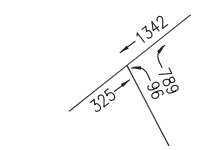
No. 47
Balboa Rd/
San Fernando Rd



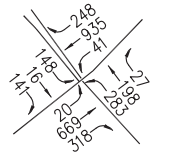
No. 48
Sepulveda Blvd/
San Fernando Rd



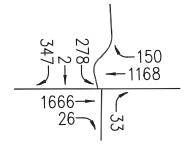
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



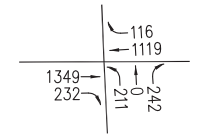
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



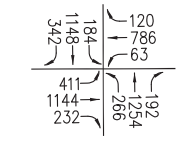
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



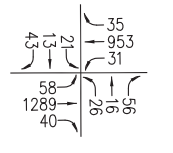
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



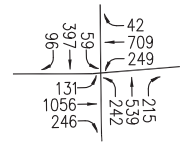
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

c:\job_file\4056-4\dwg\apdx-c1-4c.dwg LDP 14:38:21 06/29/2017 rodriquez

NOT TO SCALE

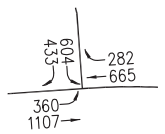
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C1-4C

EXISTING WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 4

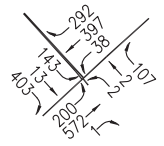
WEEKDAY PM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



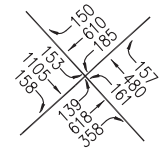
No. 1
Arleta Ave/
Devonshire St

No. 2
Arleta Ave/
Paxton St

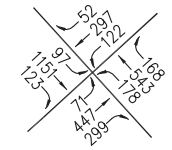


No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St

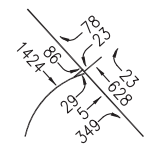
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



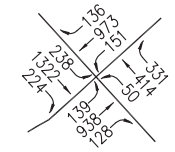
No. 5
Laurel Canyon Blvd/
Branford St



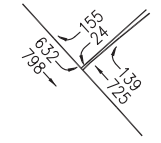
No. 6
San Fernando Rd/
Branford St



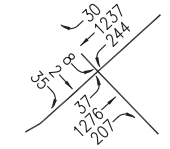
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



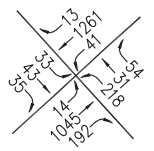
No. 8
Laurel Canyon Blvd/
Sheldon St



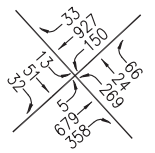
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



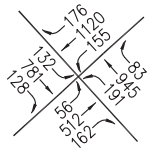
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



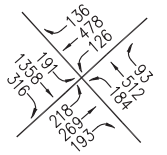
No. 11
Haddon Ave/
Sheldon St



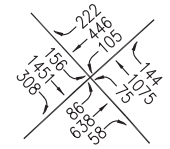
No. 12
Telfair Ave/
Sheldon St



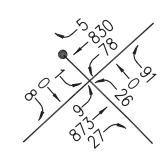
No. 13
San Fernando Rd/
Sheldon St



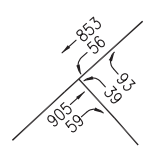
No. 14
Glenoaks Blvd/
Sheldon St



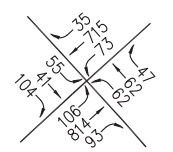
No. 15
Laurel Canyon Blvd/
Paxton St



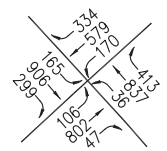
No. 16
Haddon Ave/
Paxton St



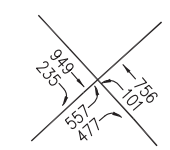
No. 17
Kewen Ave/
Paxton St



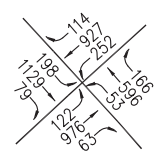
No. 18
Telfair Ave/
Paxton St



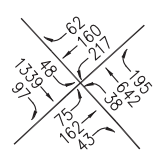
No. 19
San Fernando Rd/
Paxton St



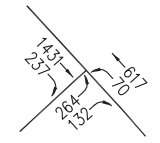
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



No. 21
San Fernando Rd/
Van Nuys Blvd

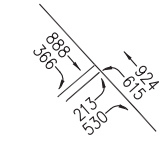


No. 22
San Fernando Rd/
Pierce St



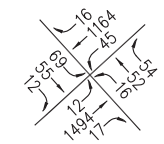
No. 23
San Fernando Rd/
Terra Bella St

No. 24
San Fernando Rd/
Osborne St

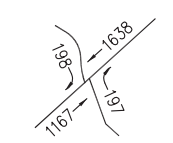


No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps

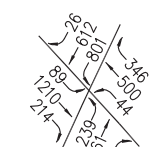
No. 26
Arleta Ave/
Van Nuys Blvd



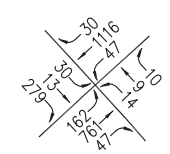
No. 27
Bartee Ave/
Van Nuys Blvd



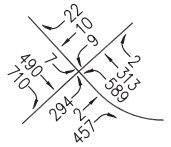
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



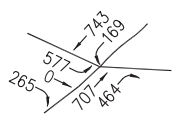
No. 29
Glenoaks Blvd/
Osborne St



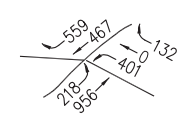
No. 30
Dronfield Ave/
Osborne St



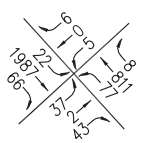
No. 31
Foothill Blvd/
Osborne St-Dwy



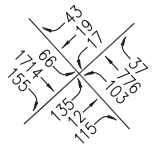
No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



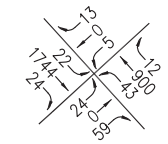
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



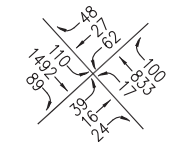
No. 34
Glenoaks Blvd/
Montague St



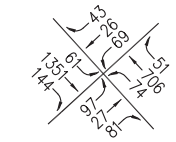
No. 35
Glenoaks Blvd/
Branford St



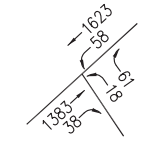
No. 36
Glenoaks Blvd/
Truesdale St



No. 37
Glenoaks Blvd/
Peoria St

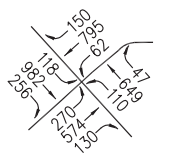


No. 38
Glenoaks Blvd/
Pendleton St

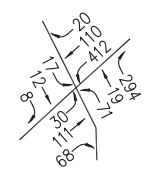


No. 39
San Fernando Rd (E)/
Tuxford St

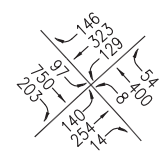
No. 40
Bradley Ave/
Tuxford St



No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

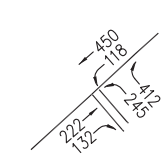


No. 42
Tujunga Ave/
Penrose St

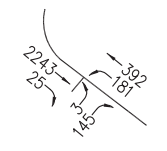


No. 43
San Fernando Rd (W)/
Penrose St

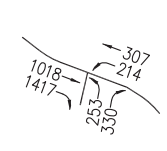
No. 44
San Fernando Rd (E)/
Penrose St



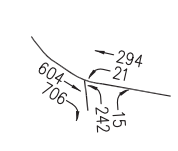
No. 45
I-5 Fwy SB Ramps/
Penrose St



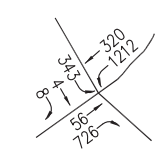
No. 46
San Fernando Rd/
Sunshine Canyon Rd



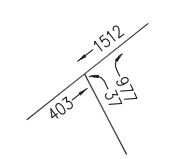
No. 47
Balboa Rd/
San Fernando Rd



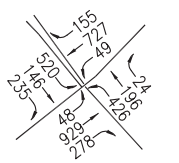
No. 48
Sepulveda Blvd/
San Fernando Rd



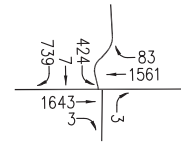
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



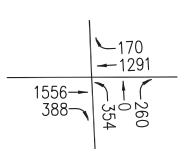
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



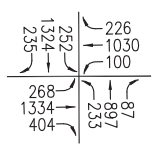
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



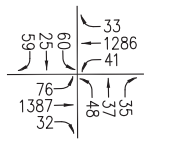
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



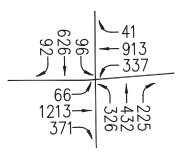
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



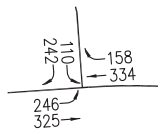
No. 56
Woodman Ave/
Devonshire St

o:\job_file\4056-4\dwg\apdx-c2-a.dwg LDP 16:56:11 04/06/2017 rodriquez

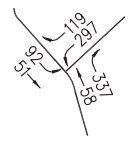
NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

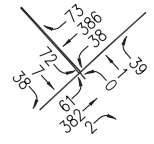
APPENDIX FIGURE C2-A
YEAR 2020 CUMULATIVE WITHOUT PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



No. 1
Arleta Ave/
Devonshire St

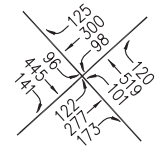


No. 2
Arleta Ave/
Paxton St

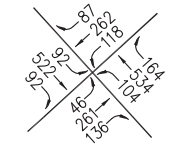


No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St

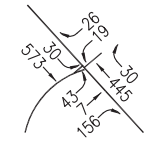
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



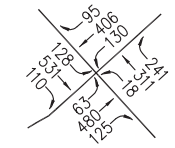
No. 5
Laurel Canyon Blvd/
Branford St



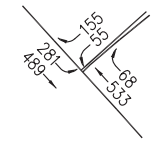
No. 6
San Fernando Rd/
Branford St



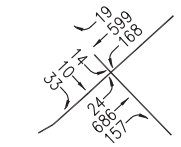
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



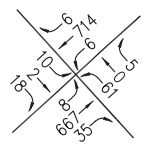
No. 8
Laurel Canyon Blvd/
Sheldon St



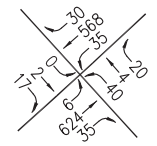
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



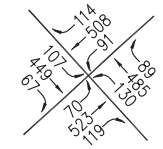
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



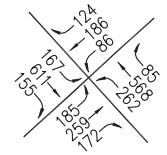
No. 11
Haddon Ave/
Sheldon St



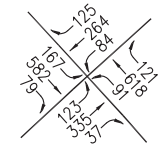
No. 12
Telfair Ave/
Sheldon St



No. 13
San Fernando Rd/
Sheldon St



No. 14
Glenoaks Blvd/
Sheldon St



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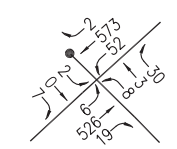
Laurel Canyon Blvd/
Paxton St



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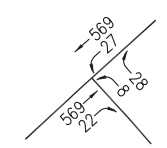
Haddon Ave/
Paxton St



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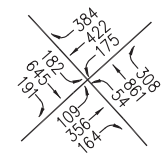
Kewen Ave/
Paxton St

No. 18
Telfair Ave/
Paxton St



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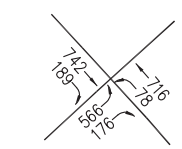
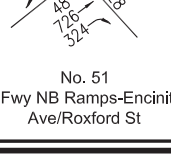
San Fernando Rd/
Paxton St



No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



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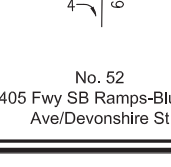
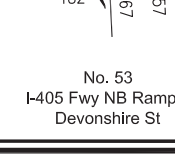
San Fernando Rd/
Van Nuys Blvd



No. 22
San Fernando Rd/
Pierce St



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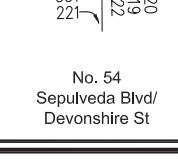
San Fernando Rd/
Terra Bella St



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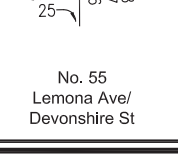
San Fernando Rd/
Osborne St



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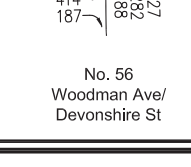
San Fernando Rd/
SR-118 Fwy WB Ramps



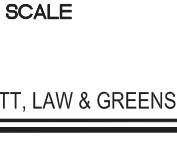
No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St



No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

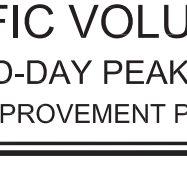
No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St



No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

c:\job_file\4056-4\dwg\apdx-c2-b.dwg LDP 16:57:22 04/06/2017 rodriquez

NOT TO SCALE

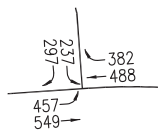
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C2-B

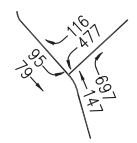
YEAR 2020 CUMULATIVE WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY MID-DAY PEAK HOUR

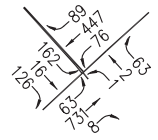
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



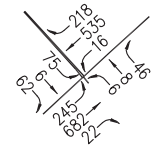
No. 1
Arleta Ave/
Devonshire St



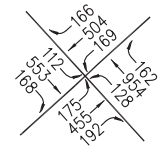
No. 2
Arleta Ave/
Paxton St



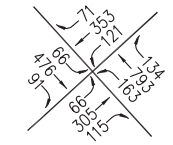
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



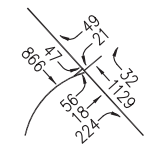
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



No. 5
Laurel Canyon Blvd/
Branford St



No. 6
San Fernando Rd/
Branford St



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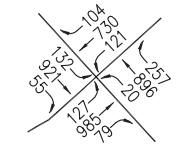
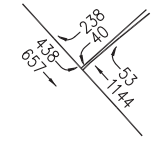
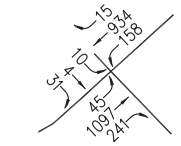
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



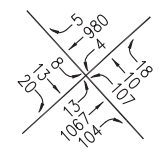
No. 8
Laurel Canyon Blvd/
Sheldon St



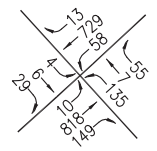
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



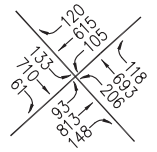
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



No. 11
Haddon Ave/
Sheldon St



No. 12
Telfair Ave/
Sheldon St



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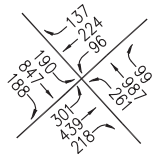
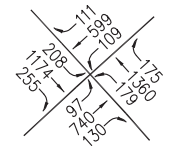
San Fernando Rd/
Sheldon St



No. 14
Glenoaks Blvd/
Sheldon St



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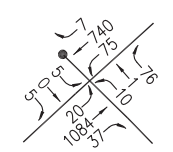
Laurel Canyon Blvd/
Paxton St



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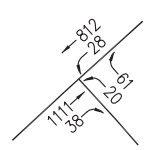
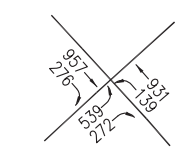
Haddon Ave/
Paxton St



No. 17
Kewen Ave/
Paxton St

No. 18
Telfair Ave/
Paxton St

No. 19
San Fernando Rd/
Paxton St



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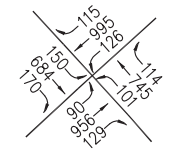
San Fernando Rd/
SR-118 Fwy EB Ramps



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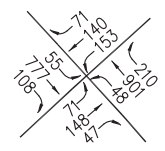
Van Nuys Blvd



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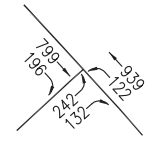
Pierce St



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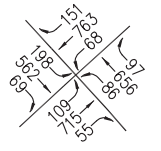
San Fernando Rd/
Terra Bella St



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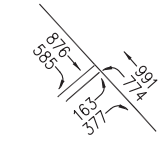
San Fernando Rd/
Osborne St



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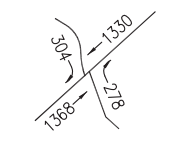
San Fernando Rd/
SR-118 Fwy WB Ramps

No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd



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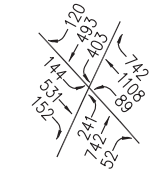
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



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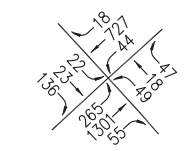
Glenoaks Blvd/
Osborne St



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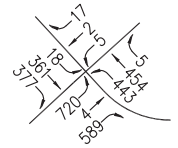
Osborne St



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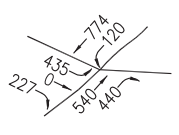
Foothill Blvd/
Osborne St-Dwy



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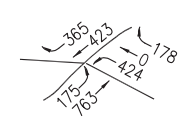
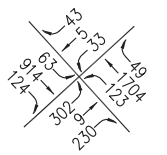
Foothill Blvd/
I-210 Fwy EB Ramps



No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St



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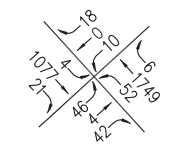
Branford St



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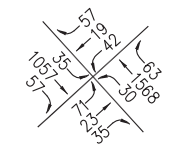
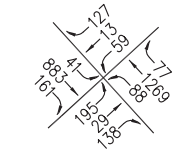
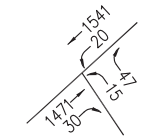
Truesdale St



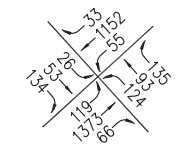
No. 37
Glenoaks Blvd/
Peoria St



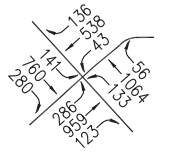
No. 38
Glenoaks Blvd/
Pendleton St



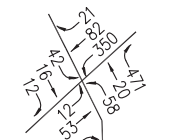
No. 39
San Fernando Rd (E)/
Tuxford St



No. 40
Bradley Ave/
Tuxford St

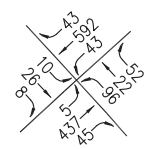


No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

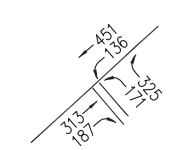


No. 42
Tujunga Ave/
Penrose St

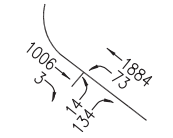
No. 43
San Fernando Rd (W)/
Penrose St



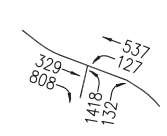
No. 44
San Fernando Rd (E)/
Penrose St



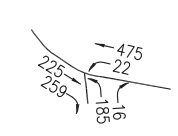
No. 45
I-5 Fwy SB Ramps/
Penrose St



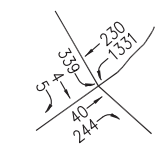
No. 46
San Fernando Rd/
Sunshine Canyon Rd



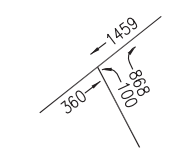
No. 47
Balboa Rd/
San Fernando Rd



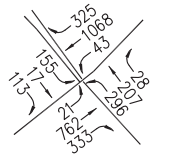
No. 48
Sepulveda Blvd/
San Fernando Rd



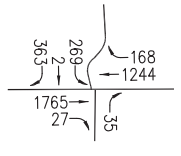
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



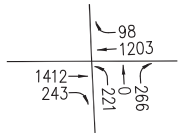
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



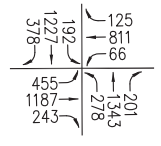
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



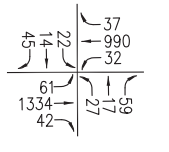
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



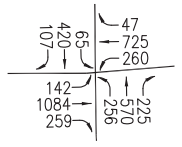
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

o:\job_file\4056-4\dwg\apdx-c2-c.dwg LDP 16:58:24 04/06/2017 rodriquez

N

NOT TO SCALE

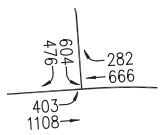
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C2-C

YEAR 2020 CUMULATIVE WITHOUT PROJECT TRAFFIC VOLUMES

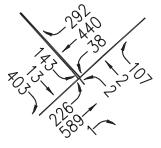
WEEKDAY PM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



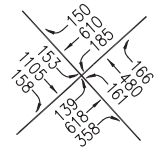
No. 1
Arleta Ave/
Devonshire St

No. 2
Arleta Ave/
Paxton St

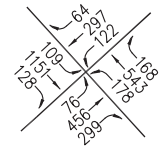


No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St

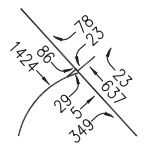
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



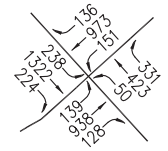
No. 5
Laurel Canyon Blvd/
Branford St



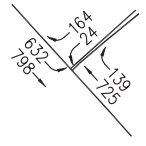
No. 6
San Fernando Rd/
Branford St



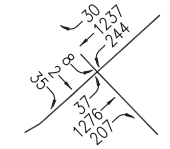
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



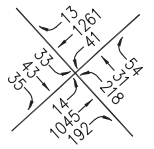
No. 8
Laurel Canyon Blvd/
Sheldon St



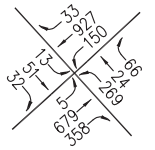
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



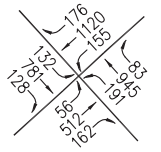
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



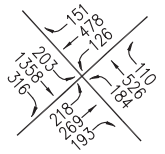
No. 11
Haddon Ave/
Sheldon St



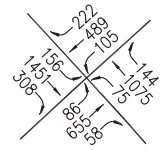
No. 12
Telfair Ave/
Sheldon St



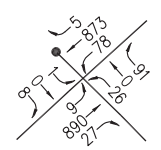
No. 13
San Fernando Rd/
Sheldon St



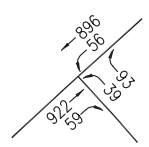
No. 14
Glenoaks Blvd/
Sheldon St



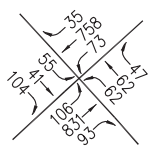
No. 15
Laurel Canyon Blvd/
Paxton St



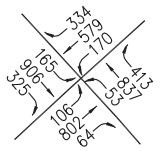
No. 16
Haddon Ave/
Paxton St



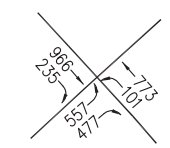
No. 17
Kewen Ave/
Paxton St



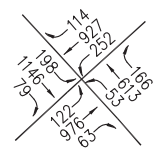
No. 18
Telfair Ave/
Paxton St



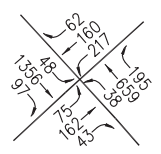
No. 19
San Fernando Rd/
Paxton St



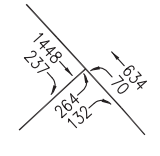
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



No. 21
San Fernando Rd/
Van Nuys Blvd

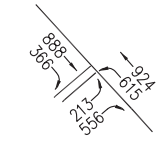


No. 22
San Fernando Rd/
Pierce St



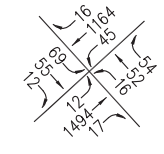
No. 23
San Fernando Rd/
Terra Bella St

No. 24
San Fernando Rd/
Osborne St

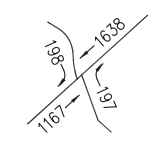


No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps

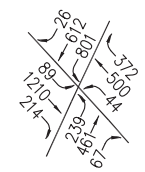
No. 26
Arleta Ave/
Van Nuys Blvd



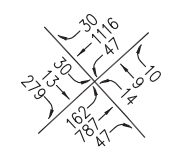
No. 27
Bartee Ave/
Van Nuys Blvd



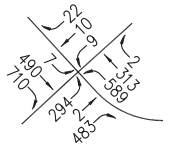
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



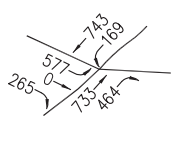
No. 29
Glenoaks Blvd/
Osborne St



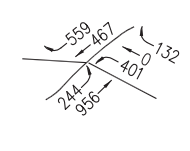
No. 30
Dronfield Ave/
Osborne St



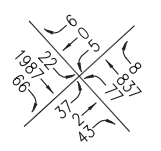
No. 31
Foothill Blvd/
Osborne St-Dwy



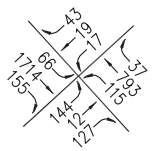
No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

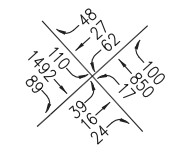


No. 34
Glenoaks Blvd/
Montague St

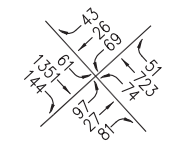


No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St



No. 37
Glenoaks Blvd/
Peoria St



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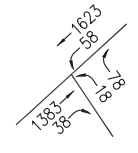
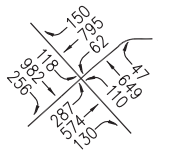
Pendleton St

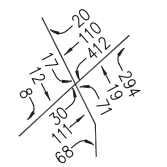


No. 39
San Fernando Rd (E)/
Tuxford St

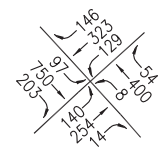
No. 40
Bradley Ave/
Tuxford St



No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

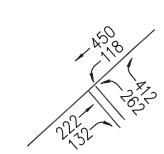


No. 42
Tujunga Ave/
Penrose St

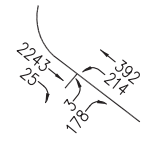


No. 43
San Fernando Rd (W)/
Penrose St

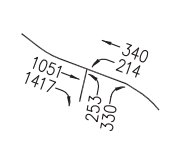
No. 44
San Fernando Rd (E)/
Penrose St



No. 45
I-5 Fwy SB Ramps/
Penrose St



No. 46
San Fernando Rd/
Sunshine Canyon Rd



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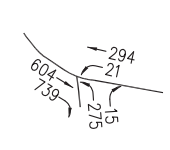
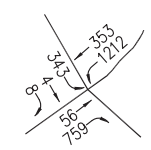
Balboa Rd/
San Fernando Rd



No. 48
Sepulveda Blvd/
San Fernando Rd



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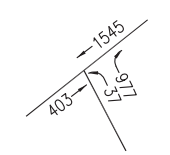
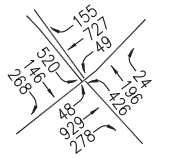
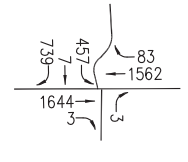
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



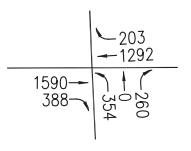
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



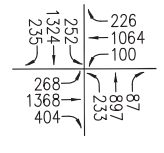
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



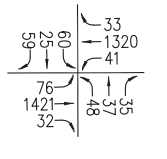
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



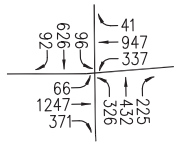
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

o:\job_file\4056-4\dwg\apdx-c3-1a.dwg LDP 14:43:01 06/29/2017 rodriquez

NOT TO SCALE

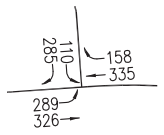
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C3-1A

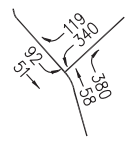
YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 1

WEEKDAY AM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

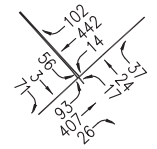


No. 1
Arleta Ave/
Devonshire St

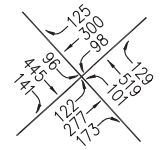


No. 2
Arleta Ave/
Paxton St

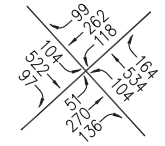
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



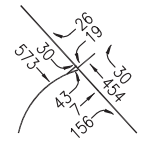
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



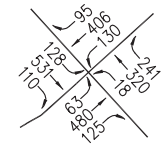
No. 5
Laurel Canyon Blvd/
Branford St



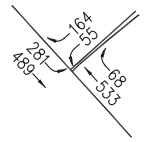
No. 6
San Fernando Rd/
Branford St



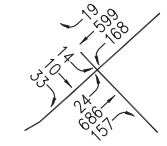
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



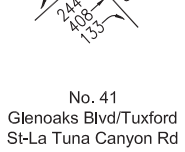
No. 8
Laurel Canyon Blvd/
Sheldon St



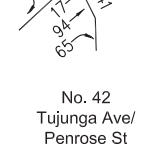
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



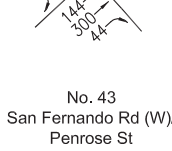
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



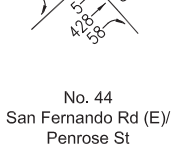
No. 11
Haddon Ave/
Sheldon St



No. 12
Telfair Ave/
Sheldon St



No. 13
San Fernando Rd/
Sheldon St



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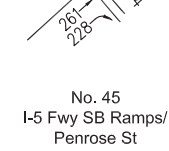
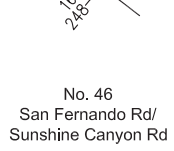
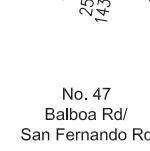
Glenoaks Blvd/
Sheldon St



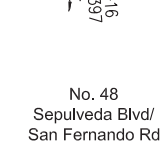
No. 15
Laurel Canyon Blvd/
Paxton St



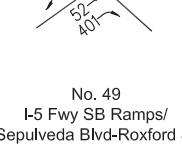
No. 16
Haddon Ave/
Paxton St



No. 17
Kewen Ave/
Paxton St



No. 18
Telfair Ave/
Paxton St



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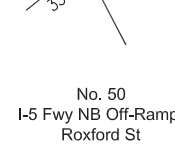
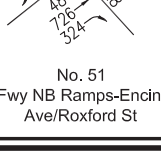
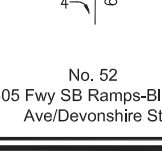
San Fernando Rd/
Paxton St



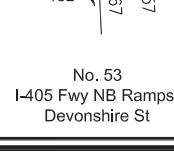
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



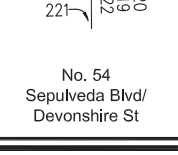
No. 21
San Fernando Rd/
Van Nuys Blvd



No. 22
San Fernando Rd/
Pierce St



No. 23
San Fernando Rd/
Terra Bella St



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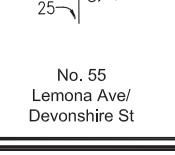
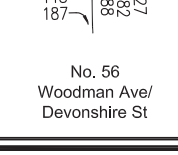
San Fernando Rd/
Osborne St



No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



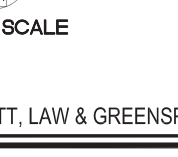
No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St



No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

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NOT TO SCALE

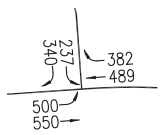
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C3-1B

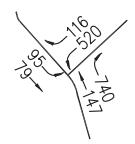
YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 1

WEEKDAY MID-DAY PEAK HOUR

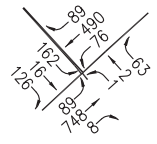
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



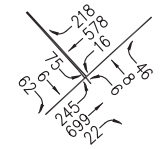
No. 1
Arleta Ave/
Devonshire St



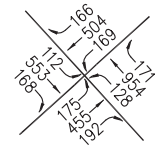
No. 2
Arleta Ave/
Paxton St



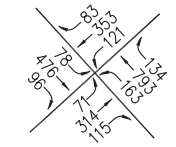
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



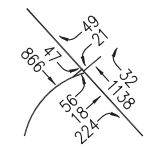
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



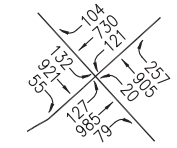
No. 5
Laurel Canyon Blvd/
Branford St



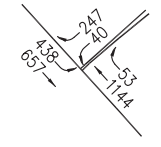
No. 6
San Fernando Rd/
Branford St



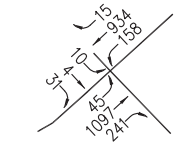
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



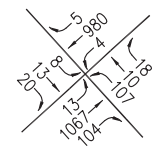
No. 8
Laurel Canyon Blvd/
Sheldon St



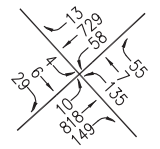
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



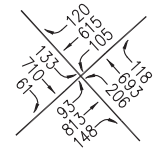
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



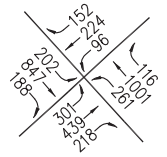
No. 11
Haddon Ave/
Sheldon St



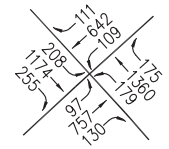
No. 12
Telfair Ave/
Sheldon St



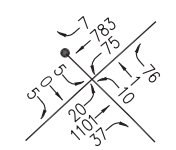
No. 13
San Fernando Rd/
Sheldon St



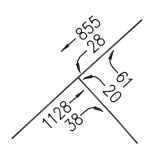
No. 14
Glenoaks Blvd/
Sheldon St



No. 15
Laurel Canyon Blvd/
Paxton St



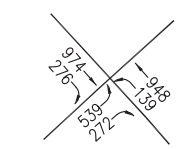
No. 16
Haddon Ave/
Paxton St



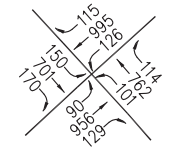
No. 17
Kewen Ave/
Paxton St

No. 18
Telfair Ave/
Paxton St

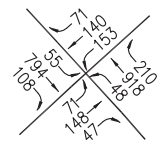
No. 19
San Fernando Rd/
Paxton St



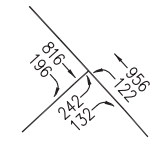
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



No. 21
San Fernando Rd/
Van Nuys Blvd

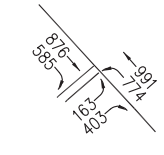


No. 22
San Fernando Rd/
Pierce St



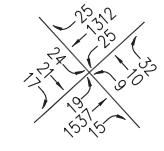
No. 23
San Fernando Rd/
Terra Bella St

No. 24
San Fernando Rd/
Osborne St

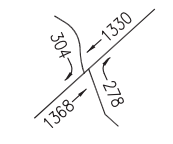


No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps

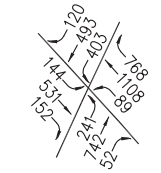
No. 26
Arleta Ave/
Van Nuys Blvd



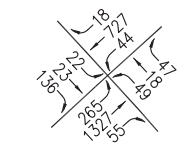
No. 27
Bartee Ave/
Van Nuys Blvd



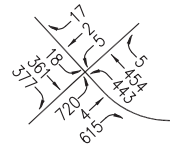
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



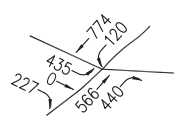
No. 29
Glenoaks Blvd/
Osborne St



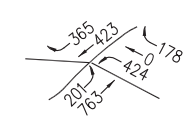
No. 30
Dronfield Ave/
Osborne St



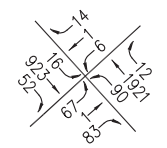
No. 31
Foothill Blvd/
Osborne St-Dwy



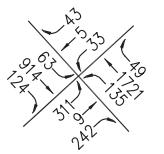
No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



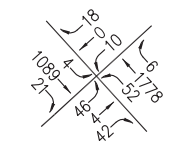
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



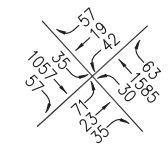
No. 34
Glenoaks Blvd/
Montague St



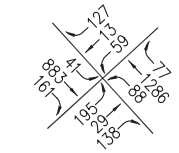
No. 35
Glenoaks Blvd/
Branford St



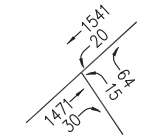
No. 36
Glenoaks Blvd/
Truesdale St



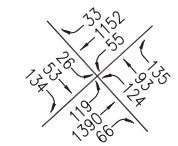
No. 37
Glenoaks Blvd/
Peoria St



No. 38
Glenoaks Blvd/
Pendleton St

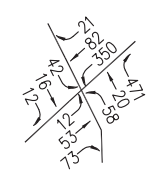


No. 39
San Fernando Rd (E)/
Tuxford St

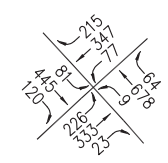


No. 40
Bradley Ave/
Tuxford St

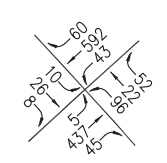
No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd



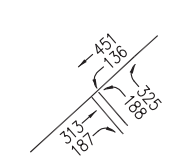
No. 42
Tujunga Ave/
Penrose St



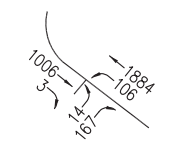
No. 43
San Fernando Rd (W)/
Penrose St



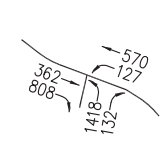
No. 44
San Fernando Rd (E)/
Penrose St



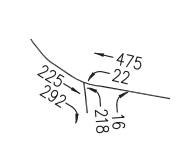
No. 45
I-5 Fwy SB Ramps/
Penrose St



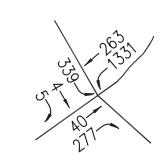
No. 46
San Fernando Rd/
Sunshine Canyon Rd



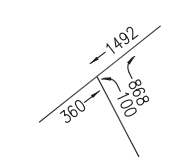
No. 47
Balboa Rd/
San Fernando Rd



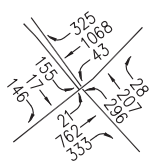
No. 48
Sepulveda Blvd/
San Fernando Rd



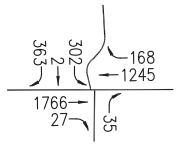
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



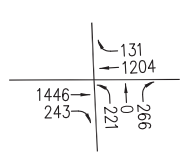
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



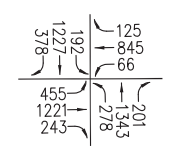
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



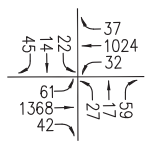
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



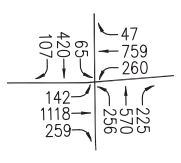
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

o:\job_file\4056-4\dwg\apdx-c3-1c.dwg LDP 14:44:28 06/29/2017 rodriquez

NOT TO SCALE

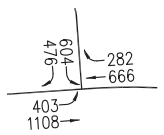
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C3-1C

YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 1

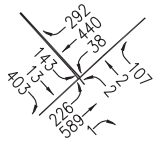
WEEKDAY PM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



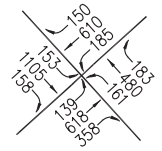
No. 1
Arleta Ave/
Devonshire St

No. 2
Arleta Ave/
Paxton St

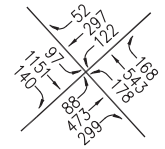


No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St

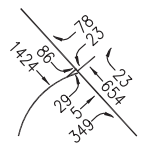
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



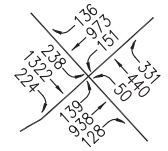
No. 5
Laurel Canyon Blvd/
Branford St



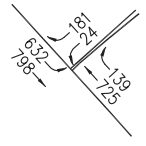
No. 6
San Fernando Rd/
Branford St



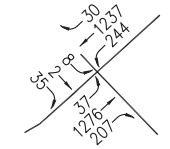
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



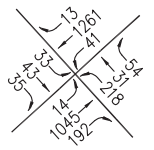
No. 8
Laurel Canyon Blvd/
Sheldon St



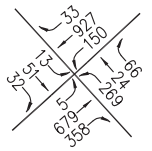
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



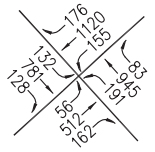
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



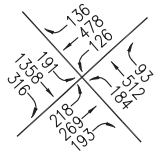
No. 11
Haddon Ave/
Sheldon St



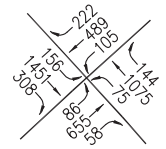
No. 12
Telfair Ave/
Sheldon St



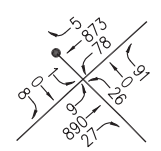
No. 13
San Fernando Rd/
Sheldon St



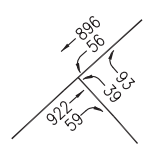
No. 14
Glenoaks Blvd/
Sheldon St



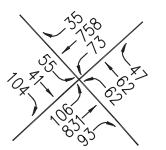
No. 15
Laurel Canyon Blvd/
Paxton St



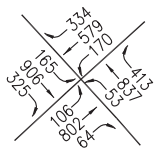
No. 16
Haddon Ave/
Paxton St



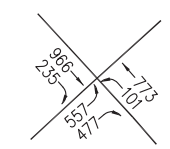
No. 17
Kewen Ave/
Paxton St



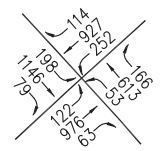
No. 18
Telfair Ave/
Paxton St



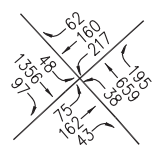
No. 19
San Fernando Rd/
Paxton St



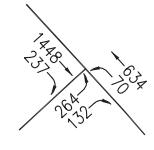
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



No. 21
San Fernando Rd/
Van Nuys Blvd

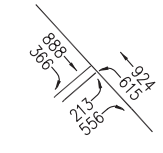


No. 22
San Fernando Rd/
Pierce St

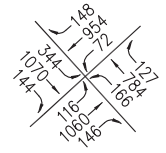


No. 23
San Fernando Rd/
Terra Bella St

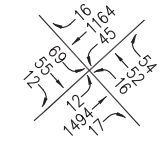
No. 24
San Fernando Rd/
Osborne St



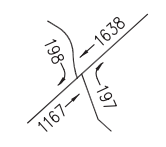
No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



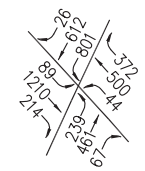
No. 26
Arleta Ave/
Van Nuys Blvd



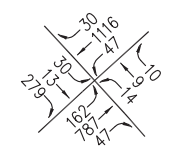
No. 27
Bartee Ave/
Van Nuys Blvd



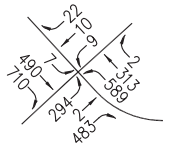
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



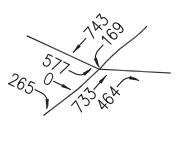
No. 29
Glenoaks Blvd/
Osborne St



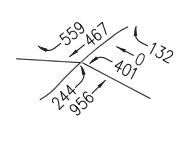
No. 30
Dronfield Ave/
Osborne St



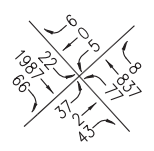
No. 31
Foothill Blvd/
Osborne St-Dwy



No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



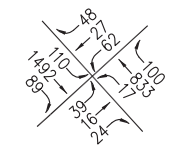
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



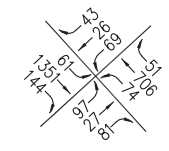
No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

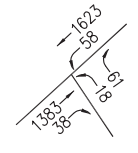
No. 36
Glenoaks Blvd/
Truesdale St



No. 37
Glenoaks Blvd/
Peoria St

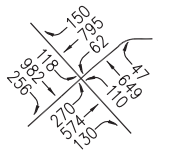


No. 38
Glenoaks Blvd/
Pendleton St

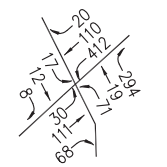


No. 39
San Fernando Rd (E)/
Tuxford St

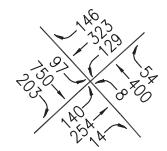
No. 40
Bradley Ave/
Tuxford St



No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

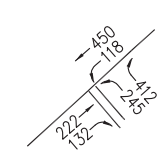


No. 42
Tujunga Ave/
Penrose St

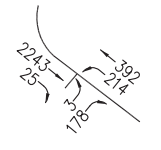


No. 43
San Fernando Rd (W)/
Penrose St

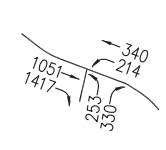
No. 44
San Fernando Rd (E)/
Penrose St



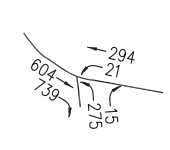
No. 45
I-5 Fwy SB Ramps/
Penrose St



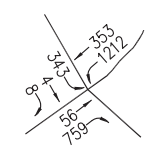
No. 46
San Fernando Rd/
Sunshine Canyon Rd



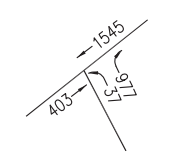
No. 47
Balboa Rd/
San Fernando Rd



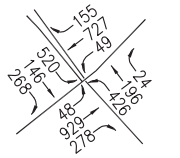
No. 48
Sepulveda Blvd/
San Fernando Rd



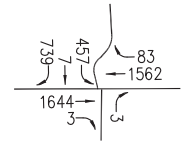
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



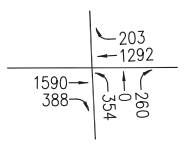
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



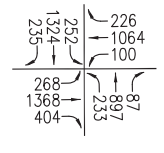
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



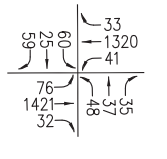
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



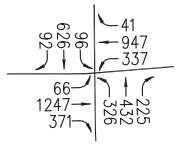
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

NOT TO SCALE

APPENDIX FIGURE C3-2A

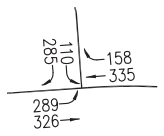
YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 2

WEEKDAY AM PEAK HOUR

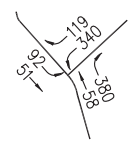
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

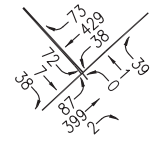
o:\job_file\4056-4\dwg\apdx-c3-2a.dwg LDP 14:45:03 06/29/2017 rodriquez



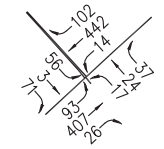
No. 1
Arleta Ave/
Devonshire St



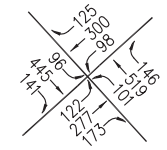
No. 2
Arleta Ave/
Paxton St



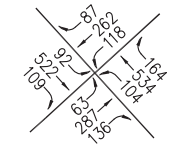
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



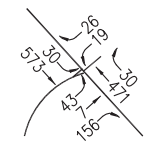
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



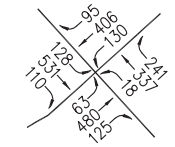
No. 5
Laurel Canyon Blvd/
Branford St



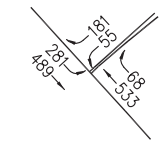
No. 6
San Fernando Rd/
Branford St



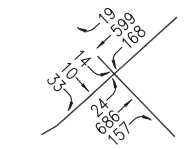
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



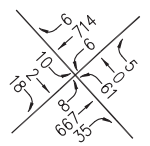
No. 8
Laurel Canyon Blvd/
Sheldon St



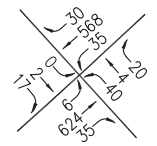
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



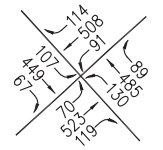
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



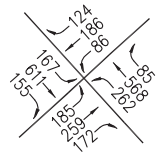
No. 11
Haddon Ave/
Sheldon St



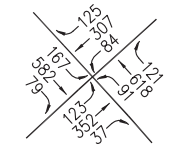
No. 12
Telfair Ave/
Sheldon St



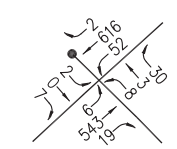
No. 13
San Fernando Rd/
Sheldon St



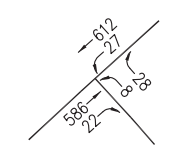
No. 14
Glenoaks Blvd/
Sheldon St



No. 15
Laurel Canyon Blvd/
Paxton St

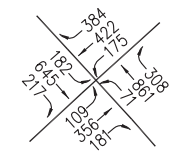


No. 16
Haddon Ave/
Paxton St

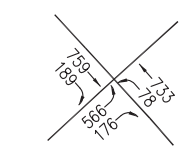


No. 17
Kewen Ave/
Paxton St

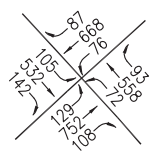
No. 18
Telfair Ave/
Paxton St



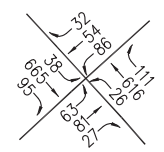
No. 19
San Fernando Rd/
Paxton St



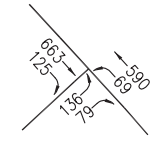
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



No. 21
San Fernando Rd/
Van Nuys Blvd

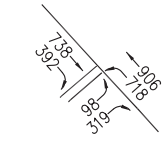


No. 22
San Fernando Rd/
Pierce St

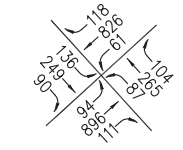


No. 23
San Fernando Rd/
Terra Bella St

No. 24
San Fernando Rd/
Osborne St

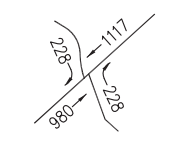


No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps

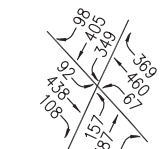


No. 26
Arleta Ave/
Van Nuys Blvd

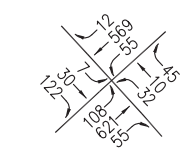
No. 27
Bartee Ave/
Van Nuys Blvd



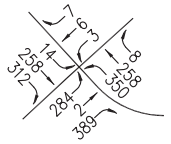
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



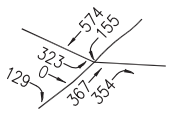
No. 29
Glenoaks Blvd/
Osborne St



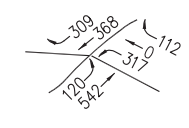
No. 30
Dronfield Ave/
Osborne St



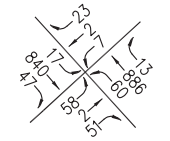
No. 31
Foothill Blvd/
Osborne St-Dwy



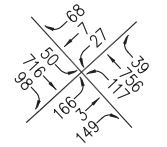
No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



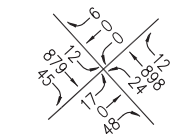
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



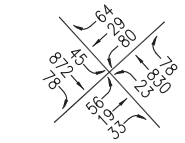
No. 34
Glenoaks Blvd/
Montague St



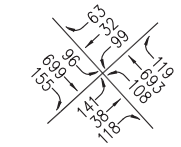
No. 35
Glenoaks Blvd/
Branford St



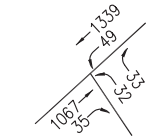
No. 36
Glenoaks Blvd/
Truesdale St



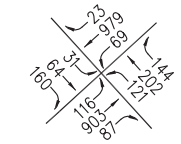
No. 37
Glenoaks Blvd/
Peoria St



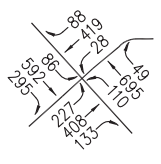
No. 38
Glenoaks Blvd/
Pendleton St



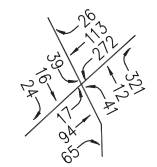
No. 39
San Fernando Rd (E)/
Tuxford St



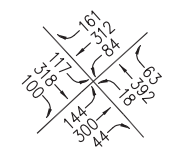
No. 40
Bradley Ave/
Tuxford St



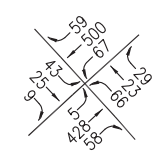
No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd



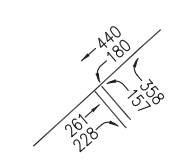
No. 42
Tujunga Ave/
Penrose St



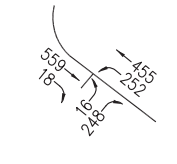
No. 43
San Fernando Rd (W)/
Penrose St



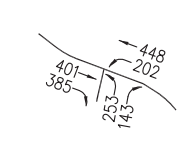
No. 44
San Fernando Rd (E)/
Penrose St



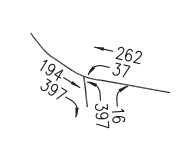
No. 45
I-5 Fwy SB Ramps/
Penrose St



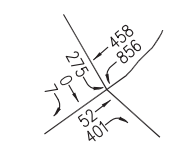
No. 46
San Fernando Rd/
Sunshine Canyon Rd



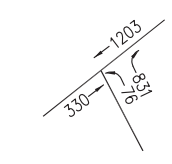
No. 47
Balboa Rd/
San Fernando Rd



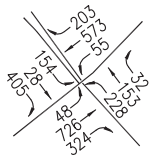
No. 48
Sepulveda Blvd/
San Fernando Rd



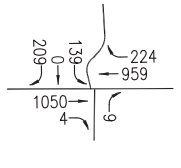
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



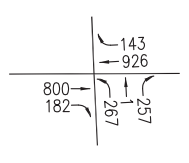
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



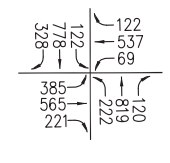
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



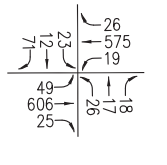
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



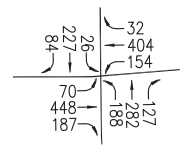
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

o:\job_file\4056-4\dwg\opdx-c3-2b.dwg LDP 14:45:38 06/29/2017 rodriquez

NOT TO SCALE

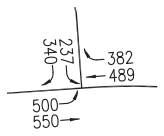
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C3-2B

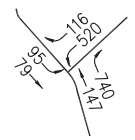
YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 2

WEEKDAY MID-DAY PEAK HOUR

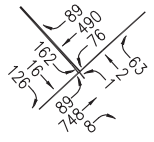
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



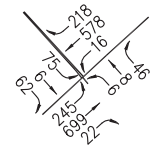
No. 1
Arleta Ave/
Devonshire St



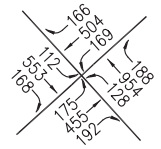
No. 2
Arleta Ave/
Paxton St



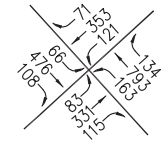
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



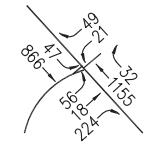
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



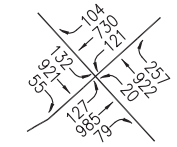
No. 5
Laurel Canyon Blvd/
Branford St



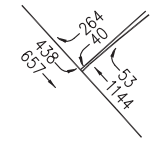
No. 6
San Fernando Rd/
Branford St



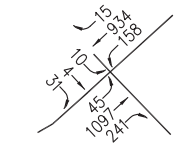
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



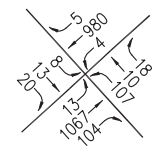
No. 8
Laurel Canyon Blvd/
Sheldon St



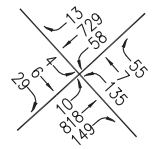
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



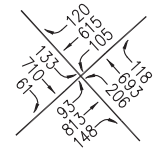
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



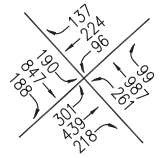
No. 11
Haddon Ave/
Sheldon St



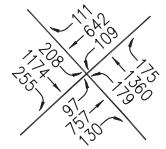
No. 12
Telfair Ave/
Sheldon St



No. 13
San Fernando Rd/
Sheldon St

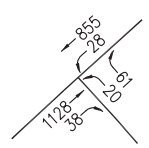


No. 14
Glenoaks Blvd/
Sheldon St



No. 15
Laurel Canyon Blvd/
Paxton St

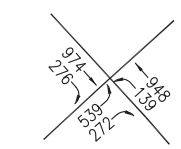
No. 16
Haddon Ave/
Paxton St



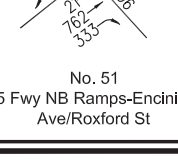
No. 17
Kewen Ave/
Paxton St

No. 18
Telfair Ave/
Paxton St

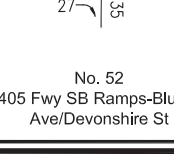
No. 19
San Fernando Rd/
Paxton St



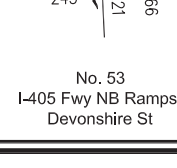
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



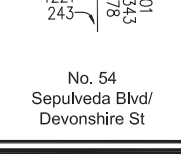
No. 21
San Fernando Rd/
Van Nuys Blvd



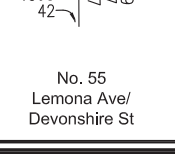
No. 22
San Fernando Rd/
Pierce St



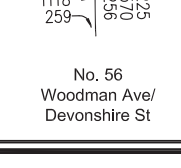
No. 23
San Fernando Rd/
Terra Bella St



No. 24
San Fernando Rd/
Osborne St



No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



No. 26
Arleta Ave/
Van Nuys Blvd

No. 27
Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St

No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

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NOT TO SCALE

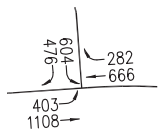
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C3-2C

YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 2

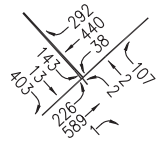
WEEKDAY PM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



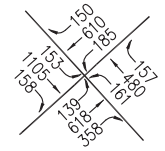
No. 1
Arleta Ave/
Devonshire St

No. 2
Arleta Ave/
Paxton St

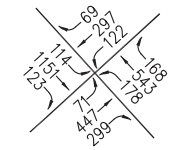


No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St

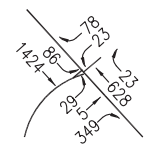
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



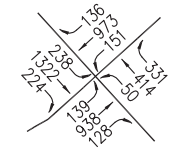
No. 5
Laurel Canyon Blvd/
Branford St



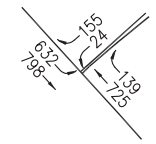
No. 6
San Fernando Rd/
Branford St



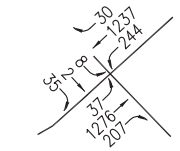
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



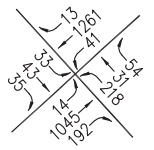
No. 8
Laurel Canyon Blvd/
Sheldon St



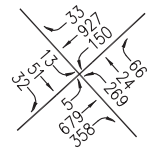
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



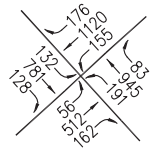
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



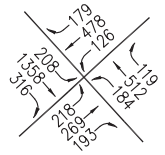
No. 11
Haddon Ave/
Sheldon St



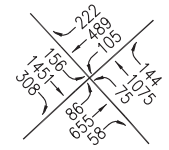
No. 12
Telfair Ave/
Sheldon St



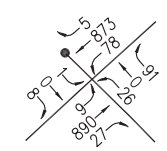
No. 13
San Fernando Rd/
Sheldon St



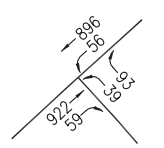
No. 14
Glenoaks Blvd/
Sheldon St



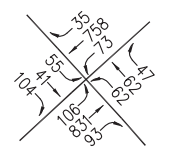
No. 15
Laurel Canyon Blvd/
Paxton St



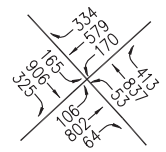
No. 16
Haddon Ave/
Paxton St



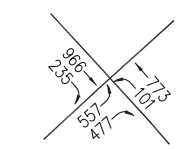
No. 17
Kewen Ave/
Paxton St



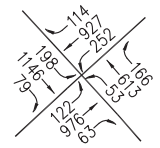
No. 18
Telfair Ave/
Paxton St



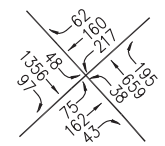
No. 19
San Fernando Rd/
Paxton St



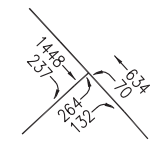
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



No. 21
San Fernando Rd/
Van Nuys Blvd

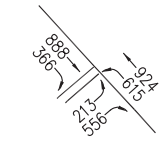


No. 22
San Fernando Rd/
Pierce St

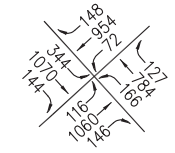


No. 23
San Fernando Rd/
Terra Bella St

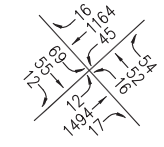
No. 24
San Fernando Rd/
Osborne St



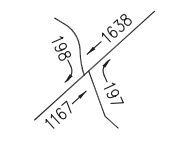
No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



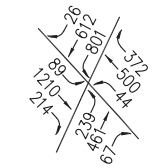
No. 26
Arleta Ave/
Van Nuys Blvd



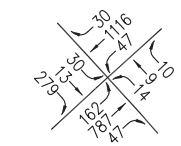
No. 27
Bartee Ave/
Van Nuys Blvd



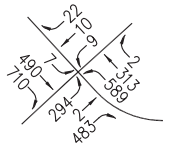
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



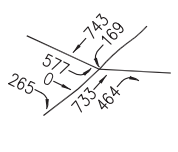
No. 29
Glenoaks Blvd/
Osborne St



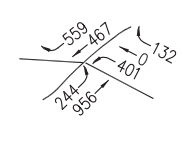
No. 30
Dronfield Ave/
Osborne St



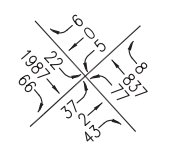
No. 31
Foothill Blvd/
Osborne St-Dwy



No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

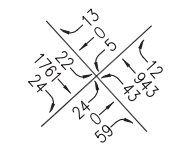


No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

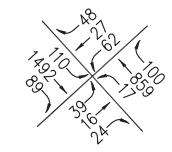


No. 34
Glenoaks Blvd/
Montague St

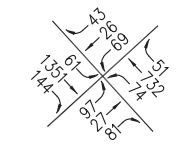
No. 35
Glenoaks Blvd/
Branford St



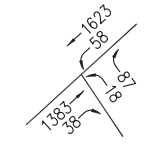
No. 36
Glenoaks Blvd/
Truesdale St



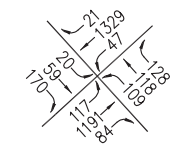
No. 37
Glenoaks Blvd/
Peoria St



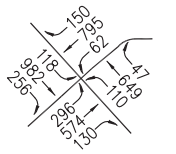
No. 38
Glenoaks Blvd/
Pendleton St



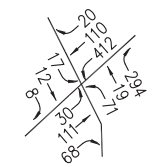
No. 39
San Fernando Rd (E)/
Tuxford St



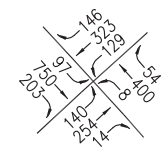
No. 40
Bradley Ave/
Tuxford St



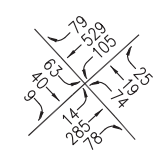
No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd



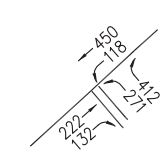
No. 42
Tujunga Ave/
Penrose St



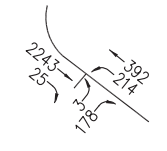
No. 43
San Fernando Rd (W)/
Penrose St



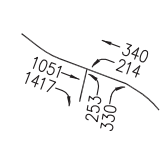
No. 44
San Fernando Rd (E)/
Penrose St



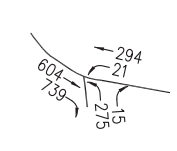
No. 45
I-5 Fwy SB Ramps/
Penrose St



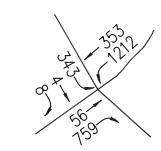
No. 46
San Fernando Rd/
Sunshine Canyon Rd



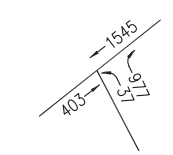
No. 47
Balboa Rd/
San Fernando Rd



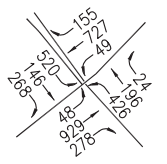
No. 48
Sepulveda Blvd/
San Fernando Rd



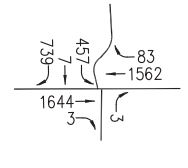
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



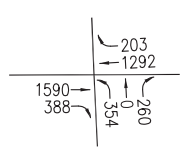
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



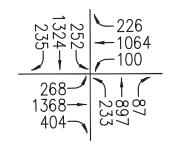
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



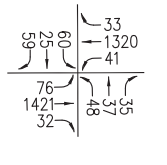
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



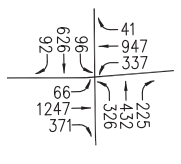
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

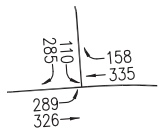
APPENDIX FIGURE C3-3A

YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 3

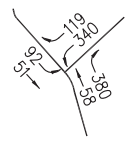
WEEKDAY AM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

o:\job_file\4056-4\dwg\apdx-c3-3a.dwg LDP 14:46:50 06/29/2017 rodriquez

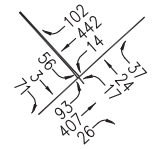


No. 1
Arleta Ave/
Devonshire St

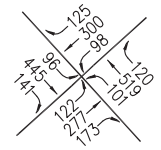


No. 2
Arleta Ave/
Paxton St

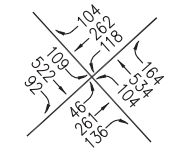
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



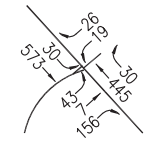
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



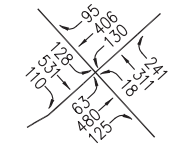
No. 5
Laurel Canyon Blvd/
Branford St



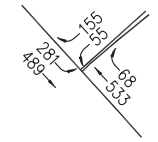
No. 6
San Fernando Rd/
Branford St



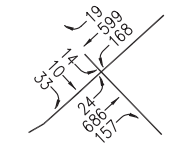
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



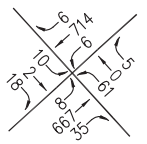
No. 8
Laurel Canyon Blvd/
Sheldon St



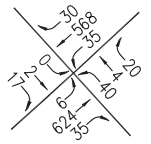
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



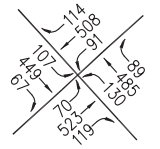
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



No. 11
Haddon Ave/
Sheldon St



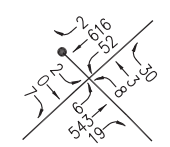
No. 12
Telfair Ave/
Sheldon St



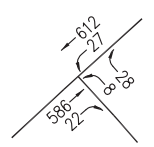
No. 13
San Fernando Rd/
Sheldon St

No. 14
Glenoaks Blvd/
Sheldon St

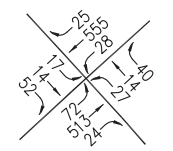
No. 15
Laurel Canyon Blvd/
Paxton St



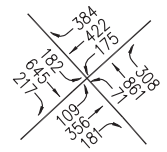
No. 16
Haddon Ave/
Paxton St



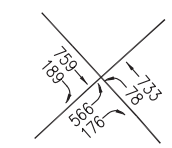
No. 17
Kewen Ave/
Paxton St



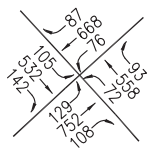
No. 18
Telfair Ave/
Paxton St



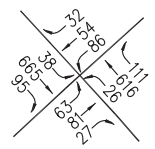
No. 19
San Fernando Rd/
Paxton St



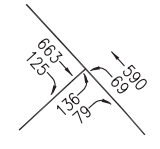
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



No. 21
San Fernando Rd/
Van Nuys Blvd

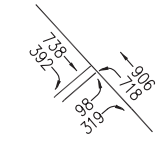


No. 22
San Fernando Rd/
Pierce St

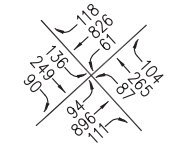


No. 23
San Fernando Rd/
Terra Bella St

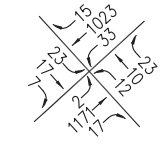
No. 24
San Fernando Rd/
Osborne St



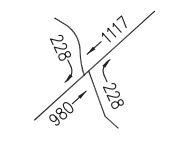
No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps



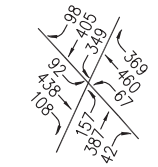
No. 26
Arleta Ave/
Van Nuys Blvd



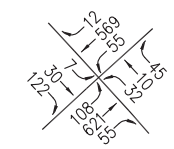
No. 27
Bartee Ave/
Van Nuys Blvd



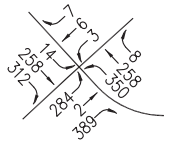
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



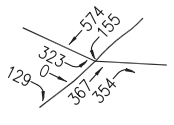
No. 29
Glenoaks Blvd/
Osborne St



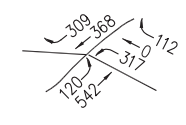
No. 30
Dronfield Ave/
Osborne St



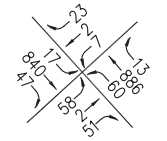
No. 31
Foothill Blvd/
Osborne St-Dwy



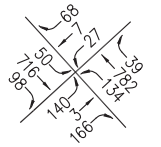
No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



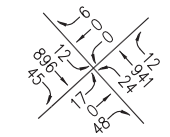
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



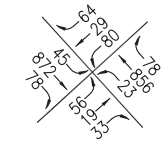
No. 34
Glenoaks Blvd/
Montague St



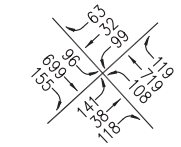
No. 35
Glenoaks Blvd/
Branford St



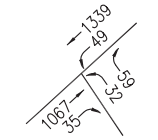
No. 36
Glenoaks Blvd/
Truesdale St



No. 37
Glenoaks Blvd/
Peoria St

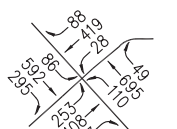


No. 38
Glenoaks Blvd/
Pendleton St

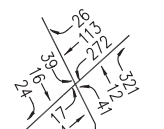


No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

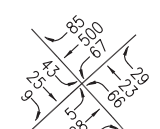


No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

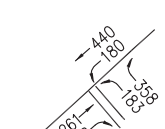


No. 42
Tujunga Ave/
Penrose St

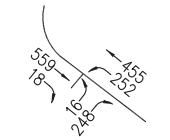
No. 43
San Fernando Rd (W)/
Penrose St



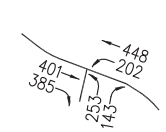
No. 44
San Fernando Rd (E)/
Penrose St



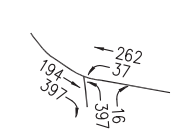
No. 45
I-5 Fwy SB Ramps/
Penrose St



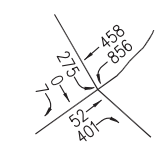
No. 46
San Fernando Rd/
Sunshine Canyon Rd



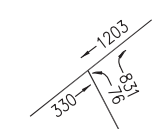
No. 47
Balboa Rd/
San Fernando Rd



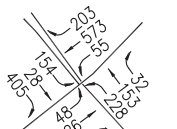
No. 48
Sepulveda Blvd/
San Fernando Rd



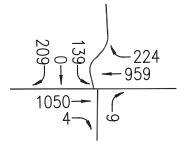
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



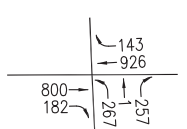
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



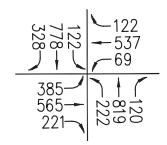
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



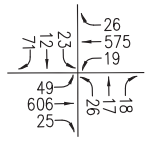
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



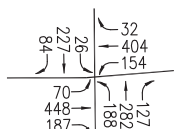
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

o:\job_file\4056-4\dwg\apdx-c3-3b.dwg LDP 14:47:57 06/29/2017 rodriquez

NOT TO SCALE

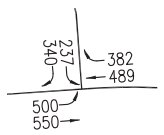
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C3-3B

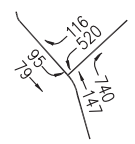
YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 3

WEEKDAY MID-DAY PEAK HOUR

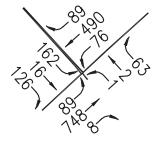
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



No. 1
Arleta Ave/
Devonshire St

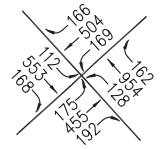


No. 2
Arleta Ave/
Paxton St

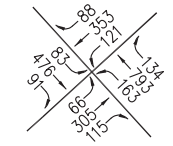


No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St

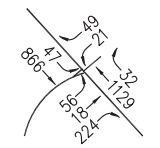
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



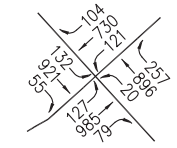
No. 5
Laurel Canyon Blvd/
Branford St



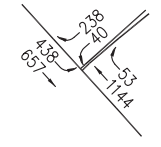
No. 6
San Fernando Rd/
Branford St



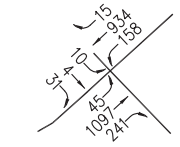
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



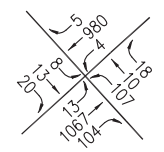
No. 8
Laurel Canyon Blvd/
Sheldon St



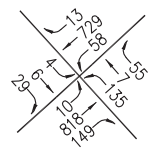
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



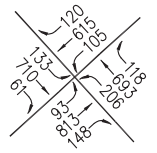
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



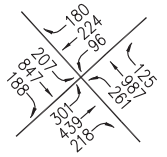
No. 11
Haddon Ave/
Sheldon St



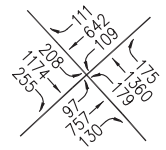
No. 12
Telfair Ave/
Sheldon St



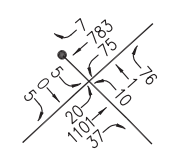
No. 13
San Fernando Rd/
Sheldon St



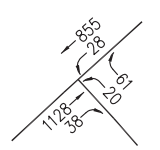
No. 14
Glenoaks Blvd/
Sheldon St



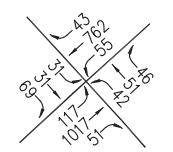
No. 15
Laurel Canyon Blvd/
Paxton St



No. 16
Haddon Ave/
Paxton St

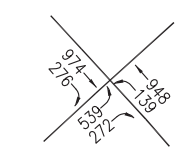


No. 17
Kewen Ave/
Paxton St

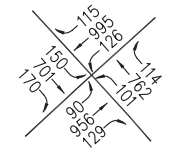


No. 18
Telfair Ave/
Paxton St

No. 19
San Fernando Rd/
Paxton St

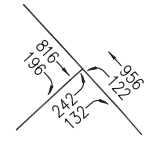


No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps

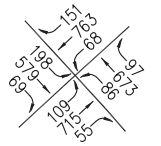


No. 21
San Fernando Rd/
Van Nuys Blvd

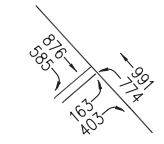
No. 22
San Fernando Rd/
Pierce St



No. 23
San Fernando Rd/
Terra Bella St

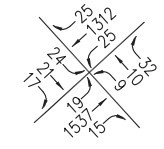


No. 24
San Fernando Rd/
Osborne St

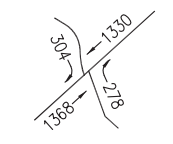


No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps

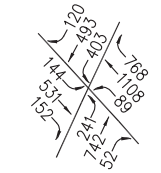
No. 26
Arleta Ave/
Van Nuys Blvd



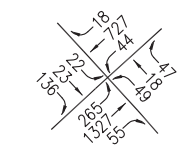
No. 27
Bartee Ave/
Van Nuys Blvd



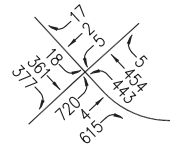
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



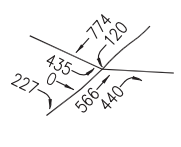
No. 29
Glenoaks Blvd/
Osborne St



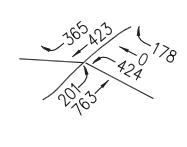
No. 30
Dronfield Ave/
Osborne St



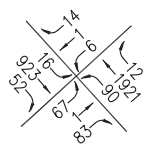
No. 31
Foothill Blvd/
Osborne St-Dwy



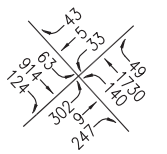
No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



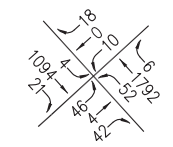
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



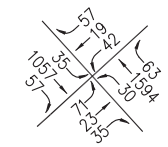
No. 34
Glenoaks Blvd/
Montague St



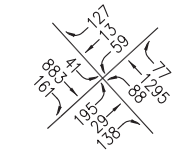
No. 35
Glenoaks Blvd/
Branford St



No. 36
Glenoaks Blvd/
Truesdale St



No. 37
Glenoaks Blvd/
Peoria St



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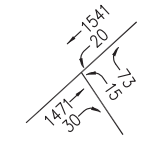
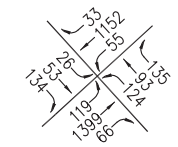
Glenoaks Blvd/
Pendleton St

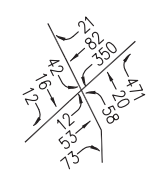


No. 39
San Fernando Rd (E)/
Tuxford St

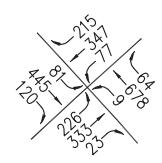


No. 40
Bradley Ave/
Tuxford St

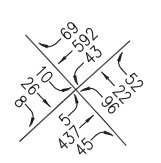
No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd



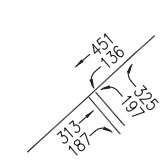
No. 42
Tujunga Ave/
Penrose St



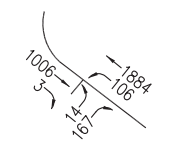
No. 43
San Fernando Rd (W)/
Penrose St



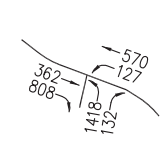
No. 44
San Fernando Rd (E)/
Penrose St



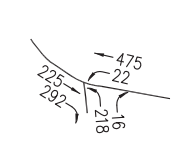
No. 45
I-5 Fwy SB Ramps/
Penrose St



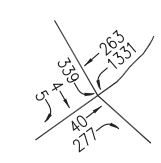
No. 46
San Fernando Rd/
Sunshine Canyon Rd



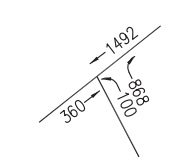
No. 47
Balboa Rd/
San Fernando Rd



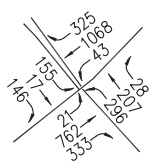
No. 48
Sepulveda Blvd/
San Fernando Rd



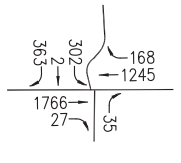
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



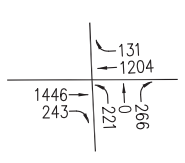
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



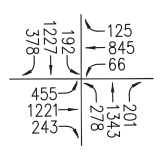
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



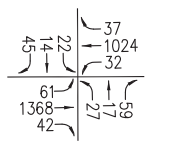
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



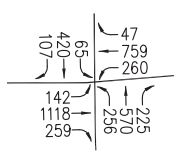
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

o:\job_file\4056-4\dwg\apdx-c3-3c.dwg LDP 14:48:41 06/29/2017 rodriquez

NOT TO SCALE

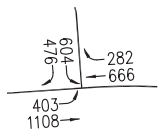
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C3-3C

YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 3

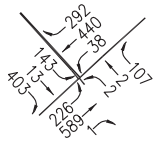
WEEKDAY PM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



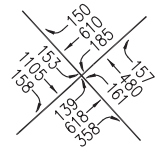
No. 1
Arleta Ave/
Devonshire St

No. 2
Arleta Ave/
Paxton St

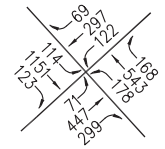


No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St

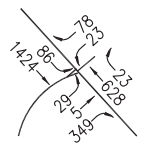
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



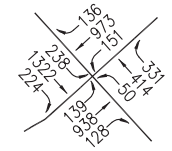
No. 5
Laurel Canyon Blvd/
Branford St



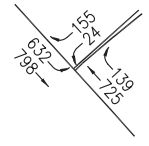
No. 6
San Fernando Rd/
Branford St



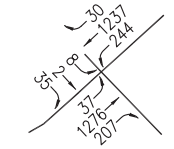
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



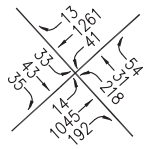
No. 8
Laurel Canyon Blvd/
Sheldon St



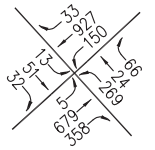
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



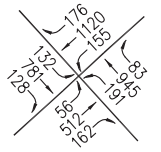
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



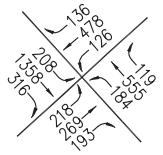
No. 11
Haddon Ave/
Sheldon St



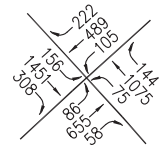
No. 12
Telfair Ave/
Sheldon St



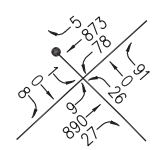
No. 13
San Fernando Rd/
Sheldon St



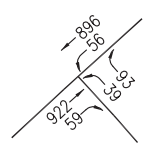
No. 14
Glenoaks Blvd/
Sheldon St



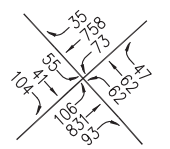
No. 15
Laurel Canyon Blvd/
Paxton St



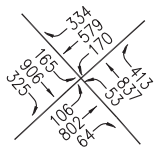
No. 16
Haddon Ave/
Paxton St



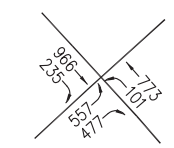
No. 17
Kewen Ave/
Paxton St



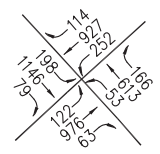
No. 18
Telfair Ave/
Paxton St



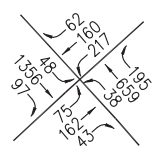
No. 19
San Fernando Rd/
Paxton St



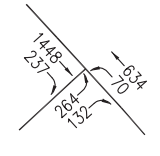
No. 20
San Fernando Rd/
SR-118 Fwy EB Ramps



No. 21
San Fernando Rd/
Van Nuys Blvd

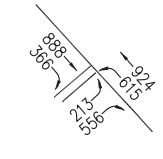


No. 22
San Fernando Rd/
Pierce St



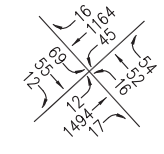
No. 23
San Fernando Rd/
Terra Bella St

No. 24
San Fernando Rd/
Osborne St

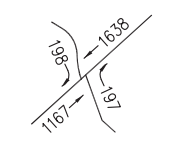


No. 25
San Fernando Rd/
SR-118 Fwy WB Ramps

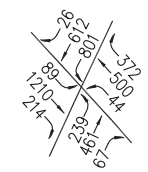
No. 26
Arleta Ave/
Van Nuys Blvd



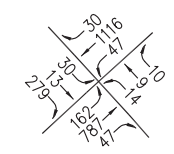
No. 27
Bartee Ave/
Van Nuys Blvd



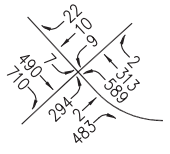
No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd



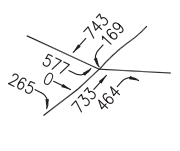
No. 29
Glenoaks Blvd/
Osborne St



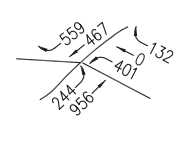
No. 30
Dronfield Ave/
Osborne St



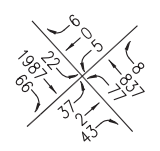
No. 31
Foothill Blvd/
Osborne St-Dwy



No. 32
Foothill Blvd/
I-210 Fwy EB Ramps



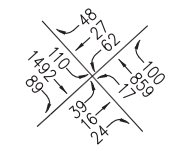
No. 33
Foothill Blvd/
I-210 Fwy WB Ramps



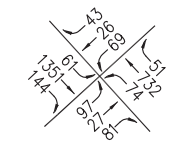
No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

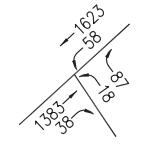
No. 36
Glenoaks Blvd/
Truesdale St



No. 37
Glenoaks Blvd/
Peoria St

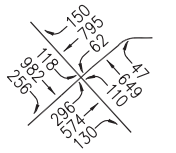


No. 38
Glenoaks Blvd/
Pendleton St

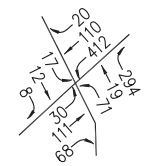


No. 39
San Fernando Rd (E)/
Tuxford St

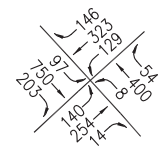
No. 40
Bradley Ave/
Tuxford St



No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

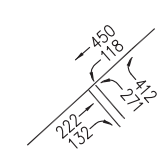


No. 42
Tujunga Ave/
Penrose St

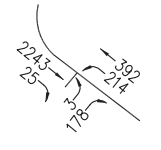


No. 43
San Fernando Rd (W)/
Penrose St

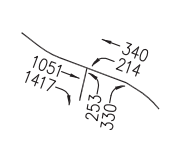
No. 44
San Fernando Rd (E)/
Penrose St



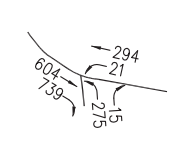
No. 45
I-5 Fwy SB Ramps/
Penrose St



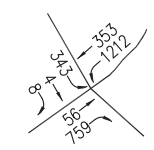
No. 46
San Fernando Rd/
Sunshine Canyon Rd



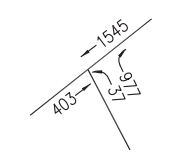
No. 47
Balboa Rd/
San Fernando Rd



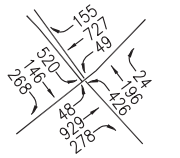
No. 48
Sepulveda Blvd/
San Fernando Rd



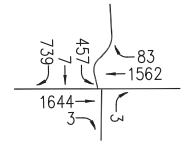
No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St



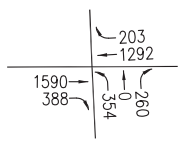
No. 50
I-5 Fwy NB Off-Ramp/
Roxford St



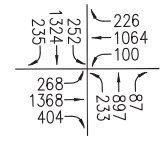
No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St



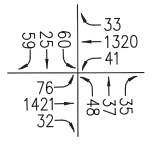
No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St



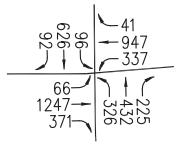
No. 53
I-405 Fwy NB Ramps/
Devonshire St



No. 54
Sepulveda Blvd/
Devonshire St



No. 55
Lemona Ave/
Devonshire St



No. 56
Woodman Ave/
Devonshire St

NOT TO SCALE

APPENDIX FIGURE C3-4A

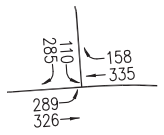
YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 4

WEEKDAY AM PEAK HOUR

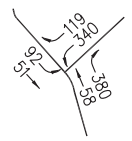
PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

o:\job_file\4056-4\dwg\apdx-c3-4a.dwg LDP 14:49:16 06/29/2017 rodriquez

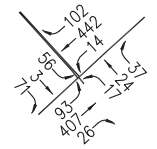


No. 1
Arleta Ave/
Devonshire St

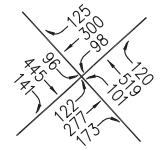


No. 2
Arleta Ave/
Paxton St

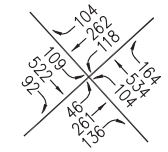
No. 3
I-5 Fwy SB Ramps-Sharp Ave/
Paxton St



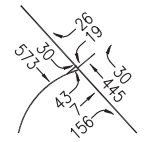
No. 4
I-5 Fwy NB Ramps-Remick Ave/
Paxton St



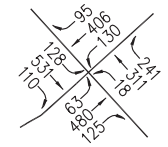
No. 5
Laurel Canyon Blvd/
Branford St



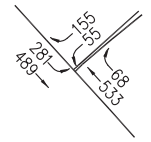
No. 6
San Fernando Rd/
Branford St



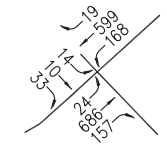
No. 7
Laurel Canyon Blvd/I-5 Fwy
NB Off-Ramp-Jerome St



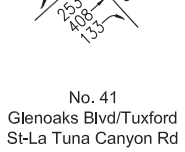
No. 8
Laurel Canyon Blvd/
Sheldon St



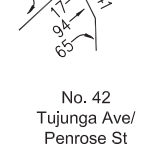
No. 9
Laurel Canyon Blvd/
I-5 Fwy SB Ramps



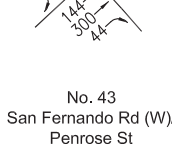
No. 10
I-5 Fwy NB On-Ramp-Rincon Ave/
Sheldon St



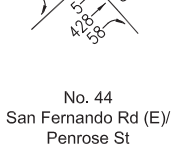
No. 11
Haddon Ave/
Sheldon St



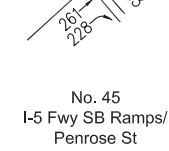
No. 12
Telfair Ave/
Sheldon St



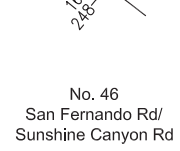
No. 13
San Fernando Rd/
Sheldon St



No. 14
Glenoaks Blvd/
Sheldon St



No. 15
Laurel Canyon Blvd/
Paxton St



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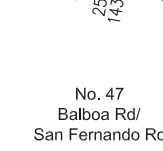

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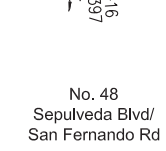

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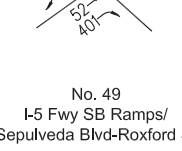

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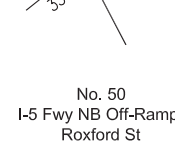

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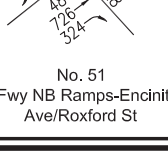

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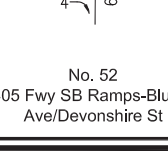

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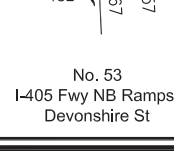

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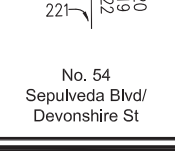

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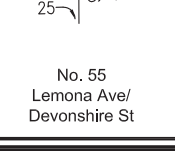

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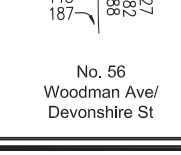

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Van Nuys Blvd

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Bartee Ave/
Van Nuys Blvd

No. 28
I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St

No. 31
Foothill Blvd/
Osborne St-Dwy

No. 32
Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

No. 36
Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

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Sepulveda Blvd/
Devonshire St

No. 55
Lemona Ave/
Devonshire St

No. 56
Woodman Ave/
Devonshire St

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NOT TO SCALE

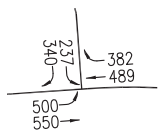
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C3-4B

YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 4

WEEKDAY MID-DAY PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT



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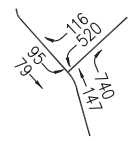

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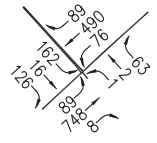

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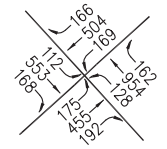
Paxton St



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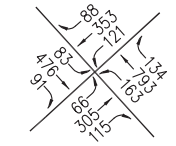

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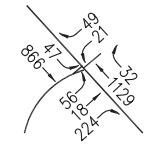

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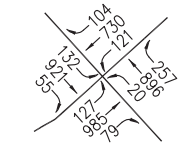

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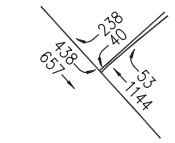

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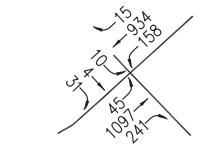

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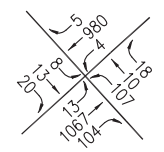

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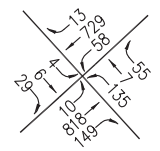

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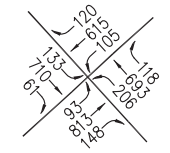

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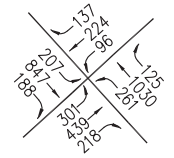

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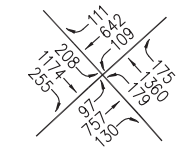

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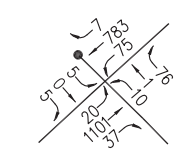

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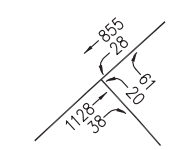

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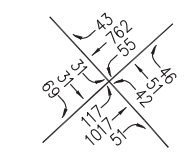

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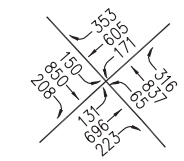

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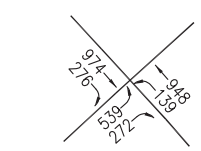

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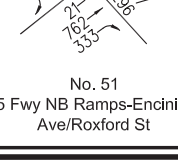

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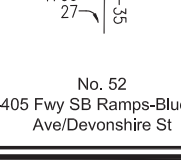

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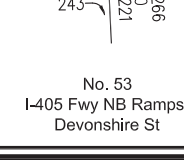

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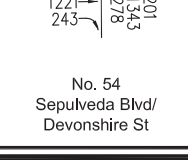

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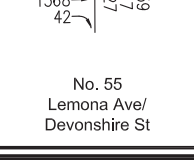

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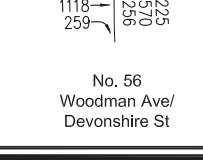

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Bartee Ave/
Van Nuys Blvd

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I-5 Fwy NB Off-Ramp/
Van Nuys Blvd

No. 29
Glenoaks Blvd/
Osborne St

No. 30
Dronfield Ave/
Osborne St

No. 31
Foothill Blvd/
Osborne St-Dwy

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Foothill Blvd/
I-210 Fwy EB Ramps

No. 33
Foothill Blvd/
I-210 Fwy WB Ramps

No. 34
Glenoaks Blvd/
Montague St

No. 35
Glenoaks Blvd/
Branford St

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Glenoaks Blvd/
Truesdale St

No. 37
Glenoaks Blvd/
Peoria St

No. 38
Glenoaks Blvd/
Pendleton St

No. 39
San Fernando Rd (E)/
Tuxford St

No. 40
Bradley Ave/
Tuxford St

No. 41
Glenoaks Blvd/Tuxford
St-La Tuna Canyon Rd

No. 42
Tujunga Ave/
Penrose St

No. 43
San Fernando Rd (W)/
Penrose St

No. 44
San Fernando Rd (E)/
Penrose St

No. 45
I-5 Fwy SB Ramps/
Penrose St

No. 46
San Fernando Rd/
Sunshine Canyon Rd

No. 47
Balboa Rd/
San Fernando Rd

No. 48
Sepulveda Blvd/
San Fernando Rd

No. 49
I-5 Fwy SB Ramps/
Sepulveda Blvd-Roxford St

No. 50
I-5 Fwy NB Off-Ramp/
Roxford St

No. 51
I-5 Fwy NB Ramps-Encinitas
Ave/Roxford St

No. 52
I-405 Fwy SB Ramps-Blucher
Ave/Devonshire St

No. 53
I-405 Fwy NB Ramps/
Devonshire St

No. 54
Sepulveda Blvd/
Devonshire St

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Lemona Ave/
Devonshire St

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Woodman Ave/
Devonshire St

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NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C3-4C

YEAR 2020 CUMULATIVE WITH PROJECT TRAFFIC VOLUMES - ALTERNATIVE ROUTE 4

WEEKDAY PM PEAK HOUR

PACOIMA SPREADING GROUNDS IMPROVEMENT PROJECT

APPENDIX D

HCM AND LEVELS OF SERVICE EXPLANATION

HCM UNSIGNALIZED INTERSECTION DATA WORKSHEETS - WEEKDAY AM, MID-DAY AND PM PEAK HOURS

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

HCS7 Two-Way Stop-Control Report

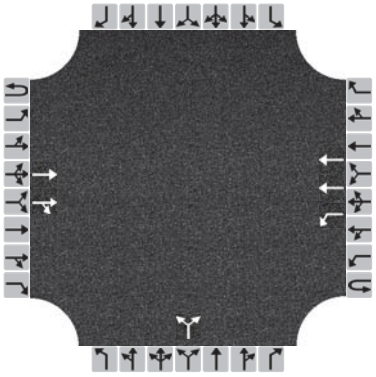
General Information

Analyst	GT
Agency/Co.	LLG Engineers
Date Performed	4/28/2017
Analysis Year	2017
Time Analyzed	Existing AM
Intersection Orientation	East-West
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			862	56		54	811			37		89				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						54					126					
Capacity, c (veh/h)						752					259					
v/c Ratio						0.07					0.49					
95% Queue Length, Q_{95} (veh)						0.2					2.5					
Control Delay (s/veh)						10.2					31.4					
Level of Service, LOS						B					D					
Approach Delay (s/veh)						0.6					31.4					
Approach LOS											D					

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HCS7 Two-Way Stop-Control Report

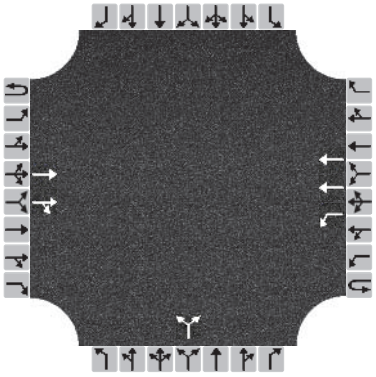
General Information

Analyst	GT
Agency/Co.	LLG Engineers
Date Performed	4/28/2017
Analysis Year	2017
Time Analyzed	Existing MID
Intersection Orientation	East-West
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			539	21		26	538			8		27				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26					35					
Capacity, c (veh/h)						1021					528					
v/c Ratio						0.03					0.07					
95% Queue Length, Q_{95} (veh)						0.1					0.2					
Control Delay (s/veh)						8.6					12.3					
Level of Service, LOS						A					B					
Approach Delay (s/veh)						0.4					12.3					
Approach LOS											B					

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HCS7 Two-Way Stop-Control Report

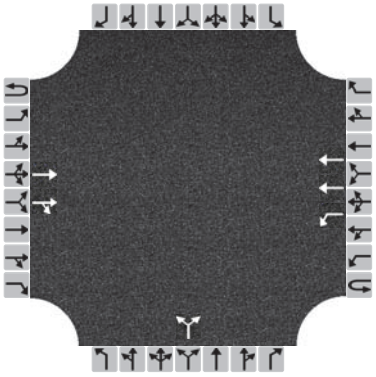
General Information

Analyst	GT
Agency/Co.	LLG Engineers
Date Performed	4/28/2017
Analysis Year	2017
Time Analyzed	Existing PM
Intersection Orientation	East-West
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1058	36		27	771			19		58				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						27					77					
Capacity, c (veh/h)						646					250					
v/c Ratio						0.04					0.31					
95% Queue Length, Q_{95} (veh)						0.1					1.3					
Control Delay (s/veh)						10.8					25.7					
Level of Service, LOS						B					D					
Approach Delay (s/veh)						0.4					25.7					
Approach LOS											D					

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HCS7 Two-Way Stop-Control Report

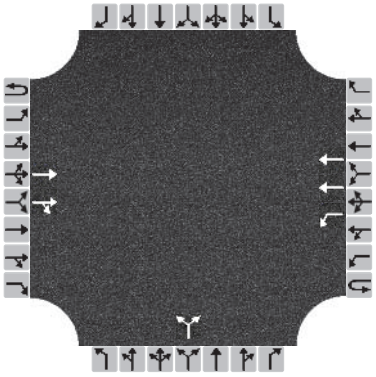
General Information

Analyst	GT
Agency/Co.	LLG Engineers
Date Performed	4/28/2017
Analysis Year	2017
Time Analyzed	Existing with Project AM
Intersection Orientation	East-West
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			879	56		54	854			37		89				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						54					126					
Capacity, c (veh/h)						741					248					
v/c Ratio						0.07					0.51					
95% Queue Length, Q_{95} (veh)						0.2					2.6					
Control Delay (s/veh)						10.2					33.6					
Level of Service, LOS						B					D					
Approach Delay (s/veh)						0.6					33.6					
Approach LOS											D					

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HCS7 Two-Way Stop-Control Report

General Information

Analyst	GT
Agency/Co.	LLG Engineers
Date Performed	4/28/2017
Analysis Year	2017
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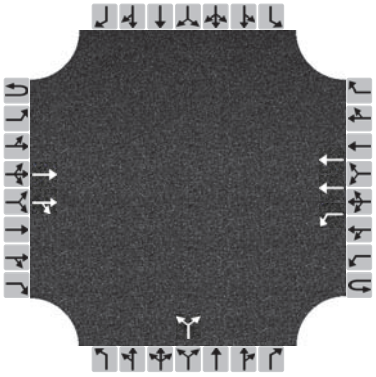
Intersection Orientation	East-West
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			556	21		26	581			8		27				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26					35					
Capacity, c (veh/h)						1007					511					
v/c Ratio						0.03					0.07					
95% Queue Length, Q_{95} (veh)						0.1					0.2					
Control Delay (s/veh)						8.7					12.6					
Level of Service, LOS						A					B					
Approach Delay (s/veh)						0.4					12.6					
Approach LOS											B					

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HCS7 Two-Way Stop-Control Report

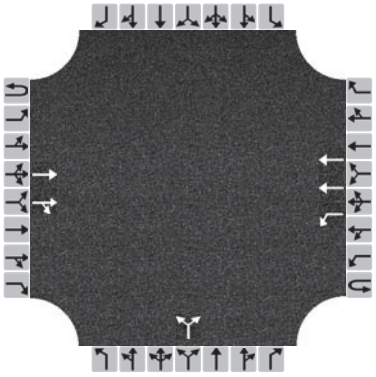
General Information

Analyst	GT
Agency/Co.	LLG Engineers
Date Performed	4/28/2017
Analysis Year	2017
Time Analyzed	Existing with Project PM
Intersection Orientation	East-West
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1075	36		27	814			19		58				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						27					77					
Capacity, c (veh/h)						636					240					
v/c Ratio						0.04					0.32					
95% Queue Length, Q_{95} (veh)						0.1					1.3					
Control Delay (s/veh)						10.9					27.0					
Level of Service, LOS						B					D					
Approach Delay (s/veh)						0.4				27.0						
Approach LOS										D						

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HCS7 Two-Way Stop-Control Report

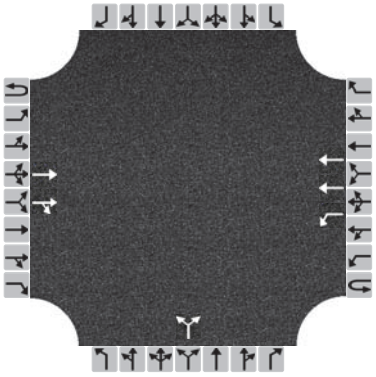
General Information

Analyst	GT
Agency/Co.	LLG Engineers
Date Performed	4/28/2017
Analysis Year	2020
Time Analyzed	Future Pre-Project AM
Intersection Orientation	East-West
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			905	59		56	853			39		93				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						56					132					
Capacity, c (veh/h)						722					237					
v/c Ratio						0.08					0.56					
95% Queue Length, Q_{95} (veh)						0.3					3.1					
Control Delay (s/veh)						10.4					37.8					
Level of Service, LOS						B					E					
Approach Delay (s/veh)						0.6				37.8						
Approach LOS										E						

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HCS7 Two-Way Stop-Control Report

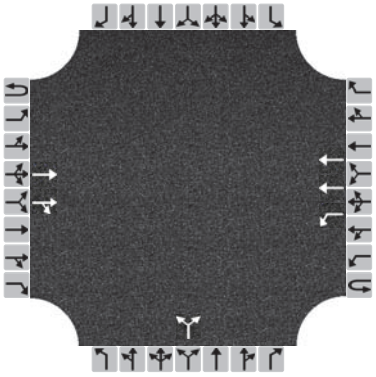
General Information

Analyst	GT
Agency/Co.	LLG Engineers
Date Performed	4/28/2017
Analysis Year	2020
Time Analyzed	Future Pre-Project MID
Intersection Orientation	East-West
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			569	22		27	569			8		28				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						27					36					
Capacity, c (veh/h)						995					509					
v/c Ratio						0.03					0.07					
95% Queue Length, Q_{95} (veh)						0.1					0.2					
Control Delay (s/veh)						8.7					12.6					
Level of Service, LOS						A					B					
Approach Delay (s/veh)						0.4					12.6					
Approach LOS											B					

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HCS7 Two-Way Stop-Control Report

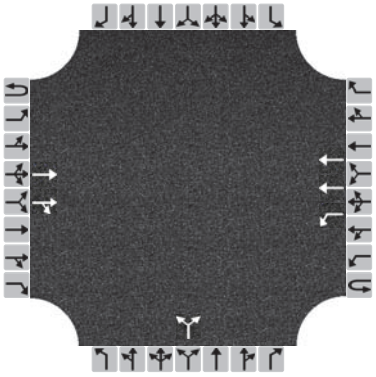
General Information

Analyst	GT
Agency/Co.	LLG Engineers
Date Performed	4/28/2017
Analysis Year	2020
Time Analyzed	Future Pre-Project PM
Intersection Orientation	East-West
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1111	38		28	812			20		61				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						28					81					
Capacity, c (veh/h)						616					228					
v/c Ratio						0.05					0.36					
95% Queue Length, Q_{95} (veh)						0.1					1.5					
Control Delay (s/veh)						11.1					29.2					
Level of Service, LOS						B					D					
Approach Delay (s/veh)						0.4				29.2						
Approach LOS										D						

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HCS7 Two-Way Stop-Control Report

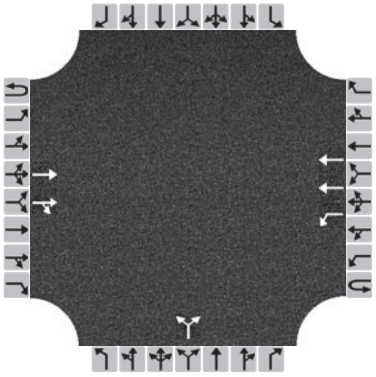
General Information

Analyst	GT
Agency/Co.	LLG Engineers
Date Performed	4/28/2017
Analysis Year	2020
Time Analyzed	Future with Project AM
Intersection Orientation	East-West
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			922	59		56	896			39		93				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						56					132					
Capacity, c (veh/h)						712					227					
v/c Ratio						0.08					0.58					
95% Queue Length, Q_{95} (veh)						0.3					3.3					
Control Delay (s/veh)						10.5					40.9					
Level of Service, LOS						B					E					
Approach Delay (s/veh)						0.6					40.9					
Approach LOS											E					

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HCS7 Two-Way Stop-Control Report

General Information

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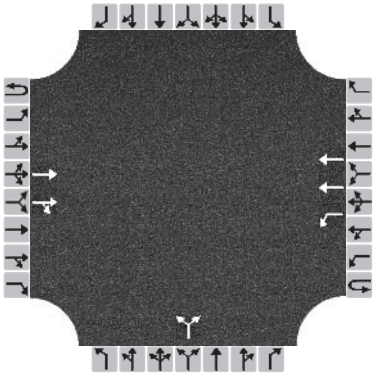
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			586	22		27	612			8		28				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						27					36					
Capacity, c (veh/h)						980					492					
v/c Ratio						0.03					0.07					
95% Queue Length, Q_{95} (veh)						0.1					0.2					
Control Delay (s/veh)						8.8					12.9					
Level of Service, LOS						A					B					
Approach Delay (s/veh)						0.4					12.9					
Approach LOS											B					

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HCS7 Two-Way Stop-Control Report

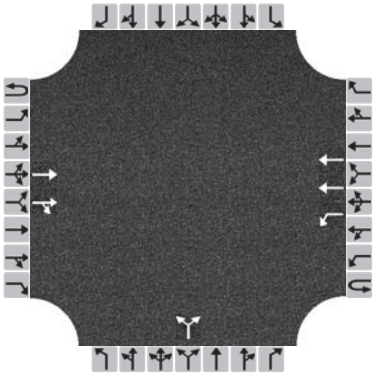
General Information

Analyst	GT
Agency/Co.	LLG Engineers
Date Performed	4/28/2017
Analysis Year	2020
Time Analyzed	Future with Project PM
Intersection Orientation	East-West
Project Description	Pacoima Spreading Grounds Improvement Project

Site Information

Intersection	17 - Kewen Ave/Paxton St
Jurisdiction	City of Los Angeles
East/West Street	Paxton Street
North/South Street	Kewen Avenue
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1128	38		28	855			20		61				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						28					81					
Capacity, c (veh/h)						607					219					
v/c Ratio						0.05					0.37					
95% Queue Length, Q_{95} (veh)						0.1					1.6					
Control Delay (s/veh)						11.2					30.8					
Level of Service, LOS						B					D					
Approach Delay (s/veh)						0.4				30.8						
Approach LOS										D						

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